

OFFICIALS

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



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

City Council Meeting
AGENDA
Tuesday, July 21, 2020

6:00 P.M. REGULAR CITY COUNCIL

*Per the Order issued by Central District Health on July 14, 2020,
Social distancing and face masks will be required.*

*Due to social distancing protocol,
the **Council Chambers Audience Occupancy Capacity is 15.***

***The first 15 persons** who appear, in addition to Mayor, City Council, and staff, will be allowed in Council Chambers. All other persons may access the meeting via Live Streaming.*

Live Streaming Instructions:

*Members of the public may watch the July 21, 2020 Council Meeting via Facebook Live. Live feed will start at **6:00 P.M.** on the City of Kuna Idaho Facebook page linked below:*

<https://www.facebook.com/CityofKunaIdaho/>

For questions please call the Kuna City Clerk's Office at (208) 387-7726.

Public testimony will be received on the cases listed under Public Hearings within this Agenda. The instructions and options available for public testimony are listed below.

APPLICANT/PUBLIC ORAL PUBLIC HEARING TESTIMONY PROCESS:

Written – Up to noon the day of the Public Hearing

1. Submit any below stated option **prior to noon the day of the Public Hearing meeting**. Late submissions will not be included.
2. Submit testimony via our website on the [Public Testimony Form](#).
Kunacity.id.gov > Doing Business > Forms and Applications > Frequently Requested Applications and Forms > ONLINE Public Testimony Form
3. Submit testimony via email to PublicHearingTestimony@KunaID.gov
4. Submit via mail to:
City of Kuna
Attention: City Clerk's Office
PO Box 13
Kuna, ID 83634

Oral – Via electronic call during the Public Hearing

1. Submit request **no later than noon the day of the Public Hearing meeting**.
2. Email PublicHearingTestimony@KunaID.gov

NOTICE: Copies of all agenda materials are available for public review in the Office of the City Clerk. Persons who have questions concerning any agenda item may call the City Clerk's Office at (208) 922-5546. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk at 922-5546 at least forty-eight (48) hours prior to the meeting to allow the City to make reasonable arrangements to ensure accessibility to this meeting.

- ✓ Your name
 - ✓ Address
 - ✓ Phone Number you will be calling from to give testimony
 - ✓ Email Address
 - ✓ Date of Public Hearing
 - ✓ Case number or Identification of Public Hearing
3. Watch your email for a reply email with the information to join the meeting electronically. (Check your spam/junk folder as a precaution)
 4. Follow the dial in information.
 5. Call into the virtual lobby a minimum of 5 minutes prior to the meeting.

Oral – In Person Testimony during the Public Hearing.

All persons wishing to testify must, state their name and residential address. No person shall speak until recognized by the Mayor. A three (3) minute time limit will be placed on all testimonies.

PLEASE NOTE: Due to social distancing protocol, the Council Chambers Audience Occupancy Capacity is 15. The first 15 persons who appear, in addition to Mayor, City Council, and staff, will be allowed in Council Chambers.

*If you have questions regarding public testimony,
please call the Kuna City Clerk’s Office at (208) 387-7726.*

1. Call to Order and Roll Call

2. Invocation: None

3. Pledge of Allegiance: Mayor Stear

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

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

A. Regular City Council Meeting Minutes Dated July 7, 2020

B. Accounts Payable Dated July 16, 2020 in the amount of \$1,076,527.21

5. External Reports or Requests: None

6. Public Hearings:

Due to current health precautions associated with the Coronavirus, the City of Kuna is providing alternative ways for the community to submit comments at public hearings. To learn more about the process for written and oral testimony please follow the directions above or call the City of Kuna Clerk’s Office at (208) 387-7726.

- A. *Public Hearing continued from June 16, 2020, and tabled from July 7, 2020, for additional public testimony and any comments or suggested changes to the Development Agreement from the City Attorney and Consideration to approve Case No. 19-10-AN (Annexation), 19-01-PUD (Planned Unit Development) & 19-06-S (Pre-Plat) & a DA (Development Agreement) for Spring Rock Subdivision – Troy Behunin, Planner III & Dave Yorgason, Ten Mile Creek, LLC (Applicant) ACTION ITEM*

Ten Mile Creek, LLC, requests approval for Annexation, Planned Unit Development (PUD), Preliminary Plat, and a Development Agreement. Applicant requests to annex approximately 761 ac. into Kuna City limits, with a variety of zones throughout the project; including R-6 (Medium Density Residential), R-12 (High Density Residential), R-20 (High Density Residential), C-1 (Neighborhood Commercial) and the C-2 (Area Commercial) zones. This is a multi-phased, Master-Planned Development proposing up to 2,274 dwelling units (Single Family [1,886] and Multi-Family [388]). Applicant requests Preliminary Plat approval in order to subdivide approximately 477 of the 761.44 acres into 757 Single family and 136 Multi-family lots, 34 common lots, 7 commercial lots, one school lot and two public facility lots. The remaining lands (approx. 284 ac.) will be developed in the future with separate applications. The project site is in Sections 14, 15, 23 & 24, all in T2N, R1E, near the northeast corner of Cloverdale and Kuna Roads.

Re-Open Public Hearing

Receive evidence

Consideration to close evidence presentation and proceed to deliberation

Potential Motions:

Consideration to either:

Option 1: Approve or Deny Case Nos. 19-10-AN (Annexation), 19-01-PUD (Planned Unit Development) & 19-06-S (Pre-Plat), a DA (Development Agreement), and the Findings of Fact, Conclusions of Law and Order of Decision as presented in the packet and Close the Public Hearing.

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

- B. *Public Hearing and Consideration to Approve Northern Boundary Area of City Impact Expansion – Jace Hellman, Planner II ACTION ITEM*

The City of Kuna requests consideration from the City Council for the expansion of Kuna's most northern boundary of its Area of City Impact (ACI) Boundary. This expansion, if approved, will align Kuna's ACI with the City of Meridian's ACI by extending the boundary from its current location at West Lake Hazel road to encompass previous annexed parcels south of Amity Road and West of Meridian Road.

Open Public Hearing

Receive evidence

Consideration to close evidence presentation and proceed to deliberation

Potential Motions:

Consideration to either:

Option 1: Approve or Deny Northern Boundary Area of City Impact Expansion and the Findings of Fact, Conclusions of Law and Order of Decision as presented in the packet and Close the Public Hearing.

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

- C. Public Hearing and Consideration to approve Ordinance No. 2020-23 – Jace Hellman, Planner II **ACTION ITEM**

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

- MAKING CERTAIN FINDINGS; AND
- AMENDING SUBSECTION 2 OF SECTION 6, CHAPTER 1, TITLE 5 ADDING DEFINITIONS ASSOCIATED WITH SIGNAGE; AND
- REPEALING CHAPTER 10 OF TITLE 5; AND
- AMENDING TITLE 5 BY THE ADDITION OF A NEW CHAPTER 10; AND
- PROVIDING A SEVERABILITY CLAUSE; AND
- DIRECTING THE CITY CLERK; AND
- PROVIDING AN EFFECTIVE DATE.

Open Public Hearing

Receive evidence

Consideration to close evidence presentation and proceed to deliberation

Potential Motions:

Consideration to waive three readings

Consideration to approve ordinance

Consideration to approve summary publication

- D. Public Hearing on the Status of CDBG Funded Grant Activities – Chris Engels, City Clerk

7. Business Items:

- A. Discussion on Old Town Pressure Irrigation and Gravity Irrigation Customers and consideration to waive certain connections fees – Mike Borzick, GIS Manager **ACTION ITEM**
- B. Consideration to approve 20-03-LLA (Lot Line Adjustment) for Kelleher Subdivision No. 2 – Jessica Reid, Customer Service Specialist III **ACTION ITEM**

On behalf of Open Door Rentals, LLC (Owner), Shawn Brownlee with Trilogy Development seeks Lot Line Adjustment approval to ensure proper building setback requirements. The subject properties are located at 1585 W. Hubbard Road and 1595 W. Hubbard Road, Kuna, ID, 83634 (APNS: R4865430140 and R4865430160).

8. Ordinances:

Consideration to approve Ordinance No. 2020-24 **ACTION ITEM**

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

- AMENDING CHAPTER 8, TITLE 3; AND
- PROVIDING FOR ADDITIONAL DEFINITIONS; AND
- MAKING TECHNICAL CHANGES; AND
- PROVIDING FOR SPECIAL EVENTS REGULATIONS AND PERMITS;
- AND PROVIDING FOR PARADE SPECIAL EVENT REGULATIONS AND PERMITS; AND
- PROVIDING FOR BLOCK EVENT REGULATIONS; AND
- PROVIDING FOR TECHNICAL CORRECTIONS TO THE ATTENDEE PROJECTION GOOD FAITH ESTIMATE SPECIAL APPLICATION REGULATIONS; AND
- PROVIDING FOR PERMIT DENIAL AND PROCEDURE; AND
- PROVIDING FOR LIBERAL CONSTRUCTION OF ADMINISTRATIVE REGULATORY POWERS AND AUTHORITY PROVIDED; AND
- DIRECTING THE CITY CLERK; AND
- PROVIDING AN EFFECTIVE DATE.

Consideration to Waive Three Readings of Ordinance

Consideration to Approve Ordinance

Consideration to Approve Summary Publication

9. Executive Session: None

10. Mayor/Council Announcements:

11. Adjournment:

**OFFICIALS**

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

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

City Council Meeting
MINUTES
Tuesday, July 7, 2020

6:00 P.M. REGULAR CITY COUNCIL

*Due to social distancing protocol,
 the **Council Chambers Audience Occupancy Capacity is 15.***

Social Distancing will be required.

*The **first 15 persons** who appear, in addition to Mayor, City Council, and staff, will be allowed in Council Chambers. All other persons may access the meeting via Live Streaming.*

Live Streaming Instructions:

*Members of the public may watch the July 7, 2020 Council Meeting via Facebook Live. Live feed will start at **6:00 P.M.** on the City of Kuna Idaho Facebook page linked below:*

<https://www.facebook.com/CityofKunaIdaho/>

For questions please call the Kuna City Clerk's Office at (208) 387-7726.

Public testimony will be received on the cases listed under Public Hearings within this Agenda. The instructions and options available for public testimony are listed below.

APPLICANT/PUBLIC ORAL PUBLIC HEARING TESTIMONY PROCESS:

Written – Up to noon the day of the Public Hearing

1. Submit any below stated option **prior to noon the day of the Public Hearing meeting**. Late submissions will not be included.
2. Submit testimony via our website on the [Public Testimony Form](#).
 Kunacity.id.gov > Doing Business > Forms and Applications > Frequently Requested Applications and Forms > ONLINE Public Testimony Form
3. Submit testimony via email to PublicHearingTestimony@KunaID.gov
4. Submit via mail to:
 City of Kuna
 Attention: City Clerk's Office
 PO Box 13
 Kuna, ID 83634

Oral – Via electronic call during the Public Hearing

1. Submit request **no later than noon the day of the Public Hearing meeting**.
2. Email PublicHearingTestimony@KunaID.gov
 ✓ Your name

NOTICE: Copies of all agenda materials are available for public review in the Office of the City Clerk. Persons who have questions concerning any agenda item may call the City Clerk's Office at (208) 922-5546. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk at 922-5546 at least forty-eight (48) hours prior to the meeting to allow the City to make reasonable arrangements to ensure accessibility to this meeting.

- ✓ Address
 - ✓ Phone Number you will be calling from to give testimony
 - ✓ Email Address
 - ✓ Date of Public Hearing
 - ✓ Case number or Identification of Public Hearing
3. Watch your email for a reply email with the information to join the meeting electronically.
(Check your spam/junk folder as a precaution)
 4. Follow the dial in information.
 5. Call into the virtual lobby a minimum of 5 minutes prior to the meeting.

Oral – In Person Testimony during the Public Hearing.

All persons wishing to testify must, state their name and residential address. No person shall speak until recognized by the Mayor. A three (3) minute time limit will be placed on all testimonies.

*If you have questions regarding public testimony,
please call the Kuna City Clerk's Office at (208) 387-7726.*

1. Call to Order and Roll Call

COUNCIL MEMBERS PRESENT:

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

CITY STAFF PRESENT:

Chris Engels, City Clerk
 Jared Empey, City Treasurer
 Bill Gigray, City Attorney
 Wendy Howell, Planning & Zoning Director
 Bobby Withrow, Parks Director

2. Invocation: None

3. Pledge of Allegiance: Mayor Stear

4. Consent Agenda: ALL OF THE LISTED CONSENT AGENDA ITEMS ARE ACTION ITEMS (Timestamp 00:00:59)

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

- A. Regular City Council Meeting Minutes Dated June 16, 2020
- B. Accounts Payable Dated July 1, 2020 in the amount of \$612,195.50
- C. Resolutions:

~~1. Resolution No. R38-2020 Moved to 7B~~

~~A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO, APPROVING AND ADOPTING AN AMENDMENT TO THE CITY OF KUNA PERSONNEL POLICY MANUAL SECTION 6.19 REGARDING CELL PHONE USE WHILE DRIVING; DIRECTING THE HUMAN RESOURCES DIRECTOR; AND PROVIDING AN EFFECTIVE DATE.~~

2. Resolution No. R39-2020

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO DECLARING CERTAIN PERSONAL PROPERTY SURPLUS AND DIRECTING THE REMOVAL OF SAID PROPERTY.

D. Final Plats:

- 1. Case No. 20-09-FP (Final Plat) for Delores Subdivision
- 2. Case No. 20-11-FP (Final Plat) for Ledgestone Subdivision No. 1
- 3. Case No. 20-12-FP (Final Plat) for Journey's End Subdivision No. 3

Council Member Cardoza had a question about the wording of item 4C1. He asked if it should be pulled from consent or if they should just discuss it.

Mayor Stear said to move it to item 7B. The Budget Workshop would become item 7A.

Council Member McPherson moved to remove item 4C1 from the consent agenda and approve the rest of the published consent agenda. Seconded by Council Member Christensen. Motion carried 3-0-1. Council President Buban-Vonder Haar was absent.

5. External Reports or Requests:

- A. Ada County Prosecutor's Office Budget Presentation - Robert Bleazard, Deputy Prosecutor
(Timestamp 00:03:21)

Deputy Prosecutor Robert Bleazard, 4493 S. Cruzatt Lane, Boise, Idaho 83716, supervised the magistrate the division of the Ada County Prosecutor's Office. That division was responsible for prosecuting all the misdemeanors, infractions, and code enforcement in Kuna. They had been privileged to have the contract with Kuna for many years and enjoyed working with Kuna as well as the law enforcement partners at the Ada County Sheriff's Office.

Mr. Bleazard shared the Prosecutor's Office was requesting \$54,000, the same amount requested the previous year, for prosecution with the upcoming fiscal budget. The proposed contract had not made it to Council yet but it would shortly. The request was based on cases they prosecuted over the previous fiscal year. Under contract, they continued to handle each misdemeanor case from screening and charging decisions all the way through the entire pendency of the misdemeanor matter. They also handled all the infraction cases. As in many of the past years that they prosecuted cases for the City of Kuna, the services included an entire team of prosecutors. There were approximately 10 attorneys in his division. He said approximately because there were a number of interns and they had the resources of the entire office to help them, which included more than 70 attorneys. It also included legal assistance, victim witness coordinators, restitution coordinators and their in-house investigators. The amount requested did not include infraction or misdemeanor cases resolved without their involvement, cases submitted to their office but declined, probation violation hearings, or contempt proceedings. Although they did handle probation violation and contempt proceedings for the cases even after they went through sentencing and disposition. In the past fiscal year, they prosecuted 249 total cases for the City of Kuna.

Mr. Bleazard stated s specific benefit of their services was their on-call prosecutor available to law enforcement partners, including the City of Kuna, for misdemeanor offenses. He reviewed a recent supreme court decision and case, State V. Clark, which changed that significantly. It required law enforcement officers to obtain arrest warrants to make any arrest on a misdemeanor case that did not occur in the officer's presence. The two main categories affected were driving under the influence cases where the officer didn't see that person drive and the other type was domestic violence cases which typically didn't occur in law enforcement presence. They were reported and the officer had to show up later. Before this decision, officers were allowed by Idaho law to make arrests on those misdemeanor cases. It was an exception to the constitution carved out by statute. The supreme court said that statute was unconstitutional and the officers needed to get warrants. The on-call services were what allowed officers to have a resource to get a warrant even in the absence of the officer having seen the conduct. The officer, day or night, could call the on-call prosecutor who would call the judge and facilitate the interaction for the arrest warrant. They were honored to provide these services to Kuna. He stood for questions.

Mayor Stear shared his appreciation for the service. It had been a good relationship. He also appreciated that the cost did not go up.

B. Kuna Police Budget Update – Chief Jon McDaniel
(Timestamp 00:09:31)

Kuna Police Chief Jon McDaniel started on a positive note. He shared they had been inundated with community support. There was a bit of a challenge across the country with rule of law and support for law officers and prosecutors. It warmed his heart to have people really supporting them. It meant a lot to the troops. They were proud to serve the community.

Chief McDaniel shared there was a live page that was updated monthly. He would be sharing the link to it with Council later that week. He reviewed the portion of it that was included in the packet. Their call response time was down by 11 seconds. They were happy that was going down as Kuna grew. The goal for across all three of their contracts and incorporated Ada County was to be under five minutes. They were far under that and pleased with those numbers for the most serious Code 3 calls. The next number was the crimes per 1,000 residents. That also continued to go down despite the population going up. The next was the persons crimes which were about the same. They went down a touch. Those were the lewd and lascivious, rapes, aggravated assaults, and felonious type crimes against another person. There were only 201 that year versus 211 the previous year. Property crimes were up but that was expected to go up as the population went up. That was more of the burglaries. It seemed construction thefts were happening in waves. They would get the person caught and prosecuted and those would go down again for a while but, definitely, with all the construction, that was a big part of the property crimes. Society crimes were mostly drug crimes, misdemeanor and felony, as well as DUIs. Those crimes were also going down a touch. That lead him to the budget page.

Chief McDaniel explained this was the first year of the four he had stood before Council that he did not ask for more. He really appreciated the cooperation from Council through this growing process. They had been able to add six and quarter deputies in the last three years and he could not be more thankful. The crime numbers and response times showed how they were doing. The community support was there as well. They were using discretion in a good way. They really were set up for success and that was because of the support Council had given them over the last three years; especially when he had asked for 2 deputies each year. He could not say enough how appreciative they were that they felt they could do their job safely, not just for the citizens but for themselves as well. He thanked them for that. As for the budget, it went up \$57,000. County Commissioners did approve 2% COLA which was the biggest chunk of it. Insurance went up as well. They were up 20 employees. Rent was raised. It had been several years since they had an adjustment in their rent. They were required by the FEDs to enter the NIBRS crime data and, because the numbers for those went up, that went up a little bit. They did decrease their fuel cost for the next year and the shared services credit increased another \$4,000 up to a total of \$192,000. The Sheriff and BOCC would give a credit back for times when they respond to emergencies outside city limits. The South County Deputies did that for Kuna as well. It was a savings they had built in at 7% for that benefit. He stood for questions.

Council Member Cardoza asked, on shared expenses, was there ever a time that both of Kuna's vehicles were out of the City in a shared experience or did they try to keep one back.

Chief McDaniel replied they tried to keep one back. There might be a time, if they were the closest units, dispatch would automatically send the closest units but they had a system in place for whoever got to Kuna first. They made sure Kuna was covered as soon as possible. Even Meridian helped. They constantly watched where deputies went to make sure they had the right coverage and adjusting.

Council Member Cardoza clarified if Kuna sent two vehicles down to Swan Falls the southern vehicle for the county would stay in Kuna.

Chief McDaniel explained two would stay in the area for the next call and two would be sent down to take care of the follow up investigation, that could sometimes take two or three hours, so the Kuna deputies could get back to town.

Mayor Stear assumed the response times were down because they added investigators so officers weren't having to do investigations.

Chief McDaniel said absolutely. The two additional detectives over the last couple years really made a huge difference. When it came time for prosecution there was a lot more required than ever before and it took a lot to prove a case. For them to be able to dot their "I"s and cross their "T"s, which was the expectation in America and the justice system, they were very appreciative. There was a while there where they were just trying to keep their head above water but now, they felt they could be successful and they appreciated it.

6. **Public Hearings:**

Due to current health precautions associated with the Coronavirus, the City of Kuna is providing alternative ways for the community to submit comments at public hearings. To learn more about the process for written and oral testimony please follow the directions above or call the City of Kuna Clerk's Office at (208) 387-7726.

*Public Hearing continued from June 16, 2020 for additional public testimony and any comments or suggested changes to the Development Agreement from the City Attorney and Consideration to approve Case No. 19-10-AN (Annexation), 19-01-PUD (Planned Unit Development) & 19-06-S (Pre-Plat) & a DA (Development Agreement) for Spring Rock Subdivision – Troy Behunin, Planner III & Dave Yorgason, Ten Mile Creek, LLC (Applicant) **ACTION ITEM**
(Timestamp 00:18:20)*

Ten Mile Creek, LLC, requests approval for Annexation, Planned Unit Development (PUD), Preliminary Plat, and a Development Agreement. Applicant requests to annex approximately 761 ac. into Kuna City limits, with a variety of zones throughout the project; including R-6 (Medium Density Residential), R-12 (High Density Residential), R-20 (High Density Residential), C-1 (Neighborhood Commercial) and the C-2 (Area Commercial) zones. This is a multi-phased, Master-Planned Development proposing up to 2,274 dwelling units (Single Family [1,886] and Multi-Family [388]). Applicant requests Preliminary Plat approval in order to subdivide approximately 477 of the 761.44 acres into 757 Single family and 136 Multi-family lots, 34 common lots, 7 commercial lots, one school lot and two public facility lots. The remaining lands (approx. 284 ac.) will be developed in the future with separate applications. The project site is in Sections 14, 15, 23 & 24, all in T2N, R1E, near the northeast corner of Cloverdale and Kuna Roads.

Mayor Stear shared there was a request to table this item to the Council Meeting on July 21, 2020. The applicant had a family emergency.

Council Member McPherson moved to move the Public Hearing for the Spring Rock Development to the July 21, 2020 Council Meeting. Seconded by Council Member Christensen. Motion carried 3-0-1. Council President Buban-Vonder Haar was absent.

7. Business Items:

A. Budget Workshop – Jared Empey, City Treasurer (Timestamp 00:19:25)

City Treasurer Jared Empey reviewed page 1 of the budget packet was a basic look at the General Fund Summary of the last three years with actual, projected for the year, and budgeted for Fiscal Year 21. The underlying detail was in the supporting documents. Property Tax Revenue was expected to increase due to annexations and new construction. They did not plan on taking the 3% increase which would cost about \$96,000. Other revenue would stay about the same or potentially decrease slightly. Building permit revenue would stay about the same as what was expected to come in that year. That year it was projected to come in a little below what they had hoped but better than it could have been granted the circumstances. There were some modest increases to Public Safety from Fiscal 20. Capital Expenditures, money transferred over from the General Fund, was decreasing a little; mainly because they were carrying over a lot of projects. Other expenses included salaries, wages, maintenance, and that sort of thing. Fiscal 21 was projected to be positive and Fiscal 20 was projected to come in a little negative for two reasons; carrying over some projects to Fiscal 21 and building permit revenue coming in a little lower than hoped. Fiscal 2021 included the COLA of 1.26%, essentially just inflation based with the CPI, not taking the 3% increase in Property Taxes, and something that could be seen later on in the year was potentially about \$250,000 being transferred back into Capital Expenses. That was a typical occurrence on a yearly basis. That was the first fund.

Mr. Empey moved on to the Grant Fund on page 8 of 24 of the budget workshop packet. The project expected in Fiscal 21 was the purchase of the Greenbelt. He expected quite a bit more activity in the years following since they were looking at more downtown revitalization but Fiscal 21 would essentially just be that one big project.

Mr. Empey reviewed the Late Comers Fund didn't really change that much. It was on page 9 of 24. It was for reimbursement of oversized lines and different project reimbursements that might be approved by Council. It was one of the City's healthiest funds. He expected it to continue that way as long as healthy building activity continued. A lot of those payments would come in Fiscal 20. The City always paid those out in August so Council would be seeing them at the second August Council meeting. They came out to about \$1.4 million. The next year there would be some modest amounts. The year after that there would potentially be significant ones Council might wish to discuss for reimbursements related to Falcon Crest Subdivision. That was definitely one to keep on the radar given the dollar amounts were fairly large and some of the payment timelines maybe shorter. The payment time period on those; they were looking at five-

year repayment periods on some of their project. Normally the City did ten-year repayment timelines.

Mr. Empey went to page 10 of the budget workshop packet. The Water Fund had been very stable over the last several years. Actual Projected and Budgeted for '20 and '19 looked like it would be very healthy. The carryover was very strong in that fund. The negative amount in that fund was due to high amounts of Capital Expenditures. One of those was a \$750,000 piece related to Falcon Crest. Essentially, in the development agreement the City agreed to construct some water capital improvements. The first installment of that was \$750,000 of a \$2 million project. That was one element that really boosted that amount. Another thing that boosted the capital expenditures in the Water Fund was carrying over a lot of projects from prior years. There were a lot of projects that hadn't been completed that needed to be. Revenue was very stable as well as Capital Revenue. Expenses aside from the capital expenditures were also fairly stable. He gave Council the opportunity to go into the Water Fund capital expenditures but there were no questions.

Mr. Empey reviewed the Sewer Summary on page 13 of 24. He thanked Council for helping staff out with the rate increase on the Sewer Fund. It was something he had looked at since his first week coming on the job. He had seen there was a significant need for a revenue increase in that fund. He thought it would help make that fund healthier and more stable in the future. He thanked Council again. Revenue was projected to increase significantly due to that sewer rate increase. Budgeted '21 was about \$1.2 million higher than 2019. A lot of that was due to the rate study staff presented and ultimately was approved by Council. He thought that would help fill the gap that was created over an eight to ten-year period. Capital Revenues would essentially stay flat. Labor and Benefits – essentially flat. Maintenance and Operations, as the system aged, they were expecting Maintenance and Operations would increase due to some components reaching the end of their life. Capital Expenditures – some of those projects led to the increase in the Sewer Fund. There were a lot of capacity issues they were working with. Public Works did a presentation in which City Engineer Paul Stevens and his staff discussed different capacity issues Kuna could have in the future due to lift stations being over burdened or different segments of town being at capacity. Many of the projects they were proposing were to alleviate some of those problems. Different studies they were proposing to get to the bottom of how to fix a lot of those capacity issues because without them building might have to stop in certain areas or, if it got bad enough, potentially a moratorium on building until the capacity issues could be alleviated. Some of those projects included rehabilitation of the Danskin Lift Station as well as Ten Mile Lift Station for \$500,000 were budgeted items. Others were Hubbard Lift Station, \$35,000, lagoons, redoing liners, basically adding capacity out at lagoons, and the facility out at Swan Falls. A lot of the capital expenditures in that fund were so the City wouldn't have to tell builders they couldn't build. It was important to get ahead of a lot of the issues that could become big problems in the future.

Mr. Empey stated the Irrigation Fund on page 16 was the last of the major funds. It was very stable and he expected it to be stable the next year. An item with the Capital Expenditures was a substantial increase, \$116,000 to \$652,000. There were several

ponds, such as Ashton Pump and Pond for \$400,000. He believed there was also \$100,000 as part of Downtown Revitalization. There were a few big projects that would go into the Irrigation Fund that would make sure different ponds were staying up to par as well as potentially converting old gravity systems that were sometimes a problem in the downtown area to pressurized irrigation. Those were some of the large projects happening in the Irrigation Fund, however, he did not expect as much activity in this fund as the Sewer Fund and Water Fund. He stood for questions.

Council Member McPherson asked how the 1.26% COLA increase was figured. He noticed the police COLA was at 2% but the City's was at 1.26%.

Mr. Empey could not speak for Ada County and how they developed their figures, however, the City's was purely inflation based. Essentially, someone could go out and look at figures of inflation data and averages compiled by the government. One of those was called a CPI, Consumer Product Index, that was compared from May of the previous year to May of that year. That increase was 1.26%. He couldn't remember what the City's COLA was the previous year but that was how he figured it the last couple years and it was how John Marsh had done it. Any questions about how Ada County figured their COLA would have to be directed to Ada County.

Mr. Empey moved on to the Solid Waste Fund on page 19. They had covered the main funds. This was a minor fund. Basically, the City served as a middle man for J&M so the City received about a 10% royalty fee for billing for them. The City kept the 10% and paid J&M their portion on a weekly basis. This fund was a break-even fund and not expected to make significant money. The City's portion could be seen in the General Fund. This fund was not significant as a revenue generator.

Mr. Empey explained the Capital Projects Fund on page 20 was monies transferred over from the General Fund to fund government related projects such as parks related or vehicles for General Fund related activities. In the list of projects there were things like a sinking fund for park restrooms, building out of certain parks not covered by Park Impact Fees, questions about why they may or may not be covered would need to be directed to Parks Director Bobby Withrow, some of those funds were also grant funds. In purchasing the Greenbelt, the City had to pay half the money and the grant paid the other half. The City portion was \$183,000 and the grant portion was \$183,000. A lot of it was parks related and some were like the retail incubator, an economic development project, and some other minor projects. Essentially, looking through anything in Capital Projects, most of it was parks. The largest project, aside from the Greenbelt, was a refresh of Bernie Fisher Park playground equipment. It was \$450,000 to refresh the playground equipment at Bernie Fisher. If Council had any specific questions about that project they should be directed to Mr. Withrow. He stood for questions about the Capital Projects Fund. Something they tried to do was make every fund break even. Sometimes the reason was they had projects that carried over.

Mr. Empey reviewed the Park Impact Fee Fund. It was a fairly healthy fund for constructing parks that needed to be built out due to additional building activity. At the end of the year there would be about \$1.6 million carryover. They should be able to put

together some nice products. He believed the Zamzow Park could be at least partly funded by that so it would be one item they would see come through.

City Attorney Bill Gigray understood the only reason the Park Impact Fee Fund would be in the budget was to be shown as an income item for expenditure for a park project. It was not part of the City's money. It was a trust fund. He assumed that was what they were doing. In regards to what it funded, that was driven by the Capital Improvements Plan for the Park Impact Fee. It identified what facilities were eligible for expenditures out of that fund. The Police Impact Fee would work the same way when that built up and the Chief recommended some expenditures for Capital Improvement in that.

Mr. Empey reviewed the Police Impact Fee Fund on page 23. The estimated accumulation for the end of the year was about \$70,000. It continued to accumulate. Hopefully it continued to do so, so they could put the money to use but, at only \$90 per building permit it would take a while.

Mr. Empey state the last one was the Kuna Urban Renewal District. It was information only so the Council would be aware. Essentially, this fund would be about \$96,000 that would be used for formation costs of the Urban Renewal District. They estimated at the end of the year there would be about \$60,000 remaining of funds that had been approved from prior years. They anticipated they would need an additional \$30,000. The maximum they would permit under that would be \$96,000. It would be on a reimbursement basis only. This would only be sent over to the Urban Renewal District on a reimbursement. For example, if they paid JUB \$20,000 for helping with the formation of the district, they would transfer \$20,000 over later as a grant. That way the costs were covered and they were able to create the district. He stood for questions.

Mr. Gigray asked if the Council intended to reserve the right to take a foregone amount if they did not take their 3% increase in property tax. They would have to draft a resolution reserving that right to take it in a future year. It did not commit them to taking it but, if they didn't, they would forego that right completely. He thought they would want that opportunity or at least to consider it. He would anticipate he would prepare one for Mr. Empey to look at when they got into the budget approval process. It was a new statute that year.

Mayor Stear commented on the Property Tax Relief program. It affected the 3% for emergency services. Kuna contracted with the Sheriff's Department. Ada County was eligible to take that and the Fire District took care of Fire and Medical. Kuna didn't really qualify for that but, Kuna could still provide that same property tax relief by not taking the 3%. He thought it was a good option. He and Mr. Empey had talked about it at length and he thought Kuna was in good shape that year to be able to do that and not impact the tax payers that year. That was how they came to leaving the 3% out. If the community asked about property tax relief from the Governor's Office, technically, Kuna did not qualify for that but was providing the same relief by not taking the 3%.

Council Member Cardoza asked, if Kuna did not qualify for the grants but the Sheriff's Office did, would those grants be included in Kuna's budget that year; prorated to the City of Kuna.

Police Chief Jon McDaniel explained they were still looking into that on their side. They were looking at how it would play out. They were looking for a way they could grab what the Governor put in place for cities like Kuna. He hoped to have an answer soon.

Council Member Cardoza said it seemed unfair they were qualifying because Kuna didn't take it but then the Sheriff would keep it.

Mayor Stear responded they had some discussion on that. There were still some parameters that needed to be worked out. They didn't know exactly how it worked. That was why it wasn't in the budget yet. Some federal dollars cost more than they were worth before taking them. He wasn't sure how it would all play out.

Mr. Gigray had a hunch they were talking about two separate government entities, the county and cities, which were eligible. He clarified Mayor Stear was saying the way that grant worked was if you provided that service, police, fire, and it was your department, you were eligible but, you had to agree not to take a foregone amount. His hunch was the county was eligible because it had police. The Fire District was not a city or county so it wasn't going to benefit. At least that was what it looked like. The County would offset that 3% increase by taking that grant but, the only way this city would benefit from that would be the negotiated contract with the County for the service that was provided by the County since it wasn't Kuna's department. Now, if they could argue, based on the contract for service, that Kuna really did have a department and that it somehow qualified, even though it was a service agreement and they weren't Kuna's employees, Kuna might be able to access part of that. He just didn't know what the regulations were in that regard. It sounded like Mayor Stear had looked into that thus far.

Mayor Stear explained the issue was Kuna contracted with the County. This was for payroll for emergency services. Although Kuna provided the funding for that, Kuna did not actually do the payroll. That was what left Kuna out. They were still having discussions to figure out if they could partner or not and how it was going to play out. There were still things they didn't know but, they knew Kuna did not qualify for it alone.

Chief McDaniel stated the Sheriff was dealing with the BOCC on that exact question. The new relief put them in a new situation they hadn't been in before.

Mayor Stear added it was another one of those benefits that got really complicated. They tried to have districts added because it was cities and counties but he didn't think they had gotten that done.

Mr. Gigray also thought that hadn't been accomplished. Something problematic about it was that it was a quick proposal and it was national. The way fire and police protection were provided through out the country was not all the same. There was some play out and he thought Mr. Empey was doing the right thing, to plan on not having it since that was

the only knowledge they had. The budget could always be adjusted later in the year but the amount of property tax they would take would be declared when they approved the budget.

B. Resolution No. R38-2020

(Timestamp 00:54:35)

A RESOLUTION OF THE CITY COUNCIL OF KUNA, IDAHO, APPROVING AND ADOPTING AN AMENDMENT TO THE CITY OF KUNA PERSONNEL POLICY MANUAL SECTION 6.19 REGARDING CELL PHONE USE WHILE DRIVING; DIRECTING THE HUMAN RESOURCES DIRECTOR; AND PROVIDING AN EFFECTIVE DATE.

Council Member Cardoza asked about 6.19.2 on page 1 of 3 of 4C1. It said “Any cell phone use while driving is a violation of the law and is strictly prohibited.” Then 6.19.4 said you could use hands free. That seemed to contradict prohibiting any cell phone use while driving.

Mayor Stear was not sure on this. There were discussions on the cell phone ordinance over the past couple of years and the need to have something in there in case of an emergency.

City Clerk Chris Engels could see what he was saying. She suggested 6.19.2 read “any non-hands free”. When they worked on this, the intent was that not to use any hands-on cell phone use. That was what 6.19.2 said but it could be clearer by amending it to say “any hands-on cell phone use while driving”. That was where 6.19.4 would then explain, if it was an emergency and unavoidable and pulling over was not an option, then a hands free option would be an option.

Council Member Cardoza saw a problem in 6.19.5 where employees would have to pay for any liability or fine. They would go back and say it was unavoidable. He asked who decided what was unavoidable. It was very explicit in 6.19.2 that any cell phone use was a violation of the law.

City Attorney Bill Gigray clarified this was not an ordinance; it was a resolution and just the personnel policy. It did not impose an ordinance on the public in general within the boundaries of the city. Also, if there was anything in there about a violation of this policy and personnel would suddenly buy the liability that would result of any kind of an accident as a result of that, it went a little beyond the tort claim law and made him worry a little about the City’s insurance coverage with regards to the fact that if someone was conducting business on behalf of the City and ended up in an accident with some kind of liability, they would want to tender the defense to the insurance carrier and would not want to provide some kind of claim on behalf of the injured party claiming it was somehow outside the scope of their employment. He thought there were some issues associated with that he wanted to be careful with. It ought to be looked at for clarification. Certainly, the idea of a policy of not texting and driving was great but it should be kept as a personnel policy and its applications really applied to someone,

whether suspension or employment related sanctions associated with a violation of the policy, but didn't get beyond the cocoon into liability with other people and organizations.

Mayor Stear asked if it needed to be more simply stated; that employees needed to follow the state implied hands-free ordinance.

Mr. Gigray said that would be a simple way to do it.

Mayor Stear thought the intent was to make it clear to personnel what that law was. He suggested pulling it to do some more thinking on it.

Ms. Engels asked if Human Resources Director Nancy Stauffer was okay with that.

Ms. Stauffer said yes.

Mayor Stear added there was actually a state law in place now.

Mr. Gigray explained, based on his experience in personal injury work, how the personnel policy could be used as a segue or foot in the door for potential liability that might not otherwise be there. The other stuff could be worked out and clarified but the liability part bothered him.

Council Member Cardoza clarified Mr. Gigray wanted 6.19.5 "while driving will be solely responsible for all liabilities" taken out.

Mr. Gigray said absolutely.

Ms. Engels said they would rework it and have Mr. Gigray take a quick look before bringing it back.

Ms. Stauffer explained the intent was to add the law that had been changed without removing what had been in there before. She asked if it should be left at safe driving was an absolute priority and any cell phone use was against the law; leave in 6.19.1 and 6.19.2 and remove the rest.

Council Member Christensen thought it was important to ensure hands free was mentioned in there because cell phone use was not against the law, hands on cell phones was against the law. He thought leaving 6.19.2 in there as it would be taking it a step further than what the state law said.

Ms. Stauffer clarified just rewrite 6.19.2 and refer to non-hands free.

Ms. Engels said just refer to the state.

Mayor Stear said to look at it and be sure to run it by Mr. Gigray. The terminology could really throw people off. While the legislators were talking about this, and they would talk

about it with Association of Idaho Cities, they would talk about hands free driving and there really isn't hands free driving. Terminology really made a difference. He told Ms. Stauffer to put together what she thought would work and run it by Mr. Gigray and maybe Ms. Engels could help.

Mr. Gigray thought that was a good plan. He thanked Council Member Cardoza for calling this into question.

Council Member Cardoza asked Police Chief McDaniel if they had a standard for cell phone use in a police car. He wondered if Ms. Stauffer could speak to him about their procedures.

Chief McDaniel explained as of July 1, 2020 it was changed in the state law to where they were accepted as law enforcement because they had mobile data terminals and, sometimes, they had to make calls to victims to get more information as they were responding. A lot of work went into that state law to where people were allowed to touch it to activate it and turn it on. It was very specific in state law. You could also do a one push on it to activate the voice. A lot of cars could do it on the dash. People were allowed to pick up their phones for that but couldn't dial a number. It got really hard for them to enforce.

8. Ordinances:

Consideration to approve Ordinance No. 2020-22 **ACTION ITEM**
(Timestamp 01:06:44)

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

- MAKING CERTAIN FINDINGS; AND
- ENLARGING THE BOUNDARIES OF THE KUNA MUNICIPAL IRRIGATION SYSTEM BY THE INCLUSION OF ADA COUNTY ASSESSOR'S ENDURANCE HOLDINGS LLC. AND FRANK J FAZZIO JR.; AND
- DECLARING WATER RIGHTS APPURTENANT THERETO ARE POOLED FOR DELIVERY PURPOSES; AND
- DIRECTING THE CITY CLERK TO RECORD THIS ORDINANCE AS PROVIDED BY LAW; AND
- DIRECTING THE CITY ENGINEER TO PROVIDE NOTICE OF THIS ORDINANCE TO THE BOISE~KUNA IRRIGATION DISTRICT, THE OWNERS AND UPDATE THE IRRIGATION SYSTEM MAP; AND
- PROVIDING AN EFFECTIVE DATE.

Consideration to Waive Three Readings of Ordinance
Consideration to Approve Ordinance

Council Member McPherson moved to waive three readings of Ordinance No. 2020-22. Seconded by Council Member Christensen. Motion carried 3-0-1. Council President Buban-Vonder Haar was absent.

Council Member McPherson moved to approve Ordinance No. 2020-22. Seconded by Council Member Christensen. Approved by the following roll call vote:

Voting Aye: Council Members Cardoza, Christensen, and McPherson

Voting No: None

Absent: Council President Buban-Vonder Haar

Motion carried 3-0-1.

9. Executive Session: None

10. Mayor/Council Announcements:

(Timestamp 01:08:42)

Council Member Cardoza noted paving started downtown.

Mayor Stear added they had some issues with some of the concrete that was poured. It had to be redone so there had been a couple of delays. He didn't know how far behind they were on the project but they felt like they could turn it around get back to a normal timeline.

Everything else was going pretty well. He was listening to the Central District Board meeting that afternoon. They didn't get to the vote or even the motions before he had to come into Council Chambers but, he believed, by what the discussion was, they negated their order from June 22, 2020 to close the bars because they didn't have the proper public hearing notification for that to happen. It sounded like they were going to go back into it though. He didn't hear the motion but he believed the only change they were going to make to that was change "gatherings of 50 people or more should be avoided" to "gatherings of 50 people or more shall be avoided". They were also looking at directing the director to come back with a recommendation, depending on the number of cases and how that worked, for their July 14, 2020 meeting that would require mandatory mask wearing. That was Central District Health and it sounded like they were going to monitor things for a while before stepping up with the next order. Cases were starting to drop slightly. Hopefully, it would continue on that downward trend and they wouldn't have to back up any more steps.

Mr. Gigray noted ITD was going to start asking for public input on various highway projects and priorities. Where the state highway bent and came into Kuna was on that list. He thought the City would want to be involved with comment on that because it would directly affect the community. He thought they were also looking at improvements on Meridian to widen it to three lanes going each way to improve access out to Kuna and congestion.

Mayor Stear thought it would be a pretty popular thing to add the right turn lanes at all the intersections. City Clerk Chris Engels and Planning & Zoning Director Wendy Howell posted that out on City sites to get comments. They would need to work with Economic Development Director Lisa Holland on that to see what she had going especially where that curve was concerned. That was a very good recommendation.

11. Adjournment: 7:13 P.M.

Joe L. Stear, Mayor

ATTEST:

Chris Engels, City Clerk

Minutes prepared by Ariana Welker, Deputy City Clerk

Date Approved: CCM 07.21.2020

Report Criteria:

- Detail report.
- Invoices with totals above \$0.00 included.
- Paid and unpaid invoices included.

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
A COMPANY, INC.												
1463	A COMPANY, INC.	114-10566151		ADA WHEELCHAIR ACCESSIBLE PORTABLE RESTROOM RENTAL, WEEKLY SERVICE, 6/26-7/23/20, BUTLER PARK	06/29/2020	199.80	199.80	01-6212 RENT-EQUIPMENT	1004	7/20	07/06/2020	
Total 114-10566151:						199.80	199.80					
Total A COMPANY, INC.:						199.80	199.80					
ACEM												
839	ACEM	60420.00		FY2020 MEMBERSHIP CONTRIBUTION, JUL.'20	07/01/2020	1,883.50	1,883.50	01-6075 DUES & MEMBERSHIPS	0	7/20	07/06/2020	
Total 60420.00:						1,883.50	1,883.50					
Total ACEM:						1,883.50	1,883.50					
ACME INSULATION INC												
2041	ACME INSULATION INC	31824		INSULATION AT CITY HALL FOR NEW ADDITION, JUN.'20	06/05/2020	1,977.00	1,977.00	01-6045 CONTINGENCY	1220	7/20	07/06/2020	
Total 31824:						1,977.00	1,977.00					
Total ACME INSULATION INC:						1,977.00	1,977.00					
ADA COUNTY HIGHWAY DISTRICT (IMPACT)												
5	ADA COUNTY HIGHWAY DISTRICT (IMPACT)	06302020ACH		ACHD IMPACT FEE, JUN.'20	06/30/2020	251,663.00	251,663.00	01-2510 ACHD IMPACT FEE TRANSFER	0	7/20	07/09/2020	
Total 06302020ACHDI:						251,663.00	251,663.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total ADA COUNTY HIGHWAY DISTRICT (IMPACT):						251,663.00	251,663.00					
ADA COUNTY SHERIFF'S OFFICE												
6	ADA COUNTY SHERIFF'S OFFICE	070334		<u>SHERIFF SERVICE CONTRACT FOR JULY 2020</u>	07/01/2020	208,449.56	.00	<u>01-6000 LAW ENFORCEMENT SERVICES</u>	0	7/20		
Total 070334:						208,449.56	.00					
Total ADA COUNTY SHERIFF'S OFFICE:						208,449.56	.00					
ADVANCED COMMUNICATIONS, INC.												
1566	ADVANCED COMMUNICATIONS, INC.	000010230701		<u>INTERNET SERVICE FOR THE PARKS OFFICE, 7/1-31/20</u>	07/01/2020	164.75	.00	<u>01-6290 UTILITIES</u>	1004	7/20		
Total 0000102307012020:						164.75	.00					
Total ADVANCED COMMUNICATIONS, INC.:						164.75	.00					
ALLSTREAM BUSINESS US, INC												
1411	ALLSTREAM BUSINESS US, INC	16916494		<u>TELEPHONE, DATA, AND NETWORK SERVICE FOR JULY 2020 - ADMIN</u>	07/01/2020	338.61	.00	<u>01-6255 TELEPHONE</u>	0	7/20		
1411	ALLSTREAM BUSINESS US, INC	16916494		<u>TELEPHONE, DATA, AND NETWORK SERVICE FOR JULY 2020 - P & Z</u>	07/01/2020	120.94	.00	<u>01-6255 TELEPHONE</u>	1003	7/20		
1411	ALLSTREAM BUSINESS US, INC	16916494		<u>TELEPHONE, DATA, AND NETWORK SERVICE FOR JULY 2020 - WATER</u>	07/01/2020	314.42	.00	<u>20-6255 TELEPHONE EXPENSE</u>	0	7/20		
1411	ALLSTREAM BUSINESS US, INC	16916494		<u>TELEPHONE, DATA, AND NETWORK SERVICE FOR JULY 2020 - SEWER</u>	07/01/2020	314.42	.00	<u>21-6255 TELEPHONE EXPENSE</u>	0	7/20		
1411	ALLSTREAM BUSINESS US, INC	16916494		<u>TELEPHONE, DATA, AND NETWORK SERVICE FOR JULY 2020 - P.I</u>	07/01/2020	120.94	.00	<u>25-6255 TELEPHONE EXPENSE</u>	0	7/20		
Total 16916494:						1,209.33	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total ALLSTREAM BUSINESS US, INC:						1,209.33	.00					
ALPHA HOME PEST CONTROL, LLC												
1804	ALPHA HOME PEST CONTROL, LLC	67145		COMMERCIAL QUARTERLY PEST CONTROL SERVICES-WATER, JULY '20	06/30/2020	46.20	.00	20-6140 MAINT. & REPAIR BUILDING	0	7/20		
1804	ALPHA HOME PEST CONTROL, LLC	67145		COMMERCIAL QUARTERLY PEST CONTROL SERVICES-SEWER, JULY '20	06/30/2020	46.20	.00	21-6140 MAINT. & REPAIR BUILDING	0	7/20		
1804	ALPHA HOME PEST CONTROL, LLC	67145		COMMERCIAL QUARTERLY PEST CONTROL SERVICES-PI, JULY '20	06/30/2020	17.60	.00	25-6140 MAINT. & REPAIR BUILDING	0	7/20		
Total 67145:						110.00	.00					
1804	ALPHA HOME PEST CONTROL, LLC	67163		COMMERCIAL QUARTERLY PEST CONTROL SERVICES, JULY '20 ADMIN	06/30/2020	26.60	.00	01-6140 MAINT. & REPAIR BUILDING	0	7/20		
1804	ALPHA HOME PEST CONTROL, LLC	67163		COMMERCIAL QUARTERLY PEST CONTROL SERVICES, JULY '20 P&Z	06/30/2020	9.50	.00	01-6140 MAINT. & REPAIR BUILDING	1003	7/20		
1804	ALPHA HOME PEST CONTROL, LLC	67163		COMMERCIAL QUARTERLY PEST CONTROL SERVICES, JULY '20 WATER	06/30/2020	24.70	.00	20-6140 MAINT. & REPAIR BUILDING	0	7/20		
1804	ALPHA HOME PEST CONTROL, LLC	67163		COMMERCIAL QUARTERLY PEST CONTROL SERVICES, JULY '20 SEWER	06/30/2020	24.70	.00	21-6140 MAINT. & REPAIR BUILDING	0	7/20		
1804	ALPHA HOME PEST CONTROL, LLC	67163		COMMERCIAL QUARTERLY PEST CONTROL SERVICES, JULY '20 PI	06/30/2020	9.50	.00	25-6140 MAINT. & REPAIR BUILDING	0	7/20		
Total 67163:						95.00	.00					
1804	ALPHA HOME PEST CONTROL, LLC	67172		COMMERCIAL QUARTERLY PEST CONTROL SERVICES, JULY '20-PARKS	06/30/2020	95.00	.00	01-6140 MAINT. & REPAIR BUILDING	1004	7/20		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 67172:						95.00	.00					
Total ALPHA HOME PEST CONTROL, LLC:						300.00	.00					
ANALYTICAL LABORATORIES												
1	ANALYTICAL LABORATORIES	73106		<u>LAB TESTS, JUN.'20</u>	06/30/2020	1,947.50	.00	<u>21-6152 M & R - LABORATORY COSTS</u>	0	7/20		
Total 73106:						1,947.50	.00					
Total ANALYTICAL LABORATORIES:						1,947.50	.00					
ASSOCIATION OF IDAHO CITIES												
8	ASSOCIATION OF IDAHO CITIES	10195		<u>2 ICCTFOA MEMBERSHIP DUES FOR CHRIS ENGELS, ARIANA WALKER, JULY, '20</u>	07/01/2020	90.00	.00	<u>01-6075 DUES & MEMBERSHIPS</u>	0	7/20		
Total 10195:						90.00	.00					
Total ASSOCIATION OF IDAHO CITIES:						90.00	.00					
BUYWYZ LLC												
1795	BUYWYZ LLC	154446.1	10139	<u>12 CANISTERS OF DISINFECTING WIPES, CITY HALL, JUL.'20 - ADMIN</u>	07/08/2020	14.62	.00	<u>01-6165 OFFICE SUPPLIES</u>	0	7/20		
1795	BUYWYZ LLC	154446.1	10139	<u>12 CANISTERS OF DISINFECTING WIPES, CITY HALL, JUL.'20 - P & Z</u>	07/08/2020	5.22	.00	<u>01-6165 OFFICE SUPPLIES</u>	1003	7/20		
1795	BUYWYZ LLC	154446.1	10139	<u>12 CANISTERS OF DISINFECTING WIPES, CITY HALL, JUL.'20 - WATER</u>	07/08/2020	13.57	.00	<u>20-6165 OFFICE SUPPLIES</u>	0	7/20		
1795	BUYWYZ LLC	154446.1	10139	<u>12 CANISTERS OF DISINFECTING WIPES, CITY HALL, JUL.'20 - SEWER</u>	07/08/2020	13.57	.00	<u>21-6165 OFFICE SUPPLIES</u>	0	7/20		
1795	BUYWYZ LLC	154446.1	10139	<u>12 CANISTERS OF DISINFECTING WIPES, CITY HALL, JUL.'20 - P.I</u>	07/08/2020	5.22	.00	<u>25-6165 OFFICE SUPPLIES</u>	0	7/20		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 154446.1:						52.20	.00					
1795	BUYWYZ LLC	155608	10256	<u>1 EA MULTIPURPOSE COPY PAPER, JULY.'20 -WATER</u>	07/02/2020	16.80	.00	<u>20-6165 OFFICE SUPPLIES</u>	0	7/20		
1795	BUYWYZ LLC	155608	10256	<u>1 EA MULTIPURPOSE COPY PAPER, JULY.'20-SEWER</u>	07/02/2020	16.80	.00	<u>21-6165 OFFICE SUPPLIES</u>	0	7/20		
1795	BUYWYZ LLC	155608	10256	<u>1 EA MULTIPURPOSE COPY PAPER, JULY.'20-PI</u>	07/02/2020	6.39	.00	<u>25-6165 OFFICE SUPPLIES</u>	0	7/20		
1795	BUYWYZ LLC	155608	10256	<u>6 EA MULTIPURPOSE PAPER, 4 EA COLORED PAPER, 2 EA ADDRESS LABELS, JULY. '20</u>	07/02/2020	141.06	.00	<u>01-6165 OFFICE SUPPLIES</u>	1003	7/20		
1795	BUYWYZ LLC	155608	10256	<u>2 EA EXPANDING FILES, J. COULTER, JULY. '20</u>	07/02/2020	42.76	.00	<u>01-6165 OFFICE SUPPLIES</u>	1005	7/20		
Total 155608:						223.81	.00					
Total BUYWYZ LLC:						276.01	.00					
C.E.M. MAINTENANCE INC												
2035	C.E.M. MAINTENANCE INC	138854	10224	<u>UV PARTS FOR SPLASH PAD, J. MORFIN, JUNE'20</u>	07/01/2020	786.36	.00	<u>01-6150 MAINTENANCE & REPAIRS - SYSTEM</u>	1004	7/20		
Total 138854:						786.36	.00					
Total C.E.M. MAINTENANCE INC:						786.36	.00					
CASELLE INC												
1239	CASELLE INC	103335		<u>ADDITIONAL CASELLE LICENSE, CONTRACT SUPPORT AND MAINTENANCE, 8/1-31/20</u>	07/01/2020	50.00	.00	<u>01-6045 CONTINGENCY</u>	1219	7/20		
1239	CASELLE INC	103335		<u>CONTRACT SUPPORT AND MAINTENANCE FOR 8/1-8/31/20 - ADMIN</u>	07/01/2020	606.80	.00	<u>01-6052 CONTRACT SERVICES</u>	0	7/20		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1239	CASELLE INC	103335		<u>CONTRACT SUPPORT AND MAINTENANCE FOR 8/1-8/31/20 - WATER</u>	07/01/2020	434.60	.00	20-6052 <u>CONTRACT SERVICES</u>	0	7/20		
1239	CASELLE INC	103335		<u>CONTRACT SUPPORT AND MAINTENANCE FOR 8/1-8/31/20 - SEWER</u>	07/01/2020	434.60	.00	21-6052 <u>CONTRACT SERVICES</u>	0	7/20		
1239	CASELLE INC	103335		<u>CONTRACT SUPPORT AND MAINTENANCE FOR 8/1-8/31/20 - P.I</u>	07/01/2020	164.00	.00	25-6052 <u>CONTRACT SERVICES</u>	0	7/20		
Total 103335:						1,690.00	.00					
Total CASELLE INC:						1,690.00	.00					
CENTURYLINK												
62	CENTURYLINK	208922113658		<u>DEDICATED LANDLINE TO SCADA, TREATMENT PLANT, 6/25-7/24/20 - WATER</u>	06/25/2020	21.10	21.10	20-6255 <u>TELEPHONE EXPENSE</u>	0	7/20	07/09/2020	
62	CENTURYLINK	208922113658		<u>DEDICATED LANDLINE TO SCADA, TREATMENT PLANT, 6/25-7/24/20 - SEWER</u>	06/25/2020	21.10	21.10	21-6255 <u>TELEPHONE EXPENSE</u>	0	7/20	07/09/2020	
62	CENTURYLINK	208922113658		<u>DEDICATED LANDLINE TO SCADA, TREATMENT PLANT, 6/25-7/24/20 - P.I</u>	06/25/2020	8.03	8.03	25-6255 <u>TELEPHONE EXPENSE</u>	0	7/20	07/09/2020	
Total 208922113658B06252020:						50.23	50.23					
62	CENTURYLINK	208922211037		<u>INTERNET SERVICE AT PARKS OFFICE, 6/25-7/24/20</u>	06/25/2020	103.98	103.98	01-6255 <u>TELEPHONE</u>	1004	7/20	07/09/2020	
Total 208922211037B06252020:						103.98	103.98					
62	CENTURYLINK	208922932280		<u>INTERNET SERVICE AT THE SHOP, 6/25-7/24/20</u>	06/25/2020	100.58	100.58	01-6255 <u>TELEPHONE</u>	1004	7/20	07/09/2020	
Total 208922932280B06252020:						100.58	100.58					

City of Kuna

Payment Approval Report - City Council Approval

Page: 7

Report dates: 7/3/2020-7/16/2020

Jul 16, 2020 04:41PM

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total CENTURYLINK:						254.79	254.79					
CHARLES R GNIECH												
2000	CHARLES R GNIECH	1103		<u>ANNUAL TESTING OF TANK MONITOR & HARDWARE, T. SHAFFER, JULY'20</u>	07/07/2020	105.00	.00	20-6300_FUEL	0	7/20		
2000	CHARLES R GNIECH	1103		<u>ANNUAL TESTING OF TANK MONITOR & HARDWARE, T. SHAFFER, JULY'20</u>	07/07/2020	105.00	.00	21-6300_FUEL	0	7/20		
2000	CHARLES R GNIECH	1103		<u>ANNUAL TESTING OF TANK MONITOR & HARDWARE, T. SHAFFER, JULY'20</u>	07/07/2020	40.00	.00	25-6300_FUEL	0	7/20		
Total 1103:						250.00	.00					
Total CHARLES R GNIECH:						250.00	.00					
COMPASS												
4	COMPASS	220107		<u>4TH QTR MEMBERSHIP DUES FOR FY 2020, JULY, '20</u>	07/01/2020	2,516.50	.00	01-6075_DUES & MEMBERSHIPS	0	7/20		
Total 220107:						2,516.50	.00					
Total COMPASS:						2,516.50	.00					
CONRAD & BISCHOFF INC												
2020	CONRAD & BISCHOFF INC	0773070-IN	10246	<u>1500 GALLONS DIESEL LS DYED #2, T.SHAFFER, JUN.'20</u>	07/01/2020	1,978.50	.00	21-6300_FUEL	0	7/20		
Total 0773070-IN:						1,978.50	.00					
Total CONRAD & BISCHOFF INC:						1,978.50	.00					
CORE & MAIN LP												
63	CORE & MAIN LP	M594311	10240	<u>BALL VALVES AND CAPS, J. COX, JULY, '20</u>	07/01/2020	1,593.53	.00	25-6150_MAINT. & REPAIRS - SYSTEM (PI)	0	7/20		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total M594311:						1,593.53	.00					
Total CORE & MAIN LP:						1,593.53	.00					
CREATIVE WRAPS												
1970	CREATIVE WRAPS	1603		VINYL DECALS FOR ECONOMIC DEVELOPMENT VEHICLE, JULY '20	07/13/2020	60.00	.00	01-6305 VEHICLE MAINTENANCE & REPAIRS	4000	7/20		
Total 1603:						60.00	.00					
Total CREATIVE WRAPS:						60.00	.00					
CUSTOM ELECTRIC, INC.												
147	CUSTOM ELECTRIC, INC.	8430		REPLACED BLOWER DISCONNECT AT THE NORTH WWTP, SIEMENS 600 VOLT, 200 AMP HEAVY DUTY DISCONNECT, JULY, '20	07/01/2020	732.78	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	7/20		
Total 8430:						732.78	.00					
147	CUSTOM ELECTRIC, INC.	8432	10279	FLOWMETER AT SADIE CREEK IRRIGATION STATION, D.CROSSLEY, JUL.'20	07/10/2020	5,026.63	.00	25-6150 MAINT. & REPAIRS - SYSTEM (PI)	0	7/20		
Total 8432:						5,026.63	.00					
147	CUSTOM ELECTRIC, INC.	8434	10288	REPLACED AND PROGRAMMED RADIO STATION FOR GREYHAWK SUB LIFT STATION, T.FLEMING, JUL.'20	07/13/2020	170.00	.00	21-6150 M & R - SYSTEM	0	7/20		
Total 8434:						170.00	.00					
Total CUSTOM ELECTRIC, INC.:						5,929.41	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
D & B SUPPLY												
75	D & B SUPPLY	39581	10271	<u>VALVE FOR CHEMICAL SPRAYER FOR FARM, R WARWICK, JULY, '20</u>	07/09/2020	10.99	.00	<u>21-6090 FARM EXPENDITURES</u>	0	7/20		
Total 39581:						10.99	.00					
75	D & B SUPPLY	46799	10273	<u>REPLACEMENT JUMPER CABLES FOR TRUCK #35, B WITHROW, JULY, '20</u>	07/09/2020	60.48	.00	<u>01-6305 VEHICLE MAINTENANCE & REPAIRS</u>	1004	7/20		
Total 46799:						60.48	.00					
Total D & B SUPPLY:						71.47	.00					
DIGLINE												
25	DIGLINE	0063625-IN		<u>DIG FEES, JUNE, '20-WATER</u>	06/30/2020	382.20	.00	<u>20-6065 DIG LINE EXPENSE</u>	0	7/20		
25	DIGLINE	0063625-IN		<u>DIG FEES, JUNE, '20-SEWER</u>	06/30/2020	382.20	.00	<u>21-6065 DIG LINE EXPENSE</u>	0	7/20		
25	DIGLINE	0063625-IN		<u>DIG FEES, JUNE, '20-PI</u>	06/30/2020	145.60	.00	<u>25-6065 DIG LINE EXPENSE</u>	0	7/20		
Total 0063625-IN:						910.00	.00					
Total DIGLINE:						910.00	.00					
DMH ENTERPRISES												
1745	DMH ENTERPRISES	06302020DMH		<u>PLUMBING PERMITS, JUN.'20</u>	06/30/2020	12,570.97	12,570.97	<u>01-6052 CONTRACT SERVICES</u>	1005	7/20	07/09/2020	
Total 06302020DMH:						12,570.97	12,570.97					
Total DMH ENTERPRISES:						12,570.97	12,570.97					

City of Kuna

Payment Approval Report - City Council Approval

Page: 10

Report dates: 7/3/2020-7/16/2020

Jul 16, 2020 04:41PM

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1994	EDWARD J. SHANLEY JR	152		<u>5 SETS OF CORNHOLE BOARDS W/CUSTOM LOGO AND 10 SCOREBOARDS. N.STANLEY, MAY'20</u>	05/21/2020	1,350.00	1,350.00	<u>03-6366 EXPEND. - BE OUTSIDE IDAHO</u>	0	7/20	07/06/2020	
Total 152:						1,350.00	1,350.00					
Total EDWARD J. SHANLEY JR:						1,350.00	1,350.00					
ELAM & BURKE												
796	ELAM & BURKE	186238		<u>URBAN RENEWAL WORK, L HOLLAND, JUNE, '20</u>	06/30/2020	3,060.00	.00	<u>40-6020 CAPITAL IMPROVEMENTS</u>	1217	7/20		
Total 186238:						3,060.00	.00					
Total ELAM & BURKE:						3,060.00	.00					
ELECTRICAL CONTROLS & INSTRUMENTATION												
1744	ELECTRICAL CONTROLS & INSTRUMENTATION	06302020ECI		<u>ELECTRICAL PERMITS, JUN.'20</u>	06/30/2020	16,404.51	16,404.51	<u>01-6052 CONTRACT SERVICES</u>	1005	7/20	07/09/2020	
Total 06302020ECI:						16,404.51	16,404.51					
Total ELECTRICAL CONTROLS & INSTRUMENTATION:						16,404.51	16,404.51					
EVER-FRESH CARPET CLEANING												
1730	EVER-FRESH CARPET CLEANING	2033		<u>CARPET CLEANING FOR WASTEWATER TREATMENT PLANT, SEWER, JULY, '20</u>	07/05/2020	83.16	.00	<u>21-6025 JANITORIAL</u>	0	7/20		
1730	EVER-FRESH CARPET CLEANING	2033		<u>CARPET CLEANING FOR WASTEWATER TREATMENT PLANT, WATER, JULY, '20</u>	07/05/2020	83.16	.00	<u>20-6025 JANITORIAL</u>	0	7/20		
1730	EVER-FRESH CARPET CLEANING	2033		<u>CARPET CLEANING FOR WASTEWATER TREATMENT PLANT, PI, JULY, '20</u>	07/05/2020	31.68	.00	<u>25-6025 JANITORIAL</u>	0	7/20		
Total 2033:						198.00	.00					

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1730	EVER-FRESH CARPET CLEANING	2034		<u>CARPET CLEANING, CITY HALL, JULY, '20</u>	07/05/2020	136.80	.00	01-6025 <u>JANITORIAL</u>	0	7/20		
1730	EVER-FRESH CARPET CLEANING	2034		<u>CARPET CLEANING, WATER, JULY, '20</u>	07/05/2020	93.60	.00	20-6025 <u>JANITORIAL</u>	0	7/20		
1730	EVER-FRESH CARPET CLEANING	2034		<u>CARPET CLEANING, SEWER, JULY, '20</u>	07/05/2020	93.60	.00	21-6025 <u>JANITORIAL</u>	0	7/20		
1730	EVER-FRESH CARPET CLEANING	2034		<u>CARPET CLEANING, PI, JULY, '20</u>	07/05/2020	36.00	.00	25-6025 <u>JANITORIAL</u>	0	7/20		
Total 2034:						360.00	.00					
Total EVER-FRESH CARPET CLEANING:						558.00	.00					
FATBEAM LLC												
1831	FATBEAM LLC	13183		<u>MONTHLY RECURRING CHARGE FOR CONNECT INTERNET SERVICE FOR 100 MB, JULY, '20-ADMIN</u>	07/01/2020	95.00	.00	01-6052 <u>CONTRACT SERVICES</u>	0	7/20		
1831	FATBEAM LLC	13183		<u>MONTHLY RECURRING CHARGE FOR CONNECT INTERNET SERVICE FOR 100 MB, JULY, '20-WATER</u>	07/01/2020	65.00	.00	20-6052 <u>CONTRACT SERVICES</u>	0	7/20		
1831	FATBEAM LLC	13183		<u>MONTHLY RECURRING CHARGE FOR CONNECT INTERNET SERVICE FOR 100 MB, JULY, '20-SEWER</u>	07/01/2020	65.00	.00	21-6052 <u>CONTRACT SERVICES</u>	0	7/20		
1831	FATBEAM LLC	13183		<u>MONTHLY RECURRING CHARGE FOR CONNECT INTERNET SERVICE FOR 100 MB, JULY, '20-PI</u>	07/01/2020	25.00	.00	25-6052 <u>CONTRACT SERVICES</u>	0	7/20		
Total 13183:						250.00	.00					
Total FATBEAM LLC:						250.00	.00					
FERGUSON ENTERPRISES INC												
219	FERGUSON ENTERPRISES INC	0749097		<u>WATER LINE REPAIR, C.DEYOUNG, JUN.'20</u>	06/18/2020	884.99	.00	20-6150 M & R - <u>SYSTEM</u>	0	7/20		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 0749097:						884.99	.00					
Total FERGUSON ENTERPRISES INC:						884.99	.00					
FREUND PROPERTIES LLC												
2014	FREUND PROPERTIES LLC	1991		SET UP OF BUILDING DEPARTMENT PRINTER FOR PROCESSING PERMITS DUE TO COVID-19.	07/01/2020	366.42	366.42	01-6165 OFFICE SUPPLIES	1005	7/20	07/10/2020	
2014	FREUND PROPERTIES LLC	1991		IT SERVICES FOR JULY 2020 - ADMIN	07/01/2020	1,134.30	1,134.30	01-6045 CONTINGENCY	1210	7/20	07/10/2020	
2014	FREUND PROPERTIES LLC	1991		IT SERVICES FOR JULY 2020 - WATER	07/01/2020	776.10	776.10	20-6045 CONTINGENCY	1210	7/20	07/10/2020	
2014	FREUND PROPERTIES LLC	1991		IT SERVICES FOR JULY 2020 - SEWER	07/01/2020	776.10	776.10	21-6045 CONTINGENCY	1210	7/20	07/10/2020	
2014	FREUND PROPERTIES LLC	1991		IT SERVICES FOR JULY 2020 - P.I	07/01/2020	298.50	298.50	25-6045 CONTINGENCY FUND	1210	7/20	07/10/2020	
Total 1991:						3,351.42	3,351.42					
Total FREUND PROPERTIES LLC:						3,351.42	3,351.42					
HOLLADAY ENGINEERING CO												
1990	HOLLADAY ENGINEERING CO	45468		PROFESSIONAL SERVICES, PROSPECTOR LIFT STATION, 5/27-6/27/20	07/15/2020	6,998.96	.00	21-6020 CAPITAL IMPROVEMENTS	1140	7/20		
Total 45468:						6,998.96	.00					
Total HOLLADAY ENGINEERING CO:						6,998.96	.00					
IDAHO BUREAU OF OCCUPATIONAL LICENSES												
710	IDAHO BUREAU OF OCCUPATIONAL LICENSES	07062020RH		APPLICATION FEE FOR OIT UPGRADE, R.HERRERA, JUL.'20	07/06/2020	25.00	25.00	21-6075 DUES & MEMBERSHIPS	0	7/20	07/06/2020	

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 07062020RH:						25.00	25.00					
710	IDAHO BUREAU OF OCCUPATIONAL LICENSES	07092020MSB	10265	<u>IBOL, OIT UPGRADE, M.SMITH, JUL.'20 - WATER</u>	07/09/2020	20.00	20.00	20-6075 DUES & MEMBERSHIPS	0	7/20	07/09/2020	
710	IDAHO BUREAU OF OCCUPATIONAL LICENSES	07092020MSB	10265	<u>IBOL, CLASS II UPGRADE, B.BURR, JUL.'20 - WATER</u>	07/09/2020	56.00	56.00	20-6075 DUES & MEMBERSHIPS	0	7/20	07/09/2020	
710	IDAHO BUREAU OF OCCUPATIONAL LICENSES	07092020MSB	10265	<u>IBOL, OIT UPGRADE, M.SMITH, JUL.'20 - P.I</u>	07/09/2020	5.00	5.00	25-6075 DUES & MEMBERSHIPS EXPENSE	0	7/20	07/09/2020	
710	IDAHO BUREAU OF OCCUPATIONAL LICENSES	07092020MSB	10265	<u>IBOL, CLASS II UPGRADE, B.BURR, JUL.'20 - P.I</u>	07/09/2020	14.00	14.00	25-6075 DUES & MEMBERSHIPS EXPENSE	0	7/20	07/09/2020	
Total 07092020MSBB:						95.00	95.00					
Total IDAHO BUREAU OF OCCUPATIONAL LICENSES:						120.00	120.00					
IDAHO HUMANE SOCIETY												
833	IDAHO HUMANE SOCIETY	7/2020		<u>ANIMAL CONTROL CONTRACT SERVICES FOR JULY 2020</u>	07/01/2020	9,281.75	.00	01-6005 ANIMAL CONTROL SERVICES	0	7/20		
Total 7/2020:						9,281.75	.00					
Total IDAHO HUMANE SOCIETY:						9,281.75	.00					
IDAHO POWER CO												
38	IDAHO POWER CO	07092020I		<u>ELECTRIC SERVICE FOR JUN.'20 - STREET LIGHTS</u>	07/09/2020	1,168.37	1,168.37	01-6290 UTILITIES	1002	7/20	07/09/2020	
Total 07092020I:						1,168.37	1,168.37					
Total IDAHO POWER CO:						1,168.37	1,168.37					
IDAHO PRESS TRIBUNE, LLC												
1802	IDAHO PRESS TRIBUNE, LLC	1211702	10219	<u>AD#2022799, LEGAL NOTICE, IMPACT BOUNDARY, J. HELLMAN, JULY.'20</u>	07/01/2020	126.59	.00	01-6125 LEGAL PUBLICATIONS	1003	7/20		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 1211702:						126.59	.00					
1802	IDAHO PRESS TRIBUNE, LLC	1212112	10229	<u>AD# 2023293. LEGAL NOTICE. PLANNING & ZONING COMM HRG FOR SARA SOLE SUBDVISION, T. BEHUNIN, JUNE'20</u>	07/08/2020	57.54	.00	<u>01-6125 LEGAL PUBLICATIONS</u>	1003	7/20		
1802	IDAHO PRESS TRIBUNE, LLC	1212112	10239	<u>AD# 2024025. LEGAL NOTICE. ASHTON ESTATES EAST SUBDIV, 19-11-AN AND 19-08-S, D.HANSON, JUN.'20</u>	07/08/2020	102.43	.00	<u>01-6125 LEGAL PUBLICATIONS</u>	1003	7/20		
1802	IDAHO PRESS TRIBUNE, LLC	1212112	10244	<u>AD# 2024035. LEGAL NOTICE. FILE #20-03-S & 20-01-AN, LEDGE STONE SOUTH, J. HELLMAN, JUNE'20</u>	07/08/2020	107.61	.00	<u>01-6125 LEGAL PUBLICATIONS</u>	1003	7/20		
1802	IDAHO PRESS TRIBUNE, LLC	1212112		<u>AD#2022798. LEGAL NOTICE. FILE #20-01-0A, 2 POSTINGS, J.HELLMAN, JULY.'20</u>	07/08/2020	157.73	.00	<u>01-6125 LEGAL PUBLICATIONS</u>	1003	7/20		
1802	IDAHO PRESS TRIBUNE, LLC	1212112		<u>AD# 2024232. LEGAL NOTICE. PUBLIC HEARING, STATUS OF FUNDED GRANT ACTIVITES, A. WELKER, JULY, '20</u>	07/08/2020	214.62	.00	<u>01-6125 LEGAL PUBLICATIONS</u>	0	7/20		
Total 1212112:						639.93	.00					
Total IDAHO PRESS TRIBUNE, LLC:						766.52	.00					
INTERMOUNTAIN GAS CO												
37	INTERMOUNTAIN GAS CO	482135196052		<u>NATURAL GAS CONSUMPTION AT SENIOR CENTER, 5/28-6/26/20</u>	06/29/2020	35.16	35.16	<u>01-6290 UTILITIES</u>	1001	7/20	07/06/2020	
Total 482135196052806262020:						35.16	35.16					
37	INTERMOUNTAIN GAS CO	482195000647		<u>NATURAL GAS CONSUMPTION AT WASTERWATER TREATMENT PLANT, 6/4-7/7/20 - WATER</u>	07/08/2020	12.61	.00	<u>20-6290 UTILITIES EXPENSE</u>	0	7/20		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
37	INTERMOUNTAIN GAS CO	482195000647		NATURAL GAS CONSUMPTION AT WASTERWATER TREATMENT PLANT, 6/4-7/7/20 - SEWER	07/08/2020	12.61	.00	21-6290 UTILITIES EXPENSE	0	7/20		
37	INTERMOUNTAIN GAS CO	482195000647		NATURAL GAS CONSUMPTION AT WASTERWATER TREATMENT PLANT, 6/4-7/7/20 - P.I	07/08/2020	4.82	.00	25-6290 UTILITIES EXPENSE	0	7/20		
Total 48219500064772020:						30.04	.00					
37	INTERMOUNTAIN GAS CO	482327707052		NATURAL GAS CONSUMPTION AT THE ORCHARD PARKS OFFICE, 5/28-6/26/20	06/29/2020	26.74	26.74	01-6290 UTILITIES	1004	7/20	07/06/2020	
Total 482327707052806262020:						26.74	26.74					
37	INTERMOUNTAIN GAS CO	482634665052		NATURAL GAS CONSUMPTION AT CITY HALL, 5/28-6/26/20 - ADMIN	06/29/2020	9.15	9.15	01-6290 UTILITIES	0	7/20	07/06/2020	
37	INTERMOUNTAIN GAS CO	482634665052		NATURAL GAS CONSUMPTION AT CITY HALL, 5/28-6/26/20 - WATER	06/29/2020	6.26	6.26	20-6290 UTILITIES EXPENSE	0	7/20	07/06/2020	
37	INTERMOUNTAIN GAS CO	482634665052		NATURAL GAS CONSUMPTION AT CITY HALL, 5/28-6/26/20 - SEWER	06/29/2020	6.26	6.26	21-6290 UTILITIES EXPENSE	0	7/20	07/06/2020	
37	INTERMOUNTAIN GAS CO	482634665052		NATURAL GAS CONSUMPTION AT CITY HALL, 5/28-6/26/20 - P.I	06/29/2020	2.40	2.40	25-6290 UTILITIES EXPENSE	0	7/20	07/06/2020	
Total 482634665052806262020:						24.07	24.07					
Total INTERMOUNTAIN GAS CO:						116.01	85.97					
J & M SANITATION, INC.												
230	J & M SANITATION, INC.	06262020-070		SANITATION RECEIPT TRANSFER 6/26-7/1/20	07/06/2020	14,321.22	14,321.22	26-7000 SOLID WASTE SERVICE FEES	0	7/20	07/06/2020	

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
230	J & M SANITATION, INC.	06262020-070		<u>SANITATION RECEIPT TRANSFER LESS FRANCHISE FEES 6/26-7/1/20</u>	07/06/2020	-1,414.94	-1,414.94	01-4170 <u>FRANCHISE FEES</u>	0	7/20	07/06/2020	
Total 06262020-07012020:						12,906.28	12,906.28					
230	J & M SANITATION, INC.	07012020J		<u>SLUDGE REMOVAL FOR JUNE 2020</u>	07/01/2020	5,760.00	.00	21-6153 M & R - <u>SLUDGE DISPOSAL</u>	0	7/20		
Total 07012020J:						5,760.00	.00					
230	J & M SANITATION, INC.	07012020JMM		<u>CONTAINER RENT FOR MAY 2020, MAINTENANCE YARD - PARKS</u>	07/01/2020	15.00	.00	01-6212 RENT- <u>EQUIPMENT</u>	1004	7/20		
230	J & M SANITATION, INC.	07012020JMM		<u>CONTAINER RENT FOR MAY 2020, MAINTENANCE YARD - WATER</u>	07/01/2020	6.00	.00	20-6212 RENT - <u>EQUIPMENT</u>	0	7/20		
230	J & M SANITATION, INC.	07012020JMM		<u>CONTAINER RENT FOR MAY 2020, MAINTENANCE YARD - SEWER</u>	07/01/2020	6.00	.00	21-6212 RENT- <u>EQUIPMENT</u>	0	7/20		
230	J & M SANITATION, INC.	07012020JMM		<u>CONTAINER RENT FOR MAY 2020, MAINTENANCE YARD - P.I</u>	07/01/2020	3.00	.00	25-6212 RENT - <u>EQUIPMENT</u>	0	7/20		
Total 07012020JMMY:						30.00	.00					
230	J & M SANITATION, INC.	07022020-070		<u>SANITATION RECEIPT TRANSFER 7/2-9/20</u>	07/10/2020	55,950.81	55,950.81	26-7000 SOLID <u>WASTE SERVICE FEES</u>	0	7/20	07/10/2020	
230	J & M SANITATION, INC.	07022020-070		<u>SANITATION RECEIPT TRANSFER LESS FRANCHISE FEES 07/2-9/20</u>	07/10/2020	-5,527.94	-5,527.94	01-4170 <u>FRANCHISE FEES</u>	0	7/20	07/10/2020	
Total 07022020-07092020:						50,422.87	50,422.87					
Total J & M SANITATION, INC.:						69,119.15	63,329.15					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
J-U-B ENGINEERS, INC.												
1236	J-U-B ENGINEERS, INC.	0134876		<u>PROFESIONAL SERVICES FOR THE 4TH STREET REVITALIZATION CONCEPT PLAN. GRANT MATCHING. 5/3-30/20</u>	06/22/2020	2,658.00	.00	<u>40-6020 CAPITAL IMPROVEMENTS</u>	1126	7/20		
Total 0134876:						2,658.00	.00					
Total J-U-B ENGINEERS, INC.:						2,658.00	.00					
KATIE ELIZABETH PLAISTED												
2043	KATIE ELIZABETH PLAISTED	01/09/2020 INV		<u>PERFORMANCE/SERVICES FOR THE SECOND SATURDAY SUMMER CONCERT SERIES, JULY '20</u>	07/09/2020	300.00	300.00	<u>01-6135 PUBLIC ENTERTAINMENT</u>	0	7/20	07/09/2020	
Total 01/09/2020 INVOICE20:						300.00	300.00					
Total KATIE ELIZABETH PLAISTED:						300.00	300.00					
KENDALL FORD OF MERIDIAN LLC												
1616	KENDALL FORD OF MERIDIAN LLC	R1CS604038		<u>A/C REPAIR ON SEWER TRUCK, S.HOWELL, JUN.'20</u>	06/02/2020	1,247.51	.00	<u>21-6305 VEHICLE MAINTENANCE & REPAIRS</u>	0	7/20		
Total R1CS604038:						1,247.51	.00					
Total KENDALL FORD OF MERIDIAN LLC:						1,247.51	.00					
KNIFE RIVER CORPORATION - MOUNTAIN WEST												
1524	KNIFE RIVER CORPORATION - MOUNTAIN WEST	07102020KR		<u>SCHEDULE 1, MAIN ST. AVE C TO AVE A, JUL.'20</u>	07/10/2020	330,546.33	330,546.33	<u>03-6370 EXP - DOWNTOWN REVITALIZATION</u>	0	7/20	07/10/2020	
Total 07102020KR:						330,546.33	330,546.33					
Total KNIFE RIVER CORPORATION - MOUNTAIN WEST:						330,546.33	330,546.33					

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
KUNA LUMBER												
499	KUNA LUMBER	A114820	10247	<u>1 EA HILL SHOT RINGS, 1 EA DRILL SCREWS, 1 EA PLIERS, JULY. '20 -WATER</u>	06/30/2020	21.39	.00	<u>20-6140 MAINT. & REPAIR BUILDING</u>	0	7/20		
499	KUNA LUMBER	A114820	10247	<u>2 EA VULKEM GRAY SEALANT, JULY. '20 SEWER</u>	06/30/2020	15.98	.00	<u>21-6150 M & R - SYSTEM</u>	0	7/20		
499	KUNA LUMBER	A114820	10247	<u>1 EA GALLON PASTEL PAINT, 1 EA CRAFT TRAY, 1 EA COVER, 1 EA TRAY LINER, 1 EA ROLLER COVER, JULY. '20-PI</u>	06/30/2020	45.94	.00	<u>25-6140 MAINT & REPAIR BUILDING</u>	0	7/20		
499	KUNA LUMBER	A114820	10247	<u>1 EA GARAGE DOOR STOP, JULY. '20-WATER</u>	06/30/2020	9.89	.00	<u>20-6140 MAINT. & REPAIR BUILDING</u>	0	7/20		
499	KUNA LUMBER	A114820	10247	<u>1 EA ZINC DOOR PULL FOR GREENBELT BATHROOM- PARKS</u>	06/30/2020	4.04	.00	<u>01-6140 MAINT. & REPAIR BUILDING</u>	1004	7/20		
499	KUNA LUMBER	A114820	10247	<u>1 EA TRIANGLE TXB KIT CARD, 1 COPPCREEK COMM STOREROOM, JULY. '20</u>	06/30/2020	86.98	.00	<u>01-6150 MAINTENANCE & REPAIRS - SYSTEM</u>	1005	7/20		
Total A114820:						184.22	.00					
499	KUNA LUMBER	A115044	10155	<u>1 EA TEE & 1 EA DISCONNECT CLIP TO REPAIR DRINKING FOUNTAIN AT GREENBELT, M.MEAD, JULY. '20</u>	06/09/2020	13.57	.00	<u>01-6150 MAINTENANCE & REPAIRS - SYSTEM</u>	1004	7/20		
Total A115044:						13.57	.00					
499	KUNA LUMBER	A115400	10210	<u>3 EA BUNGEE STRAPS FOR VAC TRUCK, R.DAVILA, JUN. '20</u>	06/23/2020	7.44	.00	<u>21-6150 M & R - SYSTEM</u>	0	7/20		
Total A115400:						7.44	.00					
499	KUNA LUMBER	A115633	10255	<u>26 EA BUILDING KEYS, J.MORFIN, JUL. '20</u>	07/01/2020	48.56	.00	<u>01-6150 MAINTENANCE & REPAIRS - SYSTEM</u>	1004	7/20		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
				JUN.'20	06/30/2020	20.12	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	1001	7/20		
Total B140875:						20.12	.00					
499	KUNA LUMBER	B140892		4 EA 60# BAGS OF CONCRETE FOR MOVING BENCHES, M. MEADE, JULY.'20	06/30/2020	14.60	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	1004	7/20		
Total B140892:						14.60	.00					
499	KUNA LUMBER	B140940	10252	3 EA CHAINS FOR SECURING TRASH CANS, J.DURHAM, JUL.'20	07/01/2020	13.20	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	1004	7/20		
Total B140940:						13.20	.00					
499	KUNA LUMBER	B141023	10258	2 EA SCHLAGE DOOR KEY, J. COULTER, JULY.'20	07/02/2020	4.48	.00	01-6165 OFFICE SUPPLIES	1005	7/20		
Total B141023:						4.48	.00					
499	KUNA LUMBER	B141109		1 EA SELF DRILLING HEX SCREW, 1 EA OSB SHEATHING, BUTLER WELL, JULY.'20	07/06/2020	18.83	.00	20-6150 M & R - SYSTEM	0	7/20		
Total B141109:						18.83	.00					
Total KUNA LUMBER:						437.97	.00					
KUNA RURAL FIRE DISTRICT (IMPACT)												
1944	KUNA RURAL FIRE DISTRICT (IMPACT)	06302020KRF		KRFD IMPACT FEES, JUN.'20	06/30/2020	66,744.00	66,744.00	01-2511 KRFD IMPACT FEE TRANSFER	0	7/20	07/09/2020	
Total 06302020KRFDI:						66,744.00	66,744.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total KUNA RURAL FIRE DISTRICT (IMPACT):						66,744.00	66,744.00					
L & L TREE SERVICE LLC												
2013	L & L TREE SERVICE LLC	07102020L&L		<u>TRANSPLANT TREES W/90" SPADE, M. MEADE, JULY, '20</u>	07/10/2020	1,600.00	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	1004	7/20		
Total 07102020L&L:						1,600.00	.00					
Total L & L TREE SERVICE LLC:						1,600.00	.00					
LES SCHWAB TIRES												
221	LES SCHWAB TIRES	12800430000	10243	<u>1 EA TIRE AND WHEEL SPIN BALANCE FOR WATER METER VAN, B.BURR, JUN.'20-WATER</u>	06/30/2020	77.97	.00	20-6305 VEHICLE MAINTENANCE & REPAIRS	0	7/20		
221	LES SCHWAB TIRES	12800430000	10243	<u>1 EA TIRE AND WHEEL SPIN BALANCE FOR WATER METER VAN, B.BURR, JUN.'20-PI</u>	06/30/2020	19.50	.00	25-6305 VEHICLE MAINTENANCE & REPAIR	0	7/20		
Total 12800430000:						97.47	.00					
221	LES SCHWAB TIRES	12800430888	10261	<u>RIM REPAIR, TRUCK #31, B.BOWEN, JUL.'20</u>	07/06/2020	261.47	.00	01-6305 VEHICLE MAINTENANCE & REPAIRS	1004	7/20		
Total 12800430888:						261.47	.00					
221	LES SCHWAB TIRES	12800430931		<u>WHEEL SPIN BALANCE, PRESSURE MONITORING SYSTEM, 4 EA -OPENRANGE TIRES, R. JONES, CLINTS TRUCK, JULY, '20-PI</u>	07/06/2020	184.69	.00	25-6305 VEHICLE MAINTENANCE & REPAIR	0	7/20		
221	LES SCHWAB TIRES	12800430931		<u>WHEEL SPIN BALANCE, PRESSURE MONITORING SYSTEM, 4 EA OPENRANGE TIRES, R. JONES, CLINTS TRUCK, JULY, '20-WATER</u>	07/06/2020	738.75	.00	20-6305 VEHICLE MAINTENANCE & REPAIRS	0	7/20		
Total 12800430931:						923.44	.00					

City of Kuna

Payment Approval Report - City Council Approval

Page: 22

Report dates: 7/3/2020-7/16/2020

Jul 16, 2020 04:41PM

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total LES SCHWAB TIRES:						1,282.38	.00					
LOCAHAN LLC												
1619	LOCAHAN LLC	AR860590		MONTHLY COPY CARE INCLUDING PARTS, LABOR, AND TONER, 7/3-8/2/20, PLUS CONTRACT COUNT OVERAGES, 6/3-7/2/20, MODEL #MPC4504EX, SERIAL #S C737M540155 & C737M540938, CITY HALL - ADMIN	07/06/2020	163.56	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	0	7/20		
1619	LOCAHAN LLC	AR860590		MONTHLY COPY CARE INCLUDING PARTS, LABOR, AND TONER, 7/3-8/2/20, PLUS CONTRACT COUNT OVERAGES, 6/3-7/2/20, MODEL #MPC4504EX, SERIAL #S C737M540155 & C737M540938, CITY HALL - P & Z	07/06/2020	58.41	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1003	7/20		
1619	LOCAHAN LLC	AR860590		MONTHLY COPY CARE INCLUDING PARTS, LABOR, AND TONER, 7/3-8/2/20, PLUS CONTRACT COUNT OVERAGES, 6/3-7/2/20, MODEL #MPC4504EX, SERIAL #S C737M540155 & C737M540938, CITY HALL - WATER	07/06/2020	151.88	.00	20-6142 MAINT. & REPAIRS - EQUIPMENT	0	7/20		
1619	LOCAHAN LLC	AR860590		MONTHLY COPY CARE INCLUDING PARTS, LABOR, AND TONER, 7/3-8/2/20, PLUS CONTRACT COUNT OVERAGES, 6/3-7/2/20, MODEL #MPC4504EX, SERIAL #S C737M540155 & C737M540938, CITY HALL - SEWER	07/06/2020	151.88	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	7/20		
1619	LOCAHAN LLC	AR860590		MONTHLY COPY CARE INCLUDING PARTS, LABOR, AND TONER, 7/3-8/2/20, PLUS CONTRACT COUNT OVERAGES, 6/3-7/2/20, MODEL #MPC4504EX, SERIAL #S C737M540155 & C737M540938, CITY HALL - P.I	07/06/2020	58.41	.00	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	7/20		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total AR860590:						584.14	.00					
Total LOCAHAN LLC:						584.14	.00					
MATHESON TRI-GAS INC												
1871	MATHESON TRI-GAS INC	21465594		<u>HYDROCHLORIC GAS CYLINDER RENTAL, MAR.'20</u>	03/31/2020	38.96	38.96	<u>21-6150 M & R - SYSTEM</u>	0	7/20	07/06/2020	
Total 21465594:						38.96	38.96					
1871	MATHESON TRI-GAS INC	21614683		<u>HYDROCHLORIC GAS CYLINDER RENTAL, MAY.'20</u>	04/30/2020	37.91	.00	<u>21-6150 M & R - SYSTEM</u>	0	7/20		
Total 21614683:						37.91	.00					
1871	MATHESON TRI-GAS INC	21759065		<u>HYDROCHLORIC GAS CYLINDER RENTAL, JUNE. '20</u>	05/31/2020	38.96	.00	<u>21-6150 M & R - SYSTEM</u>	0	7/20		
Total 21759065:						38.96	.00					
1871	MATHESON TRI-GAS INC	21914263		<u>HYDROCHLORIC GAS CYLINDER RENTAL, JUNE. '20</u>	06/30/2020	41.06	.00	<u>21-6150 M & R - SYSTEM</u>	0	7/20		
Total 21914263:						41.06	.00					
Total MATHESON TRI-GAS INC:						156.89	38.96					
MISCELLANEOUS VENDORS 2												
1849	MISCELLANEOUS VENDORS 2	07082020HH		<u>REFUNDING BUILDING PERMIT FEES, HARDING HOMES, PERMIT # 22511, 22512, 22513</u>	07/08/2020	9,701.25	.00	<u>21-2530 DUE TO KEYBANK 2006-1 LID</u>	0	7/20		
Total 07082020HH:						9,701.25	.00					
1849	MISCELLANEOUS VENDORS 2	07082020TH		<u>REFUND BUILDING PERMIT FEES, TREASURED HOMES, PERMIT #22450</u>	07/08/2020	3,233.75	.00	<u>21-2530 DUE TO KEYBANK 2006-1 LID</u>	0	7/20		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 07082020TH:						3,233.75	.00					
1849	MISCELLANEOUS VENDORS 2	07092020JP		<u>REFUND, BUILDING PERMIT</u> <u>22999, JOHN PARRISH, 1103 S</u> <u>JAKE AVE</u>	07/09/2020	1,329.00	.00	05-4604 SEWER MAIN CAPACITY FEE	0	7/20		
1849	MISCELLANEOUS VENDORS 2	07092020JP		<u>REFUND, BUILDING PERMIT</u> <u>22999, JOHN PARRISH, 1103 S</u> <u>JAKE AVE</u>	07/09/2020	1,092.25	.00	21-4606 LID REDUCED SEWER CONNECTION	0	7/20		
1849	MISCELLANEOUS VENDORS 2	07092020JP		<u>REFUND, BUILDING PERMIT</u> <u>22999, JOHN PARRISH, 1103 S</u> <u>JAKE AVE</u>	07/09/2020	3,233.75	.00	21-2530 DUE TO KEYBANK 2006-1 LID	0	7/20		
1849	MISCELLANEOUS VENDORS 2	07092020JP		<u>REFUND, BUILDING PERMIT</u> <u>22999, JOHN PARRISH, 1103 S</u> <u>JAKE AVE</u>	07/09/2020	1,423.00	.00	05-4504 WATER MAIN CAPACITY FEE	0	7/20		
1849	MISCELLANEOUS VENDORS 2	07092020JP		<u>REFUND, BUILDING PERMIT</u> <u>22999, JOHN PARRISH, 1103 S</u> <u>JAKE AVE</u>	07/09/2020	1,085.00	.00	20-4505 NEW SERVICE CONNECTION	0	7/20		
1849	MISCELLANEOUS VENDORS 2	07092020JP		<u>REFUND, BUILDING PERMIT</u> <u>22999, JOHN PARRISH, 1103 S</u> <u>JAKE AVE</u>	07/09/2020	30.00	.00	01-4360 BUILDING PERMITS	0	7/20		
Total 07092020JP:						8,193.00	.00					
1849	MISCELLANEOUS VENDORS 2	80692747		<u>REPAIRS ON CRUSHED SEWER</u> <u>LINE, PERFECT PLUMBING</u> <u>HEATING AIR, T.FLEMING,</u> <u>JUL '20</u>	07/11/2020	250.00	.00	21-6150 M & R - SYSTEM	0	7/20		
Total 80692747:						250.00	.00					
Total MISCELLANEOUS VENDORS 2:						21,378.00	.00					
NORCO, INC.												
222	NORCO, INC.	33116883328	10248	<u>EAR PROTECTION AND</u> <u>SAFETY GLASSES, J.MORFIN,</u> <u>JUN '20</u>	06/30/2020	192.78	.00	01-6230 SAFETY TRAINING & EQUIPMENT	1004	7/20		

City of Kuna

Payment Approval Report - City Council Approval

Page: 25

Report dates: 7/3/2020-7/16/2020

Jul 16, 2020 04:41PM

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 33116883328:						192.78	.00					
Total NORCO, INC.:						192.78	.00					
PARTS, INC.												
470	PARTS, INC.	214161		<u>2 EA Z HOSE END FITTING, 2 EA WAETHERSHIELD HOSE, T. SHAFFER, JUNE'20</u>	06/02/2020	35.76	.00	<u>21-6090 FARM EXPENDITURES</u>	0	7/20		
Total 214161:						35.76	.00					
470	PARTS, INC.	215597	10220	<u>AIR HOSE AND AIR HOSE FITTING FOR COMPRESSOR, J. COX, JUNE. '20</u>	06/24/2020	69.03	.00	<u>20-6142 MAINT. & REPAIRS- EQUIPMENT</u>	0	7/20		
470	PARTS, INC.	215597	10220	<u>AIR HOSE AND AIR HOSE FITTING FOR COMPRESSOR, J. COX, JUNE. '20</u>	06/24/2020	17.26	.00	<u>25-6142 MAINT. & REPAIRS - EQUIPMENT</u>	0	7/20		
Total 215597:						86.29	.00					
470	PARTS, INC.	215926		<u>1 PK TURN SIGNAL BULBS FOR TRUCK #23, PUBLIC WORKS, JUNE'20</u>	06/30/2020	4.99	.00	<u>21-6305 VEHICLE MAINTENANCE & REPAIRS</u>	0	7/20		
Total 215926:						4.99	.00					
470	PARTS, INC.	216075	10250	<u>2 EA BATTERY CABLE LUG, CONNECTOR FOR INVERTER INSTALL FOR F350 #39, WATER, JULY'20</u>	07/01/2020	2.85	.00	<u>20-6305 VEHICLE MAINTENANCE & REPAIRS</u>	0	7/20		
470	PARTS, INC.	216075		<u>2 EA BATTERY CABLE LUG, CONNECTOR FOR INVERTER INSTALL FOR F350 #39, WATER, JULY'20</u>	07/01/2020	.71	.00	<u>25-6305 VEHICLE MAINTENANCE & REPAIR</u>	0	7/20		
Total 216075:						3.56	.00					

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total PARTS, INC.:						130.60	.00					
PATRICK G FLEMING ENT INC												
2042	PATRICK G FLEMING ENT INC	#202006675		<u>DUCT WORK FOR CITY HALL EXPANSION, B. GILLOGY, JUNE.'20</u>	06/17/2020	1,563.20	.00	<u>01-6045 CONTINGENCY</u>	1220	7/20		
Total #202006675:						1,563.20	.00					
Total PATRICK G FLEMING ENT INC:						1,563.20	.00					
PCE PACIFIC INC												
2040	PCE PACIFIC INC	CD99065075	10187	<u>4 SEAL KITS FOR THE CHEM PUMP REBUILDS IN THE CHEM ROOM, M.NADEAU, JUN.'20</u>	06/24/2020	1,293.15	.00	<u>21-6142 MAINT. & REPAIRS - EQUIPMENT</u>	0	7/20		
Total CD99065075:						1,293.15	.00					
Total PCE PACIFIC INC:						1,293.15	.00					
QUADIENT FINANCE USA INC												
1770	QUADIENT FINANCE USA INC	06302020QF		<u>POSTAGE REFILL FOR THE POSTAGE METER, JUN.'20 - ADMIN</u>	06/30/2020	140.00	.00	<u>01-6190 POSTAGE & BILLING</u>	0	7/20		
1770	QUADIENT FINANCE USA INC	06302020QF		<u>POSTAGE REFILL FOR THE POSTAGE METER, JUN.'20 - P&Z</u>	06/30/2020	50.00	.00	<u>01-6190 POSTAGE & BILLING</u>	1003	7/20		
1770	QUADIENT FINANCE USA INC	06302020QF		<u>POSTAGE REFILL FOR THE POSTAGE METER, JUN.'20 - WATER</u>	06/30/2020	130.00	.00	<u>20-6190 POSTAGE & BILLING</u>	0	7/20		
1770	QUADIENT FINANCE USA INC	06302020QF		<u>POSTAGE REFILL FOR THE POSTAGE METER, JUN.'20 - SEWER</u>	06/30/2020	130.00	.00	<u>21-6190 POSTAGE & BILLING</u>	0	7/20		
1770	QUADIENT FINANCE USA INC	06302020QF		<u>POSTAGE REFILL FOR THE POSTAGE METER, JUN.'20 - P.I</u>	06/30/2020	50.00	.00	<u>25-6190 POSTAGE & BILLING</u>	0	7/20		
Total 06302020QF:						500.00	.00					

City of Kuna

Payment Approval Report - City Council Approval

Page: 27

Report dates: 7/3/2020-7/16/2020

Jul 16, 2020 04:41PM

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total QUADIENT FINANCE USA INC:						500.00	.00					
REXEL USA, INC.												
1613	REXEL USA, INC.	0J24169	10254	<u>PARTS FOR EXHAUST FANS IN BERNIE FISHER PARK BATHROOMS, S. HOWELL, JULY '20</u>	07/02/2020	375.31	.00	<u>01-6140 MAINT. & REPAIR BUILDING</u>	1004	7/20		
Total 0J24169:						375.31	.00					
Total REXEL USA, INC.:						375.31	.00					
RICOH USA, INC. (MAINTENANCE)												
1422	RICOH USA, INC. (MAINTENANCE)	5059940123		<u>COPY COUNTS AT PARKS OFFICE, MODEL# RICOH IMC2000, SERIAL #C86262110, 6/1-30/20</u>	07/01/2020	11.00	.00	<u>01-6142 MAINT. & REPAIR - EQUIPMENT</u>	1004	7/20		
Total 5059940123:						11.00	.00					
Total RICOH USA, INC. (MAINTENANCE):						11.00	.00					
RIMI INC												
1991	RIMI INC	06302020RIMI		<u>COMMERCIAL MECHANICAL PERMIT FEES, JUN.'20</u>	06/30/2020	61.53	61.53	<u>01-6052 CONTRACT SERVICES</u>	1005	7/20	07/09/2020	
Total 06302020RIMI:						61.53	61.53					
Total RIMI INC:						61.53	61.53					
SPF WATER ENGINEERING, L.L.C.												
1498	SPF WATER ENGINEERING, L.L.C.	28301		<u>WELL CONSTRUCTION SUPPORT FY2020, ENGINEERING TEST WELL</u>	06/30/2020	3,513.30	.00	<u>20-6020 CAPITAL IMPROVEMENTS</u>	1225	7/20		
Total 28301:						3,513.30	.00					
Total SPF WATER ENGINEERING, L.L.C.:						3,513.30	.00					

City of Kuna

Payment Approval Report - City Council Approval

Page: 28

Report dates: 7/3/2020-7/16/2020

Jul 16, 2020 04:41PM

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
ST. LUKE'S HEALTH SYSTEM												
1441	ST. LUKE'S HEALTH SYSTEM	2595963		<u>NEW EMPLOYEE DRUG SCREEN, S DIAZ, JUNE, '20</u>	07/09/2020	40.00	.00	<u>01-6202 PROFESSIONAL SERVICES</u>	1004	7/20		
Total 2595963:						40.00	.00					
Total ST. LUKE'S HEALTH SYSTEM:						40.00	.00					
STATE OF IDAHO - DIVISION OF BLDG SAFETY												
1882	STATE OF IDAHO - DIVISION OF BLDG SAFETY	H001463-2020		<u>2020 ANNUAL CERTIFICATION FEE, ELEVATOR PROGRAM, CITY HALL - ADMIN</u>	06/29/2020	35.00	.00	<u>01-6140 MAINT. & REPAIR BUILDING</u>	0	7/20		
1882	STATE OF IDAHO - DIVISION OF BLDG SAFETY	H001463-2020		<u>2020 ANNUAL CERTIFICATION FEE, ELEVATOR PROGRAM, CITY HALL - P & Z</u>	06/29/2020	12.50	.00	<u>01-6140 MAINT. & REPAIR BUILDING</u>	1003	7/20		
1882	STATE OF IDAHO - DIVISION OF BLDG SAFETY	H001463-2020		<u>2020 ANNUAL CERTIFICATION FEE, ELEVATOR PROGRAM, CITY HALL - WATER</u>	06/29/2020	32.50	.00	<u>20-6140 MAINT. & REPAIR BUILDING</u>	0	7/20		
1882	STATE OF IDAHO - DIVISION OF BLDG SAFETY	H001463-2020		<u>2020 ANNUAL CERTIFICATION FEE, ELEVATOR PROGRAM, CITY HALL - SEWER</u>	06/29/2020	32.50	.00	<u>21-6140 MAINT & REPAIR BUILDING</u>	0	7/20		
1882	STATE OF IDAHO - DIVISION OF BLDG SAFETY	H001463-2020		<u>2020 ANNUAL CERTIFICATION FEE, ELEVATOR PROGRAM, CITY HALL - P.I</u>	06/29/2020	12.50	.00	<u>25-6140 MAINT & REPAIR BUILDING</u>	0	7/20		
Total H001463-2020:						125.00	.00					
Total STATE OF IDAHO - DIVISION OF BLDG SAFETY:						125.00	.00					
SWANK MOTION PICTURES INC												
1877	SWANK MOTION PICTURES INC	DB 2878928	9471	<u>MALEFICENT MISTRESS OF EVIL SUMMER MOVIES, J. MORFIN, JULY, '20</u>	07/02/2020	385.00	.00	<u>03-6375 EXPENDITURE- MOVIES IN THE PAR</u>	0	7/20		
Total DB 2878928:						385.00	.00					

City of Kuna

Payment Approval Report - City Council Approval

Page: 29

Report dates: 7/3/2020-7/16/2020

Jul 16, 2020 04:41PM

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1877	SWANK MOTION PICTURES INC	DB 2880584	9471	<u>MOVIES FOR THE SUMMER,A DOG'S JOURNEY. PLAY DATE 7/17/20. PARKS, J. MORFIN, JULY'20</u>	07/08/2020	385.00	.00	03-6375 <u>EXPENDITURE- MOVIES IN THE PAR</u>	0	7/20		
Total DB 2880584:						385.00	.00					
Total SWANK MOTION PICTURES INC:						770.00	.00					
TECHNOLOGY SOLUTIONS LLC												
1823	TECHNOLOGY SOLUTIONS LLC	3992		<u>SUPPLIED & INSTALLED TRANSMITTER, B. WITHROW, JULY'20</u>	07/07/2020	1,023.66	.00	01-6150 <u>MAINTENANCE & REPAIRS - SYSTEM</u>	1004	7/20		
Total 3992:						1,023.66	.00					
Total TECHNOLOGY SOLUTIONS LLC:						1,023.66	.00					
THE JORDEL COMPANY												
1523	THE JORDEL COMPANY	00000004860	10127	<u>100 EA CORRECTION NOTICES, D.STEPHENS, JUNE, '20</u>	06/01/2020	150.00	.00	01-6165 OFFICE <u>SUPPLIES</u>	1005	7/20		
Total 00000004860:						150.00	.00					
1523	THE JORDEL COMPANY	00000004918	10186	<u>150 EA STICKERS, LAMINATING & BINDING, J.COULTER, JUN.'20</u>	06/17/2020	228.00	.00	01-6165 OFFICE <u>SUPPLIES</u>	1005	7/20		
Total 00000004918:						228.00	.00					
1523	THE JORDEL COMPANY	00000004945	10216	<u>75 EA ROUGH PLUMBING TAGS, D. STEPHENS, JUNE, '20</u>	06/24/2020	116.50	.00	01-6165 OFFICE <u>SUPPLIES</u>	1005	7/20		
Total 00000004945:						116.50	.00					
1523	THE JORDEL COMPANY	00000004963	10236	<u>300 EA LABELS FOR BUILDING DEPT. J. COUTLER, JUNE'20</u>	06/29/2020	470.00	.00	01-6165 OFFICE <u>SUPPLIES</u>	1005	7/20		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 00000004963:						470.00	.00					
Total THE JORDEL COMPANY:						964.50	.00					
THE SHERWIN-WILLIAMS COMPANY												
554	THE SHERWIN-WILLIAMS COMPANY	4100-0	10249	<u>5-GALLONS OF YELLOW PAINT, J.MORFIN, JUN.'20</u>	06/30/2020	89.45	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	1004	7/20		
Total 4100-0:						89.45	.00					
Total THE SHERWIN-WILLIAMS COMPANY:						89.45	.00					
TREASURE VALLEY COFFEE												
992	TREASURE VALLEY COFFEE	2160:06810580	10274	<u>5 EA 5 GAL WATER BOTTLES, 3 SLEEVES OF CUPS, 1 CASE COFFEE, TREATMENT PLANT, JULY'20</u>	07/09/2020	44.08	.00	21-6165 OFFICE SUPPLIES	0	7/20		
992	TREASURE VALLEY COFFEE	2160:06810580	10274	<u>5 EA 5 GAL WATER BOTTLES, 3 SLEEVES OF CUPS, 1 CASE COFFEE, TREATMENT PLANT, JULY'20</u>	07/09/2020	16.79	.00	25-6165 OFFICE SUPPLIES	0	7/20		
992	TREASURE VALLEY COFFEE	2160:06810580	10274	<u>5 EA 5 GAL WATER BOTTLES, 3 SLEEVES OF CUPS, 1 CASE COFFEE, TREATMENT PLANT, JULY'20</u>	07/09/2020	44.08	.00	20-6165 OFFICE SUPPLIES	0	7/20		
Total 2160:06810580:						104.95	.00					
992	TREASURE VALLEY COFFEE	2160:06819245	10259	<u>FIRST AID REFILLS, MAINTENANCE SHOP, J.MORFIN, JUL.'20</u>	07/02/2020	93.45	.00	01-6230 SAFETY TRAINING & EQUIPMENT	1004	7/20		
Total 2160:06819245:						93.45	.00					
Total TREASURE VALLEY COFFEE:						198.40	.00					

U.S. BANK (VISA)

City of Kuna

Payment Approval Report - City Council Approval

Page: 31

Report dates: 7/3/2020-7/16/2020

Jul 16, 2020 04:41PM

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1444	U.S. BANK (VISA)	10154		<u>TRAINING ABC, EMPLOYEE TRAINING VIDEOS, DIVERSITY MADE SIMPLE, N.STAUFFER, JUN.'20 - ADMIN</u>	06/11/2020	241.68	.00	<u>01-6265 TRAINING & SCHOOLING</u>	0	7/20		
1444	U.S. BANK (VISA)	10154		<u>TRAINING ABC, EMPLOYEE TRAINING VIDEOS, DIVERSITY MADE SIMPLE, N.STAUFFER, JUN.'20 - WATER</u>	06/11/2020	165.36	.00	<u>20-6265 TRAINING & SCHOOLING EXPENSE</u>	0	7/20		
1444	U.S. BANK (VISA)	10154		<u>TRAINING ABC, EMPLOYEE TRAINING VIDEOS, DIVERSITY MADE SIMPLE, N.STAUFFER, JUN.'20 - SEWER</u>	06/11/2020	165.36	.00	<u>21-6265 TRAINING & SCHOOLING EXPENSE</u>	0	7/20		
1444	U.S. BANK (VISA)	10154		<u>TRAINING ABC, EMPLOYEE TRAINING VIDEOS, DIVERSITY MADE SIMPLE, N.STAUFFER, JUN.'20 - P.I</u>	06/11/2020	63.60	.00	<u>25-6265 TRAINING & SCHOOLING EXPENSE</u>	0	7/20		
Total 10154:						636.00	.00					
1444	U.S. BANK (VISA)	263801634000	10167	<u>WALMART, WAGON AND GAME SUPPLIES FOR RANGER PROGRAM, J.LORENTZ, JUN.'20</u>	06/10/2020	165.56	.00	<u>01-6265 TRAINING & SCHOOLING</u>	1086	7/20		
1444	U.S. BANK (VISA)	263801634000	10167	<u>WALMART, CLEANING TOWELS AND SOLUTION FOR SECURITY CAMERA, J.LORENTZ, JUN.'20</u>	06/10/2020	19.28	.00	<u>01-6150 MAINTENANCE & REPAIRS - SYSTEM</u>	1004	7/20		
1444	U.S. BANK (VISA)	263801634000	10167	<u>WALMART, CARDSTOCK, STAPLE REMOVERS, LABEL REFILLS, AND CUSTOMER SERVICE CANDY, FOR PARKS OFFICE, JUN.'20</u>	06/10/2020	45.62	.00	<u>01-6165 OFFICE SUPPLIES</u>	1004	7/20		
Total 26380163400001656809:						230.46	.00					
1444	U.S. BANK (VISA)	330901504005	10110	<u>IBOL, J.COX LICENSE RENEWALS, DWD3-22287, MAY'20</u>	05/29/2020	24.00	.00	<u>20-6265 TRAINING & SCHOOLING EXPENSE</u>	0	7/20		
1444	U.S. BANK (VISA)	330901504005	10110	<u>IBOL, J.COX LICENSE RENEWALS, DWD3-22287, MAY'20</u>	05/29/2020	6.00	.00	<u>25-6265 TRAINING & SCHOOLING EXPENSE</u>	0	7/20		

City of Kuna

Payment Approval Report - City Council Approval

Page: 32

Report dates: 7/3/2020-7/16/2020

Jul 16, 2020 04:41PM

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 33090150400549016009:						30.00	.00					
1444	U.S. BANK (VISA)	330901504005	10110	<u>IBOL, J.COX LICENSE RENEWALS, DWT1-22650, MAY'20</u>	05/29/2020	24.00	.00	<u>20-6265 TRAINING & SCH00LING EXPENSE</u>	0	7/20		
1444	U.S. BANK (VISA)	330901504005	10110	<u>IBOL, J.COX LICENSE RENEWALS, DWT1-22650, MAY'20</u>	05/29/2020	6.00	.00	<u>25-6265 TRAINING & SCH00LING EXPENSE</u>	0	7/20		
Total 33090150400549016215:						30.00	.00					
1444	U.S. BANK (VISA)	330901754005	10209	<u>IDAHO COMMERCE CDBG TRAINING FOR CHRIS & ARIANA, JUNE, '20 - ADMIN</u>	06/23/2020	59.66	.00	<u>01-6265 TRAINING & SCH00LING</u>	0	7/20		
1444	U.S. BANK (VISA)	330901754005	10209	<u>IDAHO COMMERCE CDBG TRAINING FOR CHRIS & ARIANA, JUNE, '20 - WATER</u>	06/23/2020	1.26	.00	<u>20-6265 TRAINING & SCH00LING EXPENSE</u>	0	7/20		
1444	U.S. BANK (VISA)	330901754005	10209	<u>IDAHO COMMERCE CDBG TRAINING FOR CHRIS & ARIANA, JUNE, '20 - SEWER</u>	06/23/2020	1.26	.00	<u>21-6265 TRAINING & SCH00LING EXPENSE</u>	0	7/20		
1444	U.S. BANK (VISA)	330901754005	10209	<u>IDAHO COMMERCE CDBG TRAINING FOR CHRIS & ARIANA, JUNE, '20 - PI</u>	06/23/2020	.62	.00	<u>25-6265 TRAINING & SCH00LING EXPENSE</u>	0	7/20		
Total 33090175400544003490:						62.80	.00					
1444	U.S. BANK (VISA)	365401560110	10069	<u>S&S WORLDWIDE, RANGER PROGRAM CRAFT SUPPLIES, J.LORENTZ, JUN.'20</u>	06/03/2020	596.66	.00	<u>01-6265 TRAINING & SCH00LING</u>	1086	7/20		
Total 36540156011070338627:						596.66	.00					
1444	U.S. BANK (VISA)	374601550010	10130	<u>USPS, MAILINGS FOR CITY CODE LIBRARY, A. WELKER, JUNE '20</u>	06/02/2020	15.09	.00	<u>01-6190 P0STAGE & BILLING</u>	0	7/20		

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 37460155001049221412:						15.09	.00					
1444	U.S. BANK (VISA)	374701500000	10100	<u>PREP BLAST, CWI, IBOL EXAM FOR R. HERRERA, MAY '20</u>	05/28/2020	25.00	.00	<u>21-6265 TRAINING & SCHOOLING EXPENSE</u>	0	7/20		
Total 37470150000011666228:						25.00	.00					
1444	U.S. BANK (VISA)	450001634001	10167	<u>WALMART, CLOTHS FOR SECURITY CAMERA CLEANING, J.LORENTZ, JUN.'20</u>	06/10/2020	9.80	.00	<u>01-6150 MAINTENANCE & REPAIRS - SYSTEM</u>	1004	7/20		
Total 45000163400148698598:						9.80	.00					
1444	U.S. BANK (VISA)	450001714001	10198	<u>WALMART, STORAGE BAGS, RED CUPS, GAMES, NAIL POLISH FOR CRAFTS, BALL INFLATOR, RANGER PROGRAM, J.LORENTZ, JUN.'20</u>	06/18/2020	60.72	.00	<u>01-6265 TRAINING & SCHOOLING</u>	1086	7/20		
1444	U.S. BANK (VISA)	450001714001	10198	<u>WALMART, BROOMS, TOILET PAPER, PAPER TOWELS, MOP, AND CLEANERS FOR PARKS OFFICE, JUN.'20</u>	06/18/2020	88.16	.00	<u>01-6025 JANITORIAL</u>	1004	7/20		
Total 45000171400157457365:						148.88	.00					
1444	U.S. BANK (VISA)	552301642069		<u>HOCKEYMONKEY.COM, NETS AND TARGETS, OUTDOOR IDAHO, N.STANLEY, JUL.'20</u>	06/11/2020	366.91	.00	<u>03-6366 EXPEND. - BE OUTSIDE IDAHO</u>	0	7/20		
Total 55230164206910100017:						366.91	.00					
1444	U.S. BANK (VISA)	554201761217	10213	<u>GRAINGER, FOUNTAIN REPLACEMENT PARTS, J. MORFIN, JUNE'20</u>	06/23/2020	224.74	.00	<u>01-6150 MAINTENANCE & REPAIRS - SYSTEM</u>	1004	7/20		
Total 55420176121762178787:						224.74	.00					

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1444	U.S. BANK (VISA)	921601461006	10046	<u>AMAZON, 6 BOTTLES FOAM HAND SANITIZER FOR THE PARKS RESTROOM, J.LORENTZ, MAY'20</u>	05/25/2020	84.95	.00	<u>01-6025 JANITORIAL</u>	1004	7/20		
Total 92160146100678515758:						84.95	.00					
1444	U.S. BANK (VISA)	921601481009		<u>KNK WATER TREATMENT, PARKS DEPT. B.WITHROW, JUN.'20</u>	05/27/2020	184.97	.00	<u>01-6150 MAINTENANCE & REPAIRS - SYSTEM</u>	1004	7/20		
Total 92160148100933034791:						184.97	.00					
1444	U.S. BANK (VISA)	921601501003		<u>LOWES, CERRO WIRE FOR STREET LIGHT REPAIRS, S.HOWELL, MAY'20</u>	05/29/2020	28.55	.00	<u>01-6142 MAINT. & REPAIR - EQUIPMENT</u>	1002	7/20		
Total 92160150100399263434:						28.55	.00					
1444	U.S. BANK (VISA)	921601531002	10125	<u>WEBCAMS, VIRTUAL MEETINGS-COVID-19, A.WELKER, JUN.'20 - ADMIN</u>	06/01/2020	68.39	.00	<u>01-6165 OFFICE SUPPLIES</u>	0	7/20		
1444	U.S. BANK (VISA)	921601531002	10125	<u>WEBCAMS, VIRTUAL MEETINGS-COVID-19, A.WELKER, JUN.'20 - WATER</u>	06/01/2020	46.79	.00	<u>20-6165 OFFICE SUPPLIES</u>	0	7/20		
1444	U.S. BANK (VISA)	921601531002	10125	<u>WEBCAMS, VIRTUAL MEETINGS-COVID-19, A.WELKER, JUN.'20 - SEWER</u>	06/01/2020	46.79	.00	<u>21-6165 OFFICE SUPPLIES</u>	0	7/20		
1444	U.S. BANK (VISA)	921601531002	10125	<u>WEBCAMS, VIRTUAL MEETINGS-COVID-19, A.WELKER, JUN.'20 - PI</u>	06/01/2020	18.01	.00	<u>25-6165 OFFICE SUPPLIES</u>	0	7/20		
Total 92160153100222725283:						179.98	.00					
1444	U.S. BANK (VISA)	921601551001	10030	<u>AMAZON.COM, FLOOR SPORTS ITEMS, OUTDOOR IDAHO, N.STANLEY, JUN.'20</u>	06/03/2020	160.68	.00	<u>03-6366 EXPEND. - BE OUTSIDE IDAHO</u>	0	7/20		

City of Kuna

Payment Approval Report - City Council Approval

Page: 36

Report dates: 7/3/2020-7/16/2020

Jul 16, 2020 04:41PM

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
				LORENTZ, JUNE. 20	06/10/2020	45.36	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	1004	7/20		
Total 92160162100254885897:						45.36	.00					
1444	U.S. BANK (VISA)	921601701001		AMAZON.COM, ITEMS FOR RANGER PROGRAM, PARKS DEPT, JUN.'20	06/18/2020	24.55	.00	01-6265 TRAINING & SCHOOLING	1086	7/20		
Total 92160170100182448396:						24.55	.00					
1444	U.S. BANK (VISA)	921601711003		LOWES, STAPLE GUN, B.GILLOGLY, JUN.'20 - ADMIN	06/19/2020	52.41	.00	01-6175 SMALL TOOLS	0	7/20		
1444	U.S. BANK (VISA)	921601711003		LOWES, STAPLE GUN, B.GILLOGLY, JUN.'20 - WATER	06/19/2020	35.86	.00	20-6175 SMALL TOOLS	0	7/20		
1444	U.S. BANK (VISA)	921601711003		LOWES, STAPLE GUN, B.GILLOGLY, JUN.'20 - SEWER	06/19/2020	35.86	.00	21-6175 SMALL TOOLS	0	7/20		
1444	U.S. BANK (VISA)	921601711003		LOWES, STAPLE GUN, B.GILLOGLY, JUN.'20 - P.I	06/19/2020	13.79	.00	25-6175 SMALL TOOLS	0	7/20		
Total 92160171100305656288:						137.92	.00					
1444	U.S. BANK (VISA)	921601711007	10198	LOWES, YARD STICKS FOR RANGER PROGRAM GAMES, J.LORENTZ, JUN.'20	06/18/2020	12.96	.00	01-6265 TRAINING & SCHOOLING	1086	7/20		
Total 92160171100778824603:						12.96	.00					
1444	U.S. BANK (VISA)	921601711008		AMAZON.COM, ITEMS FOR RANGER PROGRAM, PARKS DEPT, JUN.'20	06/19/2020	28.99	.00	01-6265 TRAINING & SCHOOLING	1086	7/20		
Total 92160171100898904251:						28.99	.00					
1444	U.S. BANK (VISA)	921601731006	10030	AMAZON.COM, BIKE LIGHTS, OUTDOOR IDAHO, A.WELKER, JUN.'20	06/21/2020	97.93	.00	03-6366 EXPEND.- BE OUTSIDE IDAHO	0	7/20		

City of Kuna

Payment Approval Report - City Council Approval

Page: 37

Report dates: 7/3/2020-7/16/2020

Jul 16, 2020 04:41PM

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 92160173100674042449:						97.93	.00					
Total U.S. BANK (VISA):						3,940.42	.00					
UNIVAR SOLUTIONS USA, INC.												
1410	UNIVAR SOLUTIONS USA, INC.	48618064	10147	<u>ALUMINUM SULFATE, T.SHAFFER, JUN.'20</u>	06/12/2020	6,388.24	.00	<u>21-6151 M & R - PROCESS CHEMICALS</u>	0	7/20		
Total 48618064:						6,388.24	.00					
Total UNIVAR SOLUTIONS USA, INC.:						6,388.24	.00					
USA BLUE BOOK												
265	USA BLUE BOOK	261980		<u>1 EA TRIODE, T.SHAFFER, JUN.'20</u>	06/09/2020	225.08	.00	<u>21-6152 M & R - LABORATORY COSTS</u>	0	7/20		
Total 261980:						225.08	.00					
265	USA BLUE BOOK	263006	10166	<u>ORION PH METER, BENCH TOP, T. SHAFFER, JUNE. 20</u>	06/10/2020	565.09	.00	<u>21-6152 M & R - LABORATORY COSTS</u>	0	7/20		
Total 263006:						565.09	.00					
265	USA BLUE BOOK	263699		<u>CREDIT/REFUND, RETURNED TRIODE PURCHASED ON INV#139104, T.SHAFFER, JUN.'20</u>	06/10/2020	-225.08	.00	<u>21-6150 M & R - SYSTEM</u>	0	7/20		
Total 263699:						-225.08	.00					
265	USA BLUE BOOK	268424	10181	<u>SUBMERSIBLE LEVEL TRANSMITTER FOR MEMBRANE TANKS, T. SHAFFER, JUNE. '20</u>	06/16/2020	1,864.78	.00	<u>21-6142 MAINT. & REPAIRS - EQUIPMENT</u>	0	7/20		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 268424:						1,864.78	.00					
265	USA BLUE BOOK	284824	9761	<u>SANITIZER, HAND CLEANSER, DISINFECTANT WIPES, WIPING CLOTHS, COVID-19, T. SHAFFER, JUL '20</u>	07/02/2020	175.80	.00	21-6150 M & R - SYSTEM	0	7/20		
Total 284824:						175.80	.00					
Total USA BLUE BOOK:						2,605.67	.00					
UTILITY REFUND #10												
2044	UTILITY REFUND #10	120180.01		<u>MARVENNA S HODGINS, 628 N FLAUSON AVE, UTILITY REFUND</u>	07/08/2020	2.51	.00	20-4500 METERED WATER SALES	0	7/20		
Total 120180.01:						2.51	.00					
2044	UTILITY REFUND #10	131110.02		<u>JAMES WILSON, 1436 W HAYFIELD CT, UTILITY REFUND</u>	07/14/2020	10.25	.00	20-4500 METERED WATER SALES	0	7/20		
2044	UTILITY REFUND #10	131110.02		<u>JAMES WILSON, 1436 W HAYFIELD CT, UTILITY REFUND</u>	07/14/2020	3.15	.00	21-4600 SEWER USER FEES	0	7/20		
2044	UTILITY REFUND #10	131110.02		<u>JAMES WILSON, 1436 W HAYFIELD CT, UTILITY REFUND</u>	07/14/2020	3.49	.00	26-4975 SOLID WASTE USER FEES	0	7/20		
Total 131110.02:						16.89	.00					
2044	UTILITY REFUND #10	132145.01		<u>JAKE STEVENS, 515 N STEAR AVE, UTILITY REFUND</u>	07/08/2020	38.67	.00	20-4500 METERED WATER SALES	0	7/20		
2044	UTILITY REFUND #10	132145.01		<u>JAKE STEVENS, 515 N STEAR AVE, UTILITY REFUND</u>	07/08/2020	46.61	.00	21-4600 SEWER USER FEES	0	7/20		
2044	UTILITY REFUND #10	132145.01		<u>JAKE STEVENS, 515 N STEAR AVE, UTILITY REFUND</u>	07/08/2020	38.85	.00	26-4975 SOLID WASTE USER FEES	0	7/20		

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
2044	UTILITY REFUND #10	132145.01		<u>JAKE STEVENS, 515 N STEAR AVE, UTILITY REFUND</u>	07/08/2020	.10	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 132145.01:						124.23	.00					
2044	UTILITY REFUND #10	170610.02		<u>TYSON JOHNSON, 1891 W OAKLEY WAY, UTILITY REFUND</u>	07/14/2020	9.26	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2044	UTILITY REFUND #10	170610.02		<u>TYSON JOHNSON, 1891 W OAKLEY WAY, UTILITY REFUND</u>	07/14/2020	4.46	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2044	UTILITY REFUND #10	170610.02		<u>TYSON JOHNSON, 1891 W OAKLEY WAY, UTILITY REFUND</u>	07/14/2020	4.34	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
Total 170610.02:						18.06	.00					
2044	UTILITY REFUND #10	220950.03		<u>JESSE M ZAMORA, 1490 S WOODMASTE AVE, UTILITY REFUND</u>	07/08/2020	12.00	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2044	UTILITY REFUND #10	220950.03		<u>JESSE M ZAMORA, 1490 S WOODMASTE AVE, UTILITY REFUND</u>	07/08/2020	7.69	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2044	UTILITY REFUND #10	220950.03		<u>JESSE M ZAMORA, 1490 S WOODMASTE AVE, UTILITY REFUND</u>	07/08/2020	6.51	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
Total 220950.03:						26.20	.00					
2044	UTILITY REFUND #10	221085.01		<u>JAMES T JENSEN, 608 E GREAT BEAR ST, UTILITY REFUND</u>	07/14/2020	6.32	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2044	UTILITY REFUND #10	221085.01		<u>JAMES T JENSEN, 608 E GREAT BEAR ST, UTILITY REFUND</u>	07/14/2020	3.28	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
Total 221085.01:						9.60	.00					
2044	UTILITY REFUND #10	265106.02		<u>RICK FOUTS, 2130 W BEIGE ST, UTILITY REFUND</u>	07/14/2020	5.49	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
2044	UTILITY REFUND #10	265106.02		<u>RICK FOUTS, 2130 W BEIGE ST, UTILITY REFUND</u>	07/14/2020	5.77	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2044	UTILITY REFUND #10	265106.02		<u>RICK FOUTS, 2130 W BEIGE ST, UTILITY REFUND</u>	07/14/2020	4.39	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
Total 265106.02:						15.65	.00					
2044	UTILITY REFUND #10	280045.02		<u>NICHOLAS NOBLE, 1876 N AZURTIE DR, UTILITY REFUND</u>	07/14/2020	11.69	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2044	UTILITY REFUND #10	280045.02		<u>NICHOLAS NOBLE, 1876 N AZURTIE DR, UTILITY REFUND</u>	07/14/2020	10.12	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2044	UTILITY REFUND #10	280045.02		<u>NICHOLAS NOBLE, 1876 N AZURTIE DR, UTILITY REFUND</u>	07/14/2020	5.88	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
Total 280045.02:						27.69	.00					
2044	UTILITY REFUND #10	300355.02		<u>JUSTIN H TORELL, 2649 N KRISTY AVE, UTILITY REFUND</u>	07/08/2020	1.71	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2044	UTILITY REFUND #10	300355.02		<u>JUSTIN H TORELL, 2649 N KRISTY AVE, UTILITY REFUND</u>	07/08/2020	1.82	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2044	UTILITY REFUND #10	300355.02		<u>JUSTIN H TORELL, 2649 N KRISTY AVE, UTILITY REFUND</u>	07/08/2020	1.39	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
Total 300355.02:						4.92	.00					
2044	UTILITY REFUND #10	302105.01		<u>KW HOMES, 693 E ANDES DR, UTILITY REFUND</u>	07/13/2020	67.56	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 302105.01:						67.56	.00					
2044	UTILITY REFUND #10	318351.00		<u>SIMPLICITY HOMES, 1171 E ODYSSEY ST, UTILITY REFUND</u>	07/13/2020	55.67	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 318351.00:						55.67	.00					
Total UTILITY REFUND #10:						368.98	.00					
UTILITY REFUND #9												
2004	UTILITY REFUND #9	111320.01		<u>JAMES PALMER, 681 E FULL MOON ST, UTILITY REFUND</u>	06/07/2020	83.71	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	111320.01		<u>JAMES PALMER, 681 E FULL MOON ST, UTILITY REFUND</u>	06/07/2020	101.94	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	111320.01		<u>JAMES PALMER, 681 E FULL MOON ST, UTILITY REFUND</u>	06/07/2020	86.47	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	111320.01		<u>JAMES PALMER, 681 E FULL MOON ST, UTILITY REFUND</u>	06/07/2020	7.49	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 111320.01:						279.61	.00					
2004	UTILITY REFUND #9	111400.02		<u>MICHAEL T HEAD, 696 N. MOONGLOW AVE, UTILITY REFUND</u>	07/08/2020	115.08	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	111400.02		<u>MICHAEL T HEAD, 696 N. MOONGLOW AVE, UTILITY REFUND</u>	07/08/2020	29.53	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	111400.02		<u>MICHAEL T HEAD, 696 N. MOONGLOW AVE, UTILITY REFUND</u>	07/08/2020	22.43	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
Total 111400.02:						167.04	.00					
2004	UTILITY REFUND #9	111490.03		<u>JACOB SAM, 531 N. MELDGOLD AVE, UTILITY REFUND</u>	07/01/2020	93.17	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 111490.03:						93.17	.00					

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
2004	UTILITY REFUND #9	111565.01		<u>JASON LEE MCCLANAHAN, 557 N MOONGLOW PL, UTILITY REFUND</u>	07/01/2020	182.36	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 111565.01:						182.36	.00					
2004	UTILITY REFUND #9	111745.02		<u>DANIELLE LEE ELLIS, 533 E ANDREA ST, UTILITY REFUND</u>	07/08/2020	3.35	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	111745.02		<u>DANIELLE LEE ELLIS, 533 E ANDREA ST, UTILITY REFUND</u>	07/08/2020	3.62	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	111745.02		<u>DANIELLE LEE ELLIS, 533 E ANDREA ST, UTILITY REFUND</u>	07/08/2020	3.03	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
Total 111745.02:						10.00	.00					
2004	UTILITY REFUND #9	120430.02		<u>JUSTIN LUTTMER, 1717 W TOPANGA DR, UTILITY REFUND</u>	07/08/2020	8.59	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	120430.02		<u>JUSTIN LUTTMER, 1717 W TOPANGA DR, UTILITY REFUND</u>	07/08/2020	9.84	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	120430.02		<u>JUSTIN LUTTMER, 1717 W TOPANGA DR, UTILITY REFUND</u>	07/08/2020	5.90	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
Total 120430.02:						24.33	.00					
2004	UTILITY REFUND #9	162080.02		<u>LINDA WILCOX, 1361-1365 N GINGHAM AVE, UTILITY REFUND</u>	06/29/2020	43.50	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	162080.02		<u>LINDA WILCOX, 1361-1365 N GINGHAM AVE, UTILITY REFUND</u>	06/29/2020	39.57	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	162080.02		<u>LINDA WILCOX, 1361-1365 N GINGHAM AVE, UTILITY REFUND</u>	06/29/2020	1.78	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
2004	UTILITY REFUND #9	162080.02		<u>LINDA WILCOX, 1361-1365 N GINGHAM AVE. UTILITY REFUND</u>	06/29/2020	10.17	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	162080.02		<u>LINDA WILCOX, 1361-1365 N GINGHAM AVE. UTILITY REFUND</u>	06/29/2020	20.85	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 162080.02:						115.87	.00					
2004	UTILITY REFUND #9	174040.02		<u>JUSTINE E HART, 1126 S KALAHARI AVE. UTILITY REFUND</u>	06/29/2020	77.89	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	174040.02		<u>JUSTINE E HART, 1126 S KALAHARI AVE. UTILITY REFUND</u>	06/29/2020	71.67	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	174040.02		<u>JUSTINE E HART, 1126 S KALAHARI AVE. UTILITY REFUND</u>	06/29/2020	47.02	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
Total 174040.02:						196.58	.00					
2004	UTILITY REFUND #9	174203.00		<u>CBH, 899 S RANGIPO AVE. UTILITY REFUND</u>	06/23/2020	3.82	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	174203.00		<u>CBH, 899 S RANGIPO AVE. UTILITY REFUND</u>	06/23/2020	1.05	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	174203.00		<u>CBH, 899 S RANGIPO AVE. UTILITY REFUND</u>	06/23/2020	13.47	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 174203.00:						18.34	.00					
2004	UTILITY REFUND #9	174206.00		<u>CBH, 1542 W ATACAMA DR. UTILITY REFUND</u>	06/23/2020	18.57	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	174206.00		<u>CBH, 1542 W ATACAMA DR. UTILITY REFUND</u>	06/23/2020	24.15	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		

City of Kuna

Payment Approval Report - City Council Approval

Page: 44

Report dates: 7/3/2020-7/16/2020

Jul 16, 2020 04:41PM

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
2004	UTILITY REFUND #9	174206.00		<u>CBH, 1542 W ATACAMA DR, UTILITY REFUND</u>	06/23/2020	26.67	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 174206.00:						69.39	.00					
2004	UTILITY REFUND #9	174211.00		<u>CBH, 820 S TANAMI AVE, UTILITY REFUND</u>	06/29/2020	17.81	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	174211.00		<u>CBH, 820 S TANAMI AVE, UTILITY REFUND</u>	06/29/2020	22.85	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	174211.00		<u>CBH, 820 S TANAMI AVE, UTILITY REFUND</u>	06/29/2020	26.59	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 174211.00:						67.25	.00					
2004	UTILITY REFUND #9	174217.00		<u>CBH, 948 S TANAMI AVE, UTILITY REFUND</u>	06/17/2020	21.21	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	174217.00		<u>CBH, 948 S TANAMI AVE, UTILITY REFUND</u>	06/17/2020	30.20	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	174217.00		<u>CBH, 948 S TANAMI AVE, UTILITY REFUND</u>	06/17/2020	25.57	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 174217.00:						76.98	.00					
2004	UTILITY REFUND #9	174219.00		<u>CBH, 1441 W SAHARA DR, UTILITY REFUND</u>	06/16/2020	28.86	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	174219.00		<u>CBH, 1441 W SAHARA DR, UTILITY REFUND</u>	06/16/2020	42.87	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	174219.00		<u>CBH, 1441 W SAHARA DR, UTILITY REFUND</u>	06/16/2020	34.04	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 174219.00:						105.77	.00					

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
2004	UTILITY REFUND #9	174220.00		<u>CBH, 1457 W SAHARA DR.</u> <u>UTILITY REFUND</u>	06/12/2020	19.83	.00	<u>20-4500 METERED</u> <u>WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	174220.00		<u>CBH, 1457 W SAHARA DR.</u> <u>UTILITY REFUND</u>	06/12/2020	29.18	.00	<u>21-4600 SEWER</u> <u>USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	174220.00		<u>CBH, 1457 W SAHARA DR.</u> <u>UTILITY REFUND</u>	06/12/2020	24.04	.00	<u>25-4700 PRESS.</u> <u>IRRIGATION USER</u> <u>FEES</u>	0	7/20		
Total 174220.00:						73.05	.00					
2004	UTILITY REFUND #9	174222.00		<u>CBH, 1499 W SAHARA DR.</u> <u>UTILITY REFUND</u>	07/01/2020	63.56	.00	<u>20-4500 METERED</u> <u>WATER SALES</u>	0	7/20		
Total 174222.00:						63.56	.00					
2004	UTILITY REFUND #9	174227.00		<u>CBH, 944 S RANGIPO AVE.</u> <u>UTILITY REFUND</u>	06/17/2020	23.64	.00	<u>20-4500 METERED</u> <u>WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	174227.00		<u>CBH, 944 S RANGIPO AVE.</u> <u>UTILITY REFUND</u>	06/17/2020	57.68	.00	<u>21-4600 SEWER</u> <u>USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	174227.00		<u>CBH, 944 S RANGIPO AVE.</u> <u>UTILITY REFUND</u>	06/17/2020	41.90	.00	<u>25-4700 PRESS.</u> <u>IRRIGATION USER</u> <u>FEES</u>	0	7/20		
Total 174227.00:						123.22	.00					
2004	UTILITY REFUND #9	174232.00		<u>CBH, 903 S TANAMI AVE.</u> <u>UTILITY REFUND</u>	06/17/2020	18.96	.00	<u>20-4500 METERED</u> <u>WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	174232.00		<u>CBH, 903 S TANAMI AVE.</u> <u>UTILITY REFUND</u>	06/17/2020	26.74	.00	<u>21-4600 SEWER</u> <u>USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	174232.00		<u>CBH, 903 S TANAMI AVE.</u> <u>UTILITY REFUND</u>	06/17/2020	23.89	.00	<u>25-4700 PRESS.</u> <u>IRRIGATION USER</u> <u>FEES</u>	0	7/20		
Total 174232.00:						69.59	.00					

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
2004	UTILITY REFUND #9	174233.00		<u>CBH, 925 S TANAMI AVE, UTILITY REFUND</u>	06/19/2020	29.42	.00	<u>20-4500_METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	174233.00		<u>CBH, 925 S TANAMI AVE, UTILITY REFUND</u>	06/19/2020	42.71	.00	<u>21-4600_SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	174233.00		<u>CBH, 925 S TANAMI AVE, UTILITY REFUND</u>	06/19/2020	34.25	.00	<u>25-4700_PRESS, IRRIGATION USER FEES</u>	0	7/20		
Total 174233.00:						106.38	.00					
2004	UTILITY REFUND #9	190195.01		<u>JOSHUA L GRAHAM, 311 W WHITETAIL CT, UTILITY REFUND</u>	07/02/2020	90.38	.00	<u>20-4500_METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	190195.01		<u>JOSHUA L GRAHAM, 311 W WHITETAIL CT, UTILITY REFUND</u>	07/02/2020	2.70	.00	<u>21-4600_SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	190195.01		<u>JOSHUA L GRAHAM, 311 W WHITETAIL CT, UTILITY REFUND</u>	07/02/2020	2.34	.00	<u>26-4975_SOLID WASTE USER FEES</u>	0	7/20		
Total 190195.01:						95.42	.00					
2004	UTILITY REFUND #9	201205.02		<u>JAYME L DOZIER, 1917 N COOL SPRINGS AVE, UTILITY REFUND</u>	06/29/2020	2.66	.00	<u>20-4500_METERED WATER SALES</u>	0	7/20		
Total 201205.02:						2.66	.00					
2004	UTILITY REFUND #9	202075.01		<u>JAMES COX, 397 E WHITBECK ST, UTILITY REFUND</u>	07/07/2020	2.53	.00	<u>20-4500_METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	202075.01		<u>JAMES COX, 397 E WHITBECK ST, UTILITY REFUND</u>	07/07/2020	3.28	.00	<u>21-4600_SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	202075.01		<u>JAMES COX, 397 E WHITBECK ST, UTILITY REFUND</u>	07/07/2020	2.51	.00	<u>26-4975_SOLID WASTE USER FEES</u>	0	7/20		

City of Kuna

Payment Approval Report - City Council Approval
Report dates: 7/3/2020-7/16/2020

Page: 47

Jul 16, 2020 04:41PM

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
2004	UTILITY REFUND #9	202075.01		<u>JAMES COX, 397 E WHITBECK ST. UTILITY REFUND</u>	07/07/2020	4.27	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 202075.01:						12.59	.00					
2004	UTILITY REFUND #9	20686.01		<u>MRS PROPERTIES, 669 S BEST BUSINESS AVE, UTILITY REFUND</u>	07/10/2020	109.89	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 20686.01:						109.89	.00					
2004	UTILITY REFUND #9	220415.01		<u>PAUL R KRIGBAUM, 1006 S WILD YUCCA AVE, UTILITY REFUND</u>	06/29/2020	138.15	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	220415.01		<u>PAUL R KRIGBAUM, 1006 S WILD YUCCA AVE, UTILITY REFUND</u>	06/29/2020	30.44	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	220415.01		<u>PAUL R KRIGBAUM, 1006 S WILD YUCCA AVE, UTILITY REFUND</u>	06/29/2020	27.52	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
Total 220415.01:						196.11	.00					
2004	UTILITY REFUND #9	230550.02		<u>HUNTER HOMES, 580 S GLENN BROOK PL, UTILITY REFUND</u>	07/13/2020	59.49	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 230550.02:						59.49	.00					
2004	UTILITY REFUND #9	230605.03		<u>JOSHUA SMITH, 597 W OMPHALE ST, UTILITY REFUND</u>	07/08/2020	33.71	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	230605.03		<u>JOSHUA SMITH, 597 W OMPHALE ST, UTILITY REFUND</u>	07/08/2020	32.38	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	230605.03		<u>JOSHUA SMITH, 597 W OMPHALE ST, UTILITY REFUND</u>	07/08/2020	25.75	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 230605.03:						91.84	.00					
2004	UTILITY REFUND #9	240720.03		<u>PATRICK A RADER, 944 E FOLGADO CT, UTILITY REFUND</u>	07/02/2020	30.40	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	240720.03		<u>PATRICK A RADER, 944 E FOLGADO CT, UTILITY REFUND</u>	07/02/2020	35.82	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	240720.03		<u>PATRICK A RADER, 944 E FOLGADO CT, UTILITY REFUND</u>	07/02/2020	27.20	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	240720.03		<u>PATRICK A RADER, 944 E FOLGADO CT, UTILITY REFUND</u>	07/02/2020	4.17	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 240720.03:						97.59	.00					
2004	UTILITY REFUND #9	241008.00		<u>MERLIN POINT LLC, 1116 E SERAPHINA ST, UTILITY REFUND</u>	07/13/2020	33.75	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	241008.00		<u>MERLIN POINT LLC, 1116 E SERAPHINA ST, UTILITY REFUND</u>	07/13/2020	9.03	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
Total 241008.00:						42.78	.00					
2004	UTILITY REFUND #9	241010.00		<u>MERLIN POINT LLC, 1088 E SERAPHINA ST, UTILITY REFUND</u>	07/13/2020	48.32	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 241010.00:						48.32	.00					
2004	UTILITY REFUND #9	256009.00		<u>HOME RIVER GROUP, 815 W BACKPACK LN, UTILITY REFUND</u>	07/13/2020	208.28	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 256009.00:						208.28	.00					

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
2004	UTILITY REFUND #9	256010.00		<u>HOME RIVER GROUP, 765 W BACKPACK LN, UTILITY REFUND</u>	07/13/2020	208.28	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 256010.00:						208.28	.00					
2004	UTILITY REFUND #9	26031004		<u>LAUREN F FRITZ, 1818 N BISQUE AVE, UTILITY REFUND</u>	07/07/2020	106.51	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	26031004		<u>LAUREN F FRITZ, 1818 N BISQUE AVE, UTILITY REFUND</u>	07/07/2020	30.42	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	26031004		<u>LAUREN F FRITZ, 1818 N BISQUE AVE, UTILITY REFUND</u>	07/07/2020	22.69	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	26031004		<u>LAUREN F FRITZ, 1818 N BISQUE AVE, UTILITY REFUND</u>	07/07/2020	8.50	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 26031004:						168.12	.00					
2004	UTILITY REFUND #9	266037.02		<u>RACHEL ELLEDGE, 3056 W NAVY ST, UTILITY REFUND</u>	07/08/2020	63.87	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	266037.02		<u>RACHEL ELLEDGE, 3056 W NAVY ST, UTILITY REFUND</u>	07/08/2020	70.62	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	266037.02		<u>RACHEL ELLEDGE, 3056 W NAVY ST, UTILITY REFUND</u>	07/08/2020	58.28	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
Total 266037.02:						192.77	.00					
2004	UTILITY REFUND #9	268145.01		<u>CBH, 1729 N THISTLE DR, UTILITY REFUND</u>	06/23/2020	20.07	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	268145.01		<u>CBH, 1729 N THISTLE DR, UTILITY REFUND</u>	06/23/2020	-1.23	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
Total 268145.01:						18.84	.00					

City of Kuna

Payment Approval Report - City Council Approval

Page: 50

Report dates: 7/3/2020-7/16/2020

Jul 16, 2020 04:41PM

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
2004	UTILITY REFUND #9	268306.00		<u>CBH, 2701 W QUILCEDA ST, UTILITY REFUND</u>	06/12/2020	13.78	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	268306.00		<u>CBH, 2701 W QUILCEDA ST, UTILITY REFUND</u>	06/12/2020	31.19	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	268306.00		<u>CBH, 2701 W QUILCEDA ST, UTILITY REFUND</u>	06/12/2020	23.11	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 268306.00:						68.08	.00					
2004	UTILITY REFUND #9	268341.00		<u>CBH, 1652 N RHODAMINE AVE, UTILITY REFUND</u>	06/12/2020	19.18	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	268341.00		<u>CBH, 1652 N RHODAMINE AVE, UTILITY REFUND</u>	06/12/2020	28.56	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	268341.00		<u>CBH, 1652 N RHODAMINE AVE, UTILITY REFUND</u>	06/12/2020	20.43	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 268341.00:						68.17	.00					
2004	UTILITY REFUND #9	277049.02		<u>THOMAS KESSLER, 2426 N IDITAROD WAY, UTILITY REFUND</u>	07/08/2020	18.00	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	277049.02		<u>THOMAS KESSLER, 2426 N IDITAROD WAY, UTILITY REFUND</u>	07/08/2020	24.68	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	277049.02		<u>THOMAS KESSLER, 2426 N IDITAROD WAY, UTILITY REFUND</u>	07/08/2020	20.42	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	277049.02		<u>THOMAS KESSLER, 2426 N IDITAROD WAY, UTILITY REFUND</u>	07/08/2020	6.96	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 277049.02:						70.06	.00					

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
2004	UTILITY REFUND #9	277107.02A		<u>CHRISTOPHER D WILMES, 745 WALLSPICE ST, UTILITY REFUND</u>	07/13/2020	83.56	.00	<u>20-4500_METERED WATER SALES</u>	0	7/20		
Total 277107.02A:						83.56	.00					
2004	UTILITY REFUND #9	280232.01		<u>TRIDENT HOMES, 2219 N AZURITE PL, UTILITY REFUND</u>	06/16/2020	42.85	.00	<u>20-4500_METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	280232.01		<u>TRIDENT HOMES, 2219 N AZURITE PL, UTILITY REFUND</u>	06/16/2020	45.58	.00	<u>21-4600_SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	280232.01		<u>TRIDENT HOMES, 2219 N AZURITE PL, UTILITY REFUND</u>	06/16/2020	62.57	.00	<u>25-4700_PRESS, IRRIGATION USER FEES</u>	0	7/20		
Total 280232.01:						151.00	.00					
2004	UTILITY REFUND #9	280270.01		<u>TRIDENT HOMES, 944 W ROSE QUARTZ ST, UTILITY REFUND</u>	07/13/2020	58.76	.00	<u>20-4500_METERED WATER SALES</u>	0	7/20		
Total 280270.01:						58.76	.00					
2004	UTILITY REFUND #9	280355.01		<u>TRADITION CUSTOM HOMES, 2021 N CITRINE AVE, UTILITY REFUND</u>	06/29/2020	20.78	.00	<u>20-4500_METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	280355.01		<u>TRADITION CUSTOM HOMES, 2021 N CITRINE AVE, UTILITY REFUND</u>	06/29/2020	26.40	.00	<u>21-4600_SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	280355.01		<u>TRADITION CUSTOM HOMES, 2021 N CITRINE AVE, UTILITY REFUND</u>	06/29/2020	22.35	.00	<u>25-4700_PRESS, IRRIGATION USER FEES</u>	0	7/20		
Total 280355.01:						69.53	.00					
2004	UTILITY REFUND #9	281007.00		<u>INTEGRITY HOMES, 1472 W CERULEAN ST, UTILITY DEPOSIT</u>	06/23/2020	22.73	.00	<u>20-4500_METERED WATER SALES</u>	0	7/20		

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
2004	UTILITY REFUND #9	281007.00		<u>INTEGRITY HOMES, 1472 W CERULEAN ST. UTILITY DEPOSIT</u>	06/23/2020	27.09	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	281007.00		<u>INTEGRITY HOMES, 1472 W CERULEAN ST. UTILITY DEPOSIT</u>	06/23/2020	15.88	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 281007.00:						65.70	.00					
2004	UTILITY REFUND #9	281036.00A		<u>TODD CAMPBELL CUSTOM HOMES, 1487 W CERULEAN ST. UTILITY REFUND</u>	06/13/2020	59.21	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 281036.00A:						59.21	.00					
2004	UTILITY REFUND #9	301065.02		<u>KIMBERLY R NICKEL, 936 E SHADY RIDGE DR. UTILITY REFUND</u>	06/29/2020	17.44	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	301065.02		<u>KIMBERLY R NICKEL, 936 E SHADY RIDGE DR. UTILITY REFUND</u>	06/29/2020	32.96	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	301065.02		<u>KIMBERLY R NICKEL, 936 E SHADY RIDGE DR. UTILITY REFUND</u>	06/29/2020	24.44	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	301065.02		<u>KIMBERLY R NICKEL, 936 E SHADY RIDGE DR. UTILITY REFUND</u>	06/29/2020	22.99	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
Total 301065.02:						97.83	.00					
2004	UTILITY REFUND #9	302139.01		<u>STACY CONSTRUCTION, 1014 E ANDES DR. UTILITY REFUND</u>	07/13/2020	59.13	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 302139.01:						59.13	.00					
2004	UTILITY REFUND #9	302162.01		<u>RIVERWOOD HOMES, 614 E ANDES DR. UTILITY REFUND</u>	06/17/2020	38.21	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
2004	UTILITY REFUND #9	302162.01		<u>RIVERWOOD HOMES, 614 E ANDES DR, UTILITY REFUND</u>	06/17/2020	33.39	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
Total 302162.01:						71.60	.00					
2004	UTILITY REFUND #9	302309.00		<u>STYLISH HOMES, 9148 S LA PAMPA WAY, UTILITY REFUND</u>	06/22/2020	16.03	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	302309.00		<u>STYLISH HOMES, 9148 S LA PAMPA WAY, UTILITY REFUND</u>	06/22/2020	23.23	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	302309.00		<u>STYLISH HOMES, 9148 S LA PAMPA WAY, UTILITY REFUND</u>	06/22/2020	31.95	.00	<u>25-4700 PRESS, IRRIGATION USER FEES</u>	0	7/20		
Total 302309.00:						71.21	.00					
2004	UTILITY REFUND #9	302336.00		<u>RIVERWOOD HOMES, 8900 S FORMOSA WAY, UTILITY REFUND</u>	06/12/2020	61.55	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	302336.00		<u>RIVERWOOD HOMES, 8900 S FORMOSA WAY, UTILITY REFUND</u>	06/12/2020	4.15	.00	<u>25-4700 PRESS, IRRIGATION USER FEES</u>	0	7/20		
Total 302336.00:						65.70	.00					
2004	UTILITY REFUND #9	302344.00		<u>RIVERWOOD HOMES, 8917 S FORMOSA WAY, UTILITY REFUND</u>	06/16/2020	15.72	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	302344.00		<u>RIVERWOOD HOMES, 8917 S FORMOSA WAY, UTILITY REFUND</u>	06/16/2020	23.19	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	302344.00		<u>RIVERWOOD HOMES, 8917 S FORMOSA WAY, UTILITY REFUND</u>	06/16/2020	27.02	.00	<u>25-4700 PRESS, IRRIGATION USER FEES</u>	0	7/20		
Total 302344.00:						65.93	.00					

City of Kuna

Payment Approval Report - City Council Approval

Page: 54

Report dates: 7/3/2020-7/16/2020

Jul 16, 2020 04:41PM

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
2004	UTILITY REFUND #9	302347.00		<u>BALT LLC, 8933 S FORMOSA WAY, UTILITY REFUND</u>	06/29/2020	30.29	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	302347.00		<u>BALT LLC, 8933 S FORMOSA WAY, UTILITY REFUND</u>	06/29/2020	7.51	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	302347.00		<u>BALT LLC, 8933 S FORMOSA WAY, UTILITY REFUND</u>	06/29/2020	26.19	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 302347.00:						63.99	.00					
2004	UTILITY REFUND #9	302351.00		<u>RIVERWOOD HOMES, 8999 S FORMOSA WAY, UTILITY REFUND</u>	07/13/2020	64.21	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 302351.00:						64.21	.00					
2004	UTILITY REFUND #9	303288.00		<u>HUBBLE HOMES, 1037 E BRUSH CREEK ST, UTILITY REFUND</u>	07/13/2020	38.88	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	303288.00		<u>HUBBLE HOMES, 1037 E BRUSH CREEK ST, UTILITY REFUND</u>	07/13/2020	20.90	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
Total 303288.00:						59.78	.00					
2004	UTILITY REFUND #9	304003.00		<u>SERENITY HOMES LLC, 729 E MERINO ST, UTILITY REFUND</u>	06/29/2020	34.67	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	304003.00		<u>SERENITY HOMES LLC, 729 E MERINO ST, UTILITY REFUND</u>	06/29/2020	13.47	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	304003.00		<u>SERENITY HOMES LLC, 729 E MERINO ST, UTILITY REFUND</u>	06/29/2020	17.60	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 304003.00:						65.74	.00					
2004	UTILITY REFUND #9	304004.00		<u>SERENITY HOMES LLC, 747 E MERINO ST, UTILITY REFUND</u>	06/16/2020	65.74	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
2004	UTILITY REFUND #9	304004.00		<u>SERENITY HOMES LLC, 747 E MERINO ST. UTILITY REFUND</u>	06/16/2020	5.80	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
Total 304004.00:						71.54	.00					
2004	UTILITY REFUND #9	318354.00		<u>HOPE DEVELOPMENT, 1113 E ODYSSEY ST. UTILITY REFUND</u>	07/13/2020	63.56	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 318354.00:						63.56	.00					
2004	UTILITY REFUND #9	320006.00		<u>HAYDEN HOMES, 1484 N STEENS AVE. UTILITY REFUND</u>	07/13/2020	58.76	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 320006.00:						58.76	.00					
2004	UTILITY REFUND #9	320023.00		<u>HAYDEN HOMES, 1429 N STEENS AVE. UTILITY REFUND</u>	07/13/2020	58.76	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 320023.00:						58.76	.00					
2004	UTILITY REFUND #9	320028.00		<u>HAYDEN HOMES, 1343 N ANTELOPE FLAT AVE. UTILITY REFUND</u>	07/13/2020	58.76	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 320028.00:						58.76	.00					
2004	UTILITY REFUND #9	320033.00		<u>HAYDEN HOMES, 1923 E JOHN DEERE ST. UTILITY REFUND</u>	07/13/2020	57.73	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 320033.00:						57.73	.00					
2004	UTILITY REFUND #9	320034.00		<u>HAYDEN HOMES, 1368 N WARM RIVER AVE. UTILITY REFUND</u>	07/13/2020	75.39	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 320034.00:						75.39	.00					

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
2004	UTILITY REFUND #9	320059.00		<u>HAYDEN HOMES, 1172 N WARM RIVER AVE, UTILITY REFUND</u>	07/13/2020	59.98	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 320059.00:						59.98	.00					
2004	UTILITY REFUND #9	320064.00		<u>HAYDEN HOMES, 1918 E PORTER ST, UTILITY REFUND</u>	06/23/2020	-3.78	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	320064.00		<u>HAYDEN HOMES, 1918 E PORTER ST, UTILITY REFUND</u>	06/23/2020	19.10	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	320064.00		<u>HAYDEN HOMES, 1918 E PORTER ST, UTILITY REFUND</u>	06/23/2020	40.28	.00	<u>25-4700 PRESS, IRRIGATION USER FEES</u>	0	7/20		
Total 320064.00:						55.60	.00					
2004	UTILITY REFUND #9	330155.00		<u>TOLL BROS INC, 987 E WHITETAIL ST, UTILITY REFUND</u>	06/17/2020	4.48	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	330155.00		<u>TOLL BROS INC, 987 E WHITETAIL ST, UTILITY REFUND</u>	06/17/2020	4.32	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	330155.00		<u>TOLL BROS INC, 987 E WHITETAIL ST, UTILITY REFUND</u>	06/17/2020	6.14	.00	<u>25-4700 PRESS, IRRIGATION USER FEES</u>	0	7/20		
Total 330155.00:						14.94	.00					
2004	UTILITY REFUND #9	330160.00		<u>TOLL BROS INC, 875 E WHITETAIL ST, UTILITY REFUND</u>	06/12/2020	7.39	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	330160.00		<u>TOLL BROS INC, 875 E WHITETAIL ST, UTILITY REFUND</u>	06/12/2020	9.42	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	330160.00		<u>TOLL BROS INC, 875 E WHITETAIL ST, UTILITY REFUND</u>	06/12/2020	6.68	.00	<u>25-4700 PRESS, IRRIGATION USER FEES</u>	0	7/20		

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 330160.00:						23.49	.00					
2004	UTILITY REFUND #9	330167.00		<u>TOLL BROS INC. 1677 N GREENVILLE AVE. UTILITY REFUND</u>	06/16/2020	3.31	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	330167.00		<u>TOLL BROS INC. 1677 N GREENVILLE AVE. UTILITY REFUND</u>	06/16/2020	2.56	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	330167.00		<u>TOLL BROS INC. 1677 N GREENVILLE AVE. UTILITY REFUND</u>	06/16/2020	5.35	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 330167.00:						11.22	.00					
2004	UTILITY REFUND #9	330225.00		<u>TOLL BROS INC. 1194 E IMLAY ST. UTILITY REFUND</u>	06/16/2020	3.89	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	330225.00		<u>TOLL BROS INC. 1194 E IMLAY ST. UTILITY REFUND</u>	06/16/2020	2.90	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	330225.00		<u>TOLL BROS INC. 1194 E IMLAY ST. UTILITY REFUND</u>	06/16/2020	4.77	.00	<u>25-4700 PRESS. IRRIGATION USER FEES</u>	0	7/20		
Total 330225.00:						11.56	.00					
2004	UTILITY REFUND #9	340010.01		<u>CBH. 6995 S BIRCH CREEK AVE. UTILITY REFUND</u>	07/13/2020	61.67	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 340010.01:						61.67	.00					
2004	UTILITY REFUND #9	340017.01		<u>CBH. 7106 S CATFISH CREEK AVE. UTILITY REFUND</u>	06/29/2020	15.90	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	340017.01		<u>CBH. 7106 S CATFISH CREEK AVE. UTILITY REFUND</u>	06/29/2020	.42	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total 340017.01:						16.32	.00					
2004	UTILITY REFUND #9	340040.02		<u>PAUL GREGORY CLAYTON, 6725 S BIRCH CREEK AVE, UTILITY REFUND</u>	07/07/2020	20.87	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
2004	UTILITY REFUND #9	340040.02		<u>PAUL GREGORY CLAYTON, 6725 S BIRCH CREEK AVE, UTILITY REFUND</u>	07/07/2020	31.09	.00	<u>21-4600 SEWER USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	340040.02		<u>PAUL GREGORY CLAYTON, 6725 S BIRCH CREEK AVE, UTILITY REFUND</u>	07/07/2020	25.03	.00	<u>26-4975 SOLID WASTE USER FEES</u>	0	7/20		
2004	UTILITY REFUND #9	340040.02		<u>PAUL GREGORY CLAYTON, 6725 S BIRCH CREEK AVE, UTILITY REFUND</u>	07/07/2020	10.68	.00	<u>25-4700 PRESS, IRRIGATION USER FEES</u>	0	7/20		
Total 340040.02:						87.67	.00					
2004	UTILITY REFUND #9	340068.01		<u>CBH, 1486 W MALAD RIVER ST, UTILITY REFUND</u>	07/13/2020	63.56	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 340068.01:						63.56	.00					
2004	UTILITY REFUND #9	91910.02		<u>CRAIG P BROWN, 1179 W FOOLS GOLD ST, UTILITY REFUND</u>	07/01/2020	85.53	.00	<u>20-4500 METERED WATER SALES</u>	0	7/20		
Total 91910.02:						85.53	.00					
Total UTILITY REFUND #9:						5,710.70	.00					
VALLI INFORMATION SYSTEMS, INC												
857	VALLI INFORMATION SYSTEMS, INC	59883		<u>LOCKBOX TRANSACTIONS FOR JULY'2020 - ADMIN</u>	06/30/2020	66.10	.00	<u>01-6505 BANK FEES</u>	0	7/20		
857	VALLI INFORMATION SYSTEMS, INC	59883		<u>LOCKBOX TRANSACTIONS FOR JULY'2020 - WATER</u>	06/30/2020	103.87	.00	<u>20-6505 BANK FEES</u>	0	7/20		

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
857	VALLI INFORMATION SYSTEMS, INC	59883		<u>LOCKBOX TRANSACTIONS FOR JULY*2020 - SEWER</u>	06/30/2020	103.87	.00	<u>21-6505 BANK FEES</u>	0	7/20		
857	VALLI INFORMATION SYSTEMS, INC	59883		<u>LOCKBOX TRANSACTIONS FOR JULY*2020 - PI</u>	06/30/2020	40.91	.00	<u>25-6505 BANK FEES</u>	0	7/20		
Total 59883:						314.75	.00					
Total VALLI INFORMATION SYSTEMS, INC:						314.75	.00					
VERIZON WIRELESS												
1575	VERIZON WIRELESS	9857620561		<u>CELL PHONE SERVICE, 5/29 - 6/28/20 - ADMIN</u>	06/28/2020	141.22	.00	<u>01-6255 TELEPHONE</u>	0	7/20		
1575	VERIZON WIRELESS	9857620561		<u>CELL PHONE SERVICE, 5/29 - 6/28/20 - P & Z</u>	06/28/2020	53.64	.00	<u>01-6255 TELEPHONE</u>	1003	7/20		
1575	VERIZON WIRELESS	9857620561		<u>CELL PHONE SERVICE, 5/29 - 6/28/20 - PARKS</u>	06/28/2020	523.71	.00	<u>01-6255 TELEPHONE</u>	1004	7/20		
1575	VERIZON WIRELESS	9857620561		<u>CELL PHONE SERVICE, 5/29 - 6/28/20 - BUILDING INSPECTION</u>	06/28/2020	95.39	.00	<u>01-6255 TELEPHONE</u>	1005	7/20		
1575	VERIZON WIRELESS	9857620561		<u>CELL PHONE SERVICE, 5/29 - 6/28/20 - WATER</u>	06/28/2020	468.90	.00	<u>20-6255 TELEPHONE EXPENSE</u>	0	7/20		
1575	VERIZON WIRELESS	9857620561		<u>CELL PHONE SERVICE, 5/29 - 6/28/20 - SEWER</u>	06/28/2020	553.06	.00	<u>21-6255 TELEPHONE EXPENSE</u>	0	7/20		
1575	VERIZON WIRELESS	9857620561		<u>CELL PHONE SERVICE, 5/29 - 6/28/20 - PI</u>	06/28/2020	128.01	.00	<u>25-6255 TELEPHONE EXPENSE</u>	0	7/20		
1575	VERIZON WIRELESS	9857620561		<u>CELL PHONE SERVICE, 5/29 - 6/28/20 - ECONOMIC DEVELOPMENT</u>	06/28/2020	46.75	.00	<u>01-6255 TELEPHONE</u>	4000	7/20		
Total 9857620561:						2,010.68	.00					
1575	VERIZON WIRELESS	9857755037		<u>TABLET SERVICE, 6/2 - 7/1/20 - ADMIN</u>	07/01/2020	3.68	.00	<u>01-6255 TELEPHONE</u>	0	7/20		

City of Kuna

Payment Approval Report - City Council Approval

Report dates: 7/3/2020-7/16/2020

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1575	VERIZON WIRELESS	9857755037		<u>TABLET SERVICE, 6/2 - 7/1/20 -</u> <u>PARKS</u>	07/01/2020	8.09	.00	01-6255 <u>TELEPHONE</u>	1004	7/20		
1575	VERIZON WIRELESS	9857755037		<u>TABLET SERVICE, 6/2 - 7/1/20 -</u> <u>BUILDING INSPECTION</u>	07/01/2020	30.87	.00	01-6255 <u>TELEPHONE</u>	1005	7/20		
1575	VERIZON WIRELESS	9857755037		<u>TABLET SERVICE, 6/2 - 7/1/20 -</u> <u>WATER</u>	07/01/2020	42.04	.00	20-6255 <u>TELEPHONE</u> <u>EXPENSE</u>	0	7/20		
1575	VERIZON WIRELESS	9857755037		<u>TABLET SERVICE, 6/2 - 7/1/20 -</u> <u>SEWER</u>	07/01/2020	50.86	.00	21-6255 <u>TELEPHONE</u> <u>EXPENSE</u>	0	7/20		
1575	VERIZON WIRELESS	9857755037		<u>TABLET SERVICE, 6/2 - 7/1/20 -</u> <u>PI</u>	07/01/2020	11.46	.00	25-6255 <u>TELEPHONE</u> <u>EXPENSE</u>	0	7/20		
Total 9857755037:						147.00	.00					
1575	VERIZON WIRELESS	9857755038		<u>IPAD SERVICE, 6/2 - 7/1/20 -</u> <u>ADMIN</u>	07/01/2020	5.01	.00	01-6255 <u>TELEPHONE</u>	0	7/20		
1575	VERIZON WIRELESS	9857755038		<u>IPAD SERVICE, 6/2 - 7/1/20 -</u> <u>PARKS</u>	07/01/2020	20.02	.00	01-6255 <u>TELEPHONE</u>	1004	7/20		
1575	VERIZON WIRELESS	9857755038		<u>IPAD SERVICE, 6/2 - 7/1/20 -</u> <u>WATER</u>	07/01/2020	6.61	.00	20-6255 <u>TELEPHONE</u> <u>EXPENSE</u>	0	7/20		
1575	VERIZON WIRELESS	9857755038		<u>IPAD SERVICE, 6/2 - 7/1/20 -</u> <u>SEWER</u>	07/01/2020	6.61	.00	21-6255 <u>TELEPHONE</u> <u>EXPENSE</u>	0	7/20		
1575	VERIZON WIRELESS	9857755038		<u>IPAD SERVICE, 6/2 - 7/1/20 -</u> <u>PI</u>	07/01/2020	1.79	.00	25-6255 <u>TELEPHONE</u> <u>EXPENSE</u>	0	7/20		
Total 9857755038:						40.04	.00					
1575	VERIZON WIRELESS	9857755039		<u>IPAD SERVICE, 6/2 - 7/1/20 -</u> <u>ADMIN</u>	07/01/2020	15.22	.00	01-6255 <u>TELEPHONE</u>	0	7/20		
1575	VERIZON WIRELESS	9857755039		<u>IPAD SERVICE, 6/2 - 7/1/20 - P &</u> <u>Z</u>	07/01/2020	76.10	.00	01-6255 <u>TELEPHONE</u>	1003	7/20		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1575	VERIZON WIRELESS	9857755039		<u>IPAD SERVICE, 6/2 - 7/1/20 - WATER</u>	07/01/2020	20.09	.00	20-6255 TELEPHONE EXPENSE	0	7/20		
1575	VERIZON WIRELESS	9857755039		<u>IPAD SERVICE, 6/2 - 7/1/20 - SEWER</u>	07/01/2020	20.09	.00	21-6255 TELEPHONE EXPENSE	0	7/20		
1575	VERIZON WIRELESS	9857755039		<u>IPAD SERVICE, 6/2 - 7/1/20 - PI</u>	07/01/2020	5.48	.00	25-6255 TELEPHONE EXPENSE	0	7/20		
Total 9857755039:						136.98	.00					
Total VERIZON WIRELESS:						2,334.70	.00					
VICTORY GREENS												
364	VICTORY GREENS	530749	10238	<u>2 ROLLS OF SOD, J.OSBORN, JUN.'20</u>	06/29/2020	5.80	.00	20-6150 M & R - SYSTEM	0	7/20		
Total 530749:						5.80	.00					
Total VICTORY GREENS:						5.80	.00					
WESTERN RECORDS DESTRUCTION, INC.												
1633	WESTERN RECORDS DESTRUCTION, INC.	0492816		<u>RECORDS DESTRUCTION SERVICE, JUNE'20 - ADMIN</u>	07/01/2020	23.56	.00	01-6052 CONTRACT SERVICES	0	7/20		
1633	WESTERN RECORDS DESTRUCTION, INC.	0492816		<u>RECORDS DESTRUCTION SERVICE, JUNE'20 - WATER</u>	07/01/2020	16.12	.00	20-6052 CONTRACT SERVICES	0	7/20		
1633	WESTERN RECORDS DESTRUCTION, INC.	0492816		<u>RECORDS DESTRUCTION SERVICE, JUNE'20 - SEWER</u>	07/01/2020	16.12	.00	21-6052 CONTRACT SERVICES	0	7/20		
1633	WESTERN RECORDS DESTRUCTION, INC.	0492816		<u>RECORDS DESTRUCTION SERVICE, JUNE'20 - PI</u>	07/01/2020	6.20	.00	25-6052 CONTRACT SERVICES	0	7/20		
Total 0492816:						62.00	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total WESTERN RECORDS DESTRUCTION, INC.:						62.00	.00					
WESTERN STATES CHEM												
274	WESTERN STATES CHEM	201246		<u>CLEANING SUPPLIES, M.MEADE, JUN.'20</u>	06/23/2020	303.72	.00	<u>01-6025 JANITORIAL</u>	1004	7/20		
Total 201246:						303.72	.00					
274	WESTERN STATES CHEM	201288		<u>HAND SANITIZER, COVID 19, JUL.'20 - WATER</u>	07/01/2020	58.69	.00	<u>20-6150 M & R - SYSTEM</u>	0	7/20		
274	WESTERN STATES CHEM	201288		<u>HAND SANITIZER, COVID 19, JUL.'20 - SEWER</u>	07/01/2020	58.69	.00	<u>21-6150 M & R - SYSTEM</u>	0	7/20		
274	WESTERN STATES CHEM	201288		<u>HAND SANITIZER, COVID 19, JUL.'20 - P.I</u>	07/01/2020	22.36	.00	<u>25-6150 MAINT. & REPAIRS - SYSTEM (P.I)</u>	0	7/20		
Total 201288:						139.74	.00					
Total WESTERN STATES CHEM:						443.46	.00					
WEX BANK												
1234	WEX BANK	66219676		<u>FUEL, JUN.'20 - PARKS</u>	06/30/2020	341.96	.00	<u>01-6300 FUEL</u>	1004	7/20		
1234	WEX BANK	66219676		<u>FUEL, JUN.'20 - BUILDING INSPECTION</u>	06/30/2020	280.36	.00	<u>01-6300 FUEL</u>	1005	7/20		
1234	WEX BANK	66219676		<u>FUEL, JUN.'20 - WATER</u>	06/30/2020	351.18	.00	<u>20-6300 FUEL</u>	0	7/20		
1234	WEX BANK	66219676		<u>FUEL, JUN.'20 - SEWER</u>	06/30/2020	89.28	.00	<u>21-6300 FUEL</u>	0	7/20		
1234	WEX BANK	66219676		<u>FUEL, JUN.'20 - P.I</u>	06/30/2020	89.83	.00	<u>25-6300 FUEL</u>	0	7/20		
Total 66219676:						1,152.61	.00					
Total WEX BANK:						1,152.61	.00					

WHITE, PETERSON, GIGRAY, & NICHOLS P.A.

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1958	WHITE, PETERSON, GIGRAY, & NICHOLS P.A.	06302020WPG		<u>LEGAL FEES, JUNE'20 - ADMIN</u>	06/30/2020	2,235.12	.00	01-6202 <u>PROFESSIONAL SERVICES</u>	0	7/20		
1958	WHITE, PETERSON, GIGRAY, & NICHOLS P.A.	06302020WPG		<u>LEGAL FEES, JUNE'20 - WATER</u>	06/30/2020	90.00	.00	20-6202 <u>PROFESSIONAL SERVICES</u>	0	7/20		
1958	WHITE, PETERSON, GIGRAY, & NICHOLS P.A.	06302020WPG		<u>LEGAL FEES, JUNE'20 - UPRR</u>	06/30/2020	631.00	.00	40-6020 <u>CAPITAL IMPROVEMENTS</u>	1207	7/20		
Total 06302020WPGN:						2,956.12	.00					
Total WHITE, PETERSON, GIGRAY, & NICHOLS P.A.:						2,956.12	.00					
XYLEM WATER SOLUTIONS U.S.A., INC.												
1623	XYLEM WATER SOLUTIONS U.S.A., INC.	401018123	10117	<u>REPAIR OF MIXER, T. SHAFFER, MAY . '20</u>	06/26/2020	2,255.00	.00	21-6142 <u>MAINT. & REPAIRS - EQUIPMENT</u>	0	7/20		
Total 401018123:						2,255.00	.00					
Total XYLEM WATER SOLUTIONS U.S.A., INC.:						2,255.00	.00					
Grand Totals:						1,076,527.21	752,049.30					

City of Kuna

Payment Approval Report - City Council Approval
Report dates: 7/3/2020-7/16/2020

Page: 64
Jul 16, 2020 04:41PM

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

Dated: _____

Mayor: _____

City Council: _____

City Treasurer: _____

Report Criteria:

Detail report.

Invoices with totals above \$0.00 included.

Paid and unpaid invoices included.

Spring Rock

a Master Planned Community

July 1, 2020

Mayor Stear and Members of City Council
751 W. 4th Street
Kuna, Idaho 83634

Re: Spring Rock Subdivision

Dear Mayor Stear and City Council Members:

At the June 16th hearing, after our testimony had concluded, the Mayor and Council raised a few questions about the Spring Rock development. Because the public record is still open, we wanted to provide you with references to information that is included in your record that we believe is responsive to your questions. We also would be happy to answer any further questions you may have for the applicant at the continued July 7th hearing.

Planning Staff and Planning and Zoning Commission: The City's planning staff thoroughly reviewed the Spring Rock applications and recommended approval in a detailed staff report. The Planning and Zoning Commission also unanimously recommended approval. We are in agreement with all recommended conditions of approval.

ACHD: After several months of review by ACHD staff and legal counsel, the ACHD Commission approved the Spring Rock applications, and we are in agreement with all recommended conditions of approval. Two traffic impact studies were prepared (one for the overall master plan and one for the preliminary plat) to provide a complete analysis of project impacts. ACHD held two separate public hearings for the Master Plan and the preliminary plat applications, after which they approved both applications. Along with its approval of Spring Rock, ACHD provided a general comment letter to the city about the growth that may occur under the city's new comprehensive plan. Spring Rock is certainly paying its share of that growth. The estimated ACHD impact fees to be paid by Spring Rock are approximately \$10 million and the additional offsite improvements funded by the developer will be millions of dollars more. The offsite street improvements are above and beyond typical ACHD approvals, are in addition to Falcon Crest's required improvements, will be phased based on the approved traffic impact studies, and will be paid for by the developer.

COMPASS and Ada County: The comments about growth made by these agencies are based on Kuna's old comprehensive plan. COMPASS has made similar comments on growth in other cities and unfortunately COMPASS continues to fall short on growth projections in most cities in the Treasure Valley. COMPASS is now updating its regional growth plan and will take into consideration all of the cities' new comprehensive plans, including Kuna's new plan. To mitigate their concerns, some of the things we agreed to do include donating school sites (see below) and paying for additional offsite street improvements.

Sewer: As stated in the previous City council hearing, two viable sewer solutions are identified and allowed in the development agreement. Based on recent discussions and analysis with City Public Works and IDEQ, we are leaning toward the regional onsite sewer wastewater treatment facility as it appears it will be a better solution that will be a net positive for the City.

Schools: We are donating two school sites (one for Kuna School District and one for West Ada School District) to benefit the local and surrounding community. The school districts testified in support of Spring Rock.

Fire and Police: Fire services will be provided by Kuna Rural Fire District. Recently increased impact fees and property taxes paid by Spring Rock will mitigate and pay for a future fire station and fire support as needed. In discussions with planning staff it was suggested that the fire department could use a portion of the 35+ acre large public park for a fire station if it is needed, which we would support. Police/Sherriff services are provided through the Kuna City Police Department. The fairly new City police impact fee along with property tax dollars paid by this development will mitigate the policing needs. If the Police Department needs a site for a substation, we will donate the land at no cost to them. As the Spring Rock development is built out, a new Five Mile road will be built and connect with Kuna Road through Falcon Crest, which will improve access and response times in the area.

Community Infrastructure District (CID): The CID is not required for the project to be built, but it does help enable public infrastructure and amenities (ie City parks) to be built sooner in the development process. This is achieved after a sufficient number of homes is built and value created, then a portion of the dollars are reimbursed and recycled back into the development process for additional public infrastructure to get built quicker, at no financial cost or risk to the City. We are not requesting approval of the CID at this time, but rather the CID is referenced in the development agreement as a place holder (section 4.9) for future approval. We are prepared to answer any questions you may have regarding how the CID may be used for Spring Rock now as well as with a future application.

Development Agreement: The development agreement was recently re-reviewed by the City attorney. Mr. Gigray suggested some minor edits to the agreement, all of which we accept, and an updated DA is provided to City Council for consideration and approval. Mr. Gigray also requested we provide trust certificates for each landowner party prior to the time the development agreement is recorded. We are in the process of gathering the documents to provide to the City attorney. If the last document is not provided to the City prior to the City Council hearing, we agree that a condition of approval be added stating “the trust certifications will be provided to the City prior to the recording of the development agreement.”

Project Benefits: The Spring Rock planned community provides many benefits to Kuna, including:

- Following the new Kuna City comprehensive plan and building the vision for the area
- Providing a mix of housing types (with at least 10 quality local builders) and a mix of uses
- Creating a self-sustaining planned community with supporting neighborhood commercial

- Providing generous and substantial open space exceeding City requirements (16% minimum = estimated 150 acres), including large City park, fishing pond, pathways and trails dedicated to the City, and swimming pools for Spring Rock homeowners
- Installing more open space and amenities in the earlier phases to provide a greater upfront benefit to the community
- Donating two school sites
- Paying for additional offsite street improvements plus impact fees to mitigate traffic impacts
- Paying fees to ACHD and City to mitigate growth impacts, total estimate over \$10 million
- Generating property taxes to mitigate growth impacts, total estimate over \$7 million annually

We appreciate the thorough review and combined recommendations of approval by ACHD, Kuna City Planning and Zoning Commission, and others. Should you have any questions, we look forward to answering your questions at the public hearing. We wish to express our excitement and commitment to develop the Spring Rock subdivision into a premier community in Kuna.

Sincerely,

Dave Yorgason
Spring Rock Development Team

and

Anne C.,
George W., and
James L. Whitmore

3431 W. Meadow Dr.
Boise, ID 83706

TABLE OF CONTENTS

SECTION 1: DEFINITIONS..... 4

SECTION 2: RECITALS..... 12

SECTION 3: ANNEXATION..... 14

SECTION 4: PROJECT ZONING AND LAND USE APPROVALS..... 15

SECTION 5: PROJECT INFRASTRUCTURE SYSTEMS AND SERVICES..... 18

SECTION 6: INFRASTRUCTURE SYSTEMS DEVELOPMENT CONSTRUCTION STANDARDS..... 24

SECTION 7: INFRASTRUCTURE SYSTEMS CONSTRUCTION ACCESS AND OPERATIONS..... 25

SECTION 8: ADDITIONAL PROPERTY 25

SECTION 9: TERM 26

SECTION 10: AGREEMENT MODIFICATIONS 28

SECTION 11: ZONING AND PUD STANDARDS 29

SECTION 12: VESTED RIGHTS 29

SECTION 13: INFRASTRUCTURE SYSTEMS OWNERSHIP AND MAINTENANCE 29

SECTION 14: DEFAULT 30

SECTION 15: MORTGAGES..... 33

SECTION 16: SHARED LEGAL DEFENSE OF THIS AGREEMENT..... 33

SECTION 17: NOTICES AND FILINGS..... 33

SECTION 18: DEVELOPER ASSIGNMENT OF AGREEMENT RIGHTS..... 35

SECTION 19: MISCELLANEOUS..... 36

LIST OF EXHIBITS

EXHIBIT A: ANNEXATION ORDINANCE

EXHIBIT B: MASTER PLAN

EXHIBIT C: OFFSITE SEWERAGE

EXHIBIT D: OFFSITE POTABLE WATER

EXHIBIT E: PUD MODIFICATIONS

EXHIBIT F: SUBJECT REAL PROPERTY LEGAL DESCRIPTION

EXHIBIT G: COMMUNITY INFRASTRUCTURE FINANCING GUIDELINES

EXHIBIT H: PUBLIC PARKS & TRAILS PLAN

**City of Kuna / Ten Mile Creek LLC / Jay C. and Roberta A. Davis Family Revocable Trust
dated December 23, 2009.,
Keith H. and Ruth E. Gilmore Living Trust,
& Anne C., George W. and James L. Whitmore**

DEVELOPMENT AGREEMENT

[Idaho Code § 67-6511A and Chapter 14 of Title 5 Kuna City Code]

Spring Rock

THIS DEVELOPMENT AGREEMENT (this “**Agreement**”) is entered into by and between the CITY OF KUNA, a municipal corporation organized and existing under the laws of the state of Idaho, by and through its Mayor (“**City**”) and Jay C. and Roberta A. Davis Family Revocable Trust dated December 23, 2009, Keith H. and Ruth E. Gilmore Living Trust dated February 1, 2013, & Anne C., George W. and James L. Whitmore, (“**Owner**”) and Ten Mile Creek LLC, an Idaho limited liability company (“**Developer**”) and its successors and/or assigns.

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged and agreed, and in consideration of the Recitals and Definitions, and in consideration of the premises and the mutual representations, covenants and agreements hereinafter contained, City, Developer and Owner represent, covenant and agree as follows:

**SECTION 1
DEFINITIONS**

For all purposes of this Agreement, the following words in **bold** print that appear in this Agreement have the definitions as herein provided in this Section unless the context of the term clearly requires otherwise and is not capitalized:

- 1.1 **ACHD:** Means and refers to the Ada County Highway District, a countywide highway district organized and existing pursuant to Chapter 14 of Title 40, Idaho Code.
- 1.2 **Act:** Means and refers to the Local Land Use Planning Act as codified in Chapter 65 of Title 67, Idaho Code.
- 1.3 **Ada County:** Means and refers to Ada County, Idaho.
- 1.4 **Additional Property:** Means and refers to real property, not within the Subject Real Property on the Effective Date, that lies adjacent to the Subject Real Property. Additional properties/lands are required to go through the public hearing process, including any required development agreement modifications, new annexations, new preliminary plats or other land use applications as necessary.

- 1.5 Agreement:** Means and refers to this “**City of Kuna / Ten Mile Creek LLC / Jay C. and Roberta A. Davis Family Revocable Trust dated December 23, 2009, Keith H. and Ruth E. Gilmore Living Trust dated February 1, 2013, & Anne C., George W. and James L. Whitmore Development Agreement,**” which may be referred to and cited as the “**Spring Rock Development Agreement.**”
- 1.6 Annexation Application:** Means and refers to Developer’s application to the City regarding the Subject Real Property requesting its annexation into the City.
- 1.7 Annexation Ordinance:** Means and refers to the annexation ordinance of the City which annexes the Subject Real Property into the City, a true and correct copy of which is attached marked *Exhibit A*.
- 1.8 Applications:** Means and refers collectively to all of Developer’s applications to the City regarding the Subject Real Property inclusive of: Annexation Application, Zoning Application, Planned Unit Development Application, Subdivision Application, Special Use Permit and Design Review Application.
- 1.9 CC&Rs:** Means and refers to the written and recorded covenants, conditions and restrictions that shall encumber portions of the Subject Real Property through one or more Owners’ Associations that establish quality control, operation and maintenance both during development and during maturing of the Project.
- 1.10 CID:** Means one or more Community Infrastructure Districts established by the owner pursuant to Chapter 31 Title 50 Idaho Code [Community Infrastructure District Act].
- 1.11 City:** Means and refers to the City of Kuna, an Idaho Municipal Corporation and Party to this Agreement.
- 1.12 City Council:** Means and refers to the City Council of the City.
- 1.13 City Fees:** Means and refers to the fees for services as established and charged by the City.
- 1.14 Comprehensive Plan:** Means and refers to the City of Kuna Comprehensive Plan, as it exists on the Effective Date.
- 1.15 Design Review Application:** Means and refers to any application by the Developer for any development of the Subject Real Property requiring Design Review by the City.
- 1.16 Design Review Ordinance:** Means and refers to the planning, design guidelines and regulations of the Design Review Overlay District of the City as set forth in Chapter 4 of the Zoning Ordinance.

- 1.17 Developed:** Means and refers to the completion of development of the Project or phases of the Project by the Developer, including the establishment of the Owners' Association and the CC&Rs associated therewith, and including the acceptance by the City or ACHD of any part of the Project in accordance with the provisions of this Agreement.
- 1.18 Developer:** Means and refers to Ten Mile Creek LLC, an Idaho limited liability company, authorized to do business in the state of Idaho, which is developing the Project with the permission of the Owner and is a Party to this Agreement.
- 1.19 Developer's Representative:** Means and refers to the representative for the Developer, which is originally David Yorgason and is inclusive of any designee appointed by Developer as provided herein.
- 1.20 Development Rights:** Means and refers to the Subject Real Property land use and development rights in connection with entitlements as provided in this Agreement and as provided in the Permits issued by the City in the process of the Applications.
- 1.21 Drainage System:** Means and refers to a drainage and flood control system and facilities for collection, diversion, detention, retention, dispersal, use and discharge of drain water.
- 1.22 Driveway:** Means and refers to a private ingress and egress access for vehicular use to and from a parcel or parcels to a private or public roadway or highway.
- 1.23 Effective Date:** Means and refers to the date upon which this Agreement takes effect, which is the same date that the City's Annexation Ordinance and Rezone Ordinance upon annexation take effect.
- 1.24 Existing Uses:** Means and refers to the existing uses of the Subject Real Property on the Effective Date, which is as follows: agriculture and ancillary related use,.
- 1.25 Fire District:** Means and refers to the Kuna Rural Fire District (formerly known as the Kuna Rural Fire Protection District).
- 1.26 Green Space:** Means and refers to real property Developed within the Project that is partly or completely covered with grass, trees, shrubs, or other vegetation and may include buildings, equipment, pathways and trails for recreational use and is accessible to the residents, guests and property owners within the Project. This term may appear in this Agreement in the singular or the plural.
- 1.27 Impact Area:** Means and refers to the impact area of the City, as of the Effective Date, which lies outside of the City limits and within the unincorporated area of Ada County, as established with Ada County pursuant to the Act.
- 1.28 Infrastructure Master Plan:** Means and refers to any of the Infrastructure Master Plans as provided in Section 5 of this Agreement. This term may appear in this Agreement in the singular or the plural.

- 1.29 Infrastructure Systems:** Means and refers collectively to Public Streets, Travel Appurtenances, Developer Potable Water System Improvements, Pressure Irrigation System, Sewerage System Improvements, Drainage Systems, Green Space, Public Green Space and Public Park as provided for in this Agreement.
- 1.30 Master Plan:** Means and refers to the Master Plan for the Project and the use of the Subject Real Property by the Developer and the Owner in accordance with the Applications attached hereto as *Exhibit B*.
- 1.31 Maximum Density:** Means and refers to the maximum number of residential units within designated areas of the Subject Real Property as stated in the Master Plan which Maximum Density is approximately 2.99 dwelling units/acre or a total of _____2,274 dwelling units.
- 1.32 Maximum Phase Density:** Means and refers to a maximum gross residential density for each Phase subject to the limitation on the Maximum Density allowed within each Phase as set forth in the Master Plan and subject to reallocation of density as allowed in this Agreement.
- 1.33 Mortgage:** Means and refers to any lien placed upon the Subject Real Property, or any portion thereof, including the lien of any mortgage or deed of trust, as a pledge of real property to a creditor as security for performance of an obligation or repayment of a debt.
- 1.34 Offsite Sewerage:** Means and refers to any sewer improvements, including, without limitation, gravity lines, pressure lines, lift station, borings, manholes, and engineering, to connect the Subject Real Property to the existing terminus of the City's sewer system, the alignment of which is shown on *Exhibit C*.
- 1.35 Offsite Potable Water:** Means and refers to any potable water supply network, located outside the boundary of the Subject Real Property, to connect the Project Potable Water System to the Suez Water System, the alignment of which is shown on *Exhibit D*.
- 1.36 Open Space:** Means and refers to any portion of the Subject Real Property that is designated for recreation, agriculture, habitat, scenic or similar uses and inclusive of, without limitation, developed or natural areas; Open Space must be usable space as reasonably determined at the time of preliminary plat by the City planning and zoning director, and may include:
- Green Space and Public Parks;
 - fishing ponds;
 - sports fields, and trails;
 - floodplains and floodways;
 - wetlands, wildlife habitat, stream corridors, and

- conservation easements or permanent open space on private lands or lots. Open Space may be publicly or privately owned and may be accessible or inaccessible to the public and as identified on the final plat.
- 1.37 Ordinances:** Means and refers to an ordinance passed by the City Council in accordance with the provisions of this Agreement. This term may appear in this Agreement in the singular or the plural.
- 1.38 Owner:** Means and refers to **Jay C. and Roberta A. Davis Family Revocable Trust dated December 23, 2009, Keith H. and Ruth E. Gilmore Living Trust dated February 1, 2013, & Anne C., George W. and James L. Whitmore** who are the owners of the Subject Real Property on the Effective Date and Party to this Agreement, and after the Effective Date of this Agreement shall refer to the owner or owners of the Subject Real Property.
- 1.39 Owners' Association:** Means and refers to any non-profit entity created or to be created by Developer, to be responsible for the perpetual maintenance and operation and management of Private Roads, Green Space, Pressure Irrigation System, and Common Areas as such are set forth in the CC&Rs.
- 1.40 Parcel:** Means and refers to tract or parcel of distinctly legally described real property located within the Subject Real Property. This term may appear in this Agreement in the singular or the plural.
- 1.41 Party or Parties:** Means and refers to the City and/or the Owner and/or the Developer, as the Parties to this Agreement, depending upon the context of the term as used in this Agreement.
- 1.42 Phase:** Means and refers to a portion of the Subject Real Property, as so identified and designated on the Master Plan as a "**Phase.**" This term may appear in this Agreement in the singular or the plural.
- 1.43 Planned Unit Development Application:** Means and refers to the Developer's application to the City regarding Developed phases of the Project requesting a Planned Unit Development Permit.
- 1.44 Planning & Zoning Commission:** Means and refers to the City's Planning & Zoning Commission.
- 1.45 Potable Water Provider:** Means and refers to Suez Water.
- 1.46 Potable Water System:** Means and refers to the Suez Water's domestic potable water system which includes, without limitation, all wells, storage tanks, distribution mains and pump stations necessary to provide Potable Water to users of the Suez Water's Potable Water System.

- 1.47 Pressure Irrigation System:** Means and refers to the pressure irrigation system designed and built by the Developer, and owned and maintained by the Owners' Association as set forth in the CC&Rs.
- 1.48 Private Road:** Means and refers to any road to be Developed as a part of the Project that will remain private and not be dedicated to ACHD and is intended for perpetual maintenance by the Developer or an Owners' Association. This term may appear in this Agreement in the singular or the plural.
- 1.49 Project:** Means and refers to the intended development of the Subject Real Property in accordance with the Master Plan and as governed by this Agreement.
- 1.50 Project Potable Water System:** Means and refers to the wells, storage tanks and distribution lines, offsite main lines and pumps planned, designed and constructed by the Developer to serve the Project with potable water, to Suez Water's standards and provide an inter tie-in to the City of Kuna's Water System.
- 1.51 Project Sewerage System:** Means and refers to the Sewerage System [not including Offsite Sewerage] designed and constructed by the Developer to serve the Project.
- 1.52 Public Infrastructure:** Means and refers to the infrastructure facilities and services improvements, including, without limitation, underlying lands and improvements that are owned or to be conveyed to and owned by the City.
- 1.53 Public Park:** Means and refers to real property that is partly or completely covered with grass, trees, shrubs, or other vegetation, and may include buildings, equipment pathways and trails used for recreation and accessible to the public and owned and maintained by the City. This term may appear in this Agreement in the singular or the plural.
- 1.54 Public Street:** Means and refers to any street to be developed as a part of the Project that will be dedicated to and intended for acceptance for perpetual maintenance by ACHD. This term may appear in this Agreement in the singular or the plural.
- 1.55 PUD:** Means and refers to a planned unit development as defined and by the PUD Ordinance.
- 1.56 PUD Modifications:** Those portions of the Subdivision Ordinance and Zoning Ordinance that are being modified as allowed pursuant to the City's Subdivision Ordinance and are attached as Exhibit *E*.
- 1.57 PUD Ordinance:** Means and refers to the planned unit development regulations of the City as a part of the Zoning Ordinance codified in Chapter 7 of Title 5 of Kuna City Code as it exists on the Effective Date.

- 1.58 PUD Standards:** Means and refers to the standards in the PUD Ordinance as amended by the PUD Modifications as of the Effective Date.
- 1.59 Rezone Ordinance:** Means and refers to a zoning ordinance which rezones the Subject Real Property as R-6, R-12, R-20, C-1 and C-2 City zones (as amended by the PUD) in accordance with the provisions of this Agreement.
- 1.60 Sewer Provider:** Means and refers to City providing sewerage conveyance and treatment service through the Wastewater System.
- 1.61 Sewerage System:** Means and refers to any or all or any combination of the following depending upon the context of this term in the Agreement including, without limitation: intercepting sewers, force mains, collecting sewers, lift stations, structures, buildings, machinery, equipment connections and other appurtenances used for the collection, and transportation to the City's Wastewater System treatment facilities for the treatment and disposal of sewage.
- 1.62 Special Use Permit:** Means and refers to a permit granting a special use by the City pursuant to the Special Uses Ordinance.
- 1.63 Special Use Ordinance:** Means and refers to Chapter 6 of Title 5 of Kuna City Code, as it exists on the Effective Date, which provides for the processing of application for special use permits.
- 1.64 Spring Rock:** Means and refers to the name of the Project, which is constructed and used pursuant to the Development Rights and which may subsequently include some or all of the Additional Property.
- 1.65 Subdivision Application:** Means and refers to the Developer's application to the City regarding the subdivision of the Subject Real Property.
- 1.66 Subdivision Ordinance:** Means and refers to the subdivision regulations of the City codified in Title 6 Kuna City Code, as it exists on the Effective Date.
- 1.67 Subject Real Property:** Means and refers to 761 acres more or less located in Ada County, Idaho, legally described and depicted in *Exhibit F*.
- 1.68 Suez Water:** Means and refers to Suez Water Idaho, Inc. an Idaho corporation who is the Potable Water Provider to the Subject Real Property pursuant to the *2019 Kuna - Suez Water Service Area Agreement*.
- 1.69 Term:** Means and refers to the duration of this Agreement as set forth herein unless the word 'term' is not capitalized.
- 1.70 Wastewater System:** Means and refers to the City's Sewerage System including, without limitation, all collection lines, lift stations, treatment plants and all appurtenances thereto necessary to provide sewerage service to users of the City's Sewerage System.

- 1.71 Zoning Administrator:** Means and refers to the planning & zoning director of the City.
- 1.72 Zoning Application:** Means and refers to the Developer's application to the City regarding the rezoning of Subject Real Property upon the Subject Real Property's annexation into the City.
- 1.73 Zoning Ordinance:** Means and refers to the zoning regulations of the City codified in Title 5 Kuna City Code, as amended by the PUD Modifications, as it exists on the Effective Date.

SECTION 2 RECITALS

The Parties recite and declare:

- 2.1 **Municipal Corporation.** City is a municipal corporation established in accordance with Article XII of the Constitution of the State of Idaho and Title 50 Idaho Code; and
- 2.2 **Authority.** City is authorized, under the Act [I.C. § 67-6503], to exercise the powers conferred by the Act; and
- 2.3 **Comprehensive Plan.** City has the power and duty under the Act [I.C. § 67-6508] to conduct a comprehensive planning process, and to prepare, implement, review and update a comprehensive plan and is exercising its power and duties under the Act and has established a Comprehensive Plan; and
- 2.4 **Zoning Ordinance.** City has enacted its Zoning Ordinance, pursuant to its power and duty under the Act [I.C. § 67-6511]; and has established within its boundaries one (1) or more zones or zoning districts with established standards of land use regulation in conformance with its Comprehensive Plan; and
- 2.5 **PUD Ordinance.** City, pursuant to its authority under the Act [I.C. § 67-6515], has enacted as a part of its Zoning Ordinance, the PUD Ordinance, providing for the regulation and processing of applications for planned unit development permits for an area of land under a single ownership or control, which a variety of residential, commercial, industrial, and other land uses may be provided with requirements for minimum area, permitted uses, ownership, common open space, utilities, density, arrangements of land uses on a site; and
- 2.6 **Development Agreement.** City has the power under the Act [I.C. § 67-6511A], by ordinance, to require or permit as a condition of rezoning of real property that Owner or Developer make written commitment concerning the use or development of the Subject Real Property; and
- 2.7 **Subdivision.** City has power and duty under the Act [I.C. § 67-6513] and has enacted the Subdivision Ordinance, which provides for standards and processing of the subdivision of real property under Idaho Code Sections 50-1301 - 50-1329; and
- 2.8 **Sewer.** City, has and is exercising its power to construct reconstruct, improve, better and extend within and partially outside of the City and operate pursuant to Idaho Code Sections 50-1028 - 50-1040 a domestic sewerage system; and
- 2.9 **Potable Water.** To be provided by the Suez Water and memorialized through a separate document recorded with the County Recorders' office with a copy of said agreement to be provided to the City of Kuna; and

- 2.10 Ownership.** Owner owns the Subject Real Property to which the Developer has an option to purchase and which the Developer seeks to develop in accordance with the approved PUD Master Plan; and
- 2.11 Impact Area.** The Subject Real Property is within the Impact Area; and
- 2.12 Development.** Developer seeks to develop and annex the Subject Real Property into the City in accordance with the Master Plan; and
- 2.13 Planning Benefits.** The development of the Subject Real Property pursuant to this Agreement shall result in significant planning and economic benefits to the City and the Developer by, without limitation:
- encouraging investment in and commitment to comprehensive planning for efficient utilization of the City and other public resources to secure quality planning, growth and protection of the environment;
 - requiring development of the Subject Real Property consistent with the Comprehensive Plan, the Master Plan, the Kuna City Code, and this Agreement;
 - providing for the planning, design, engineering, construction, acquisition, and/or installation of Public Infrastructure in order to support anticipated development of the Subject Real Property and Additional Property;
 - increasing tax and other revenues to the City based on a strengthened tax base of improvements to be constructed on and in reasonable proximity to the Subject Real Property;
 - creating employment through development of the Subject Real Property consistent with this Agreement; and
 - creating quality housing, employment, recreation and other land uses on the Subject Real Property for the residents of the City.
- 2.14 Assurances.** This Agreement promotes and encourages the development of the Subject Real Property by providing Developer and Developer's creditors with general permitting and financing assurances of Developer's intentions to develop the Subject Real Property in accordance with the approved PUD Master Plan; and
- 2.15 Existing Uses.** Improvements have been made to the Subject Real Property as of the Effective Date which include without limitation underground utilities, drainage, farming and ancillary uses, which provide regional as well as local benefits and it is the mutual intention of the Parties that the Existing Uses and improvements as of the Effective Date are allowed to continue their use subject to conformance with the approved PUD Master Plan.

- 2.16 Master Plan.** It is the intention of the Parties that the Developer develop the Subject Real Property in accordance with the approved PUD Master Plan and the Infrastructure Master Plans; and
- 2.17 Annexation.** In order for the Developer to develop the Subject Real Property in accordance with the Master Plan, the Subject Real Property must be annexed into the corporate limits of the City; and
- 2.18 Applications.** Developer with the Owner's consent has filed the Annexation Application and the Applications for approval of its development and use of the Subject Real Property in accordance with the Master Plan; and
- 2.19 City Process.** City will process all of the Applications in accordance with its Zoning Ordinance, Subdivision Ordinance, PUD Ordinance, Special Uses Ordinance and the Act; and
- 2.20 Zoning Designations.** The zoning designations contained in the Master Plan are the appropriate City zoning designations for the Subject Real Property and are consistent with the Comprehensive Plan; and
- 2.21 Written Commitment.** It is the intention and purpose of the Parties by entering into this Agreement to establish the requirements and conditions as a condition of rezoning the Subject Real Property that the Developer and the Owner are making a written commitment to improve, finance, develop and use the Subject Real Property in accordance with zoning designations of the Rezone Ordinance, the approved PUD, Special Use Permit, Preliminary Plat, Design Review and Final Plat Approvals by the City in accordance with the Master Plan all of which are intended to establish proper and beneficial land use designations and regulations, densities, provisions for Public Infrastructure, design regulations, procedures for administration and implementation and other matters related to the development of the Subject Real Property in accordance with the Master Plan; and
- 2.22 CID.** The Owner will petition the City for the approval of CID/CIDs within the Subject Real Property for the funding of Community Infrastructure improvements of the Project.
- 2.23 Mutual Benefits.** The Parties agree that the mutual benefits received pursuant to the terms of this Agreement and the rights granted by the City and secured to and required of the Developer and the Owner hereunder constitute sufficient consideration to support the covenants and agreements of the City, the Developer, and the Owner.

SECTION 3 ANNEXATION

- 3.1 Annexation Application.** Developer, with the Owner's consent, has filed an Annexation Application, which the City has processed.

- 3.2 Annexation Approval.** City Council, together with approving this Agreement, has approved the Annexation Ordinance of the Subject Real Property.
- 3.3 Annexation Ordinance.** The Annexation Ordinance, approved by the City Council, takes effect on the Effective Date.

SECTION 4 PROJECT ZONING AND LAND USE APPROVALS

- 4.1 Zoning Application.** Developer, with the Owner's consent, has filed Applications for R-6, R-12, R-20, C-1 and C-2 zoning of the Subject Real Property, in accordance with the Zoning Application, which the City has processed together with the Annexation Ordinance.
- 4.2 Rezone Approval.** City Council approved Rezone Ordinance.
- 4.3 Annexation Ordinance.** The Annexation Ordinance, approved by the City Council, will take effect on the Effective Date.
- 4.4 General Terms.** The following terms and conditions apply to the use and development of the Subject Real Property in accordance with the designations on the PUD Master Plan:
- 4.4.1 Existing Uses.** The Existing Uses are allowed and may continue unless there is a change in use by the Developer in accordance with this Agreement.
- 4.4.2 No Change to Existing Uses.** Developer/Owner shall not change any Existing Uses unless the Developer/Owner files the appropriate Applications with the City in accordance with the Developer/Owner's ability to proceed with its phases of development of the Property in accordance with the PUD Master Plan and in that regard:
- 4.4.2.1** File a Planned Unit Development Application for those areas within the Subject Real Property which are identified on the PUD Master Plan with the word "**Phase**" which the City shall process in accordance with and under the provisions of the PUD; and
- 4.4.2.2** File a Subdivision Application for plats which the City shall process in accordance with and under the provisions of the Subdivision Ordinance; and
- 4.4.2.3** File Applications for any needed Special Use Permits which the City shall process in accordance with and under the provisions of the Special Uses Ordinance; and

4.4.2.4 File a Design Review Application which the City shall process in accordance with and under the provisions of the Design Review Ordinance.

4.5 Development Densities. Subject only to the Maximum Density, the following applies to the terms and conditions of any permitting to be issued by the City as those permits are required by Section 4.4.2 of this Agreement:

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

4.5.1.1 does not exceed the allowed underlying Maximum Density for that zone, for each phase of the entire Subject Real Property; and

4.5.1.2 does not allow a use otherwise prohibited; or

4.5.1.3 does not cause a material change to this Agreement without prior amendment to this Agreement as required by City Code and compliance with the notice and hearing requirements thereof.

4.5.2 Allocation Between Phases. Any allocation of residential density between Phases must be consistent with the planning efforts to encourage planning flexibility based on physical and market conditions while protecting private property rights and changing market conditions in accordance with the Master Plan. Densities for each phase must not exceed the zone in which it is located.

4.5.3 No Formal Amendment. Developer shall deliver notice to the City that an allocation of residential density shall be made from one Phase to another Phase and shall provide the City with a statement of the number of residential units per gross acre being allocated and to which Phase. Any allocation in compliance with this Section does not necessitate a formal amendment to this Agreement and shall be retained in the City's official file for the Project.

4.5.4 No Reduction of Maximum Density. The approval of any Phase that contains less density than is allocated to that area on the Master Plan shall not have the effect of reducing the Project's overall Maximum Density.

4.6 PUD Modifications. Modifications of the requirements of the City's development density, lot size and setback standards, as set forth in the Zoning Ordinance and/or the Subdivision Ordinance, as PUD Modifications, are attached as *Exhibit E*.

- 4.7 Conveyance Subject to this Agreement.** Conveyances from the Developer/Owner of any real property and/or easement together with any improvements thereon shall be subject to the development of the same in accordance with this Agreement.
- 4.8 Land Uses.** The uses of the Subject Real Property shall be in accordance with the Existing Uses and/or uses permitted by the City pursuant to this Agreement and the following uses will be allowed as conditions of the City permitting as is applicable to the Project to be governed by the permit:
- 4.8.1 Sales Offices.** Sales offices, including marketing trailers, model home complexes and construction trailers shall be allowed during the marketing phase of the Project Development.
- 4.8.2 Model Homes.** Upon Developer's notice of approval from the Fire District, City Public Works and ACHD of the all-weather access and fire protection, the City will issue building permits for the construction of model homes and community facilities in compliance with Kuna City Code. Developer shall be allowed up to Six (6) building permits for model homes prior to the recordation of the Final Plat of a subdivision within the Project. Developer and the City agree that the model homes and community facilities cannot be operated as model homes and/or community facilities until Developer completes the Public Infrastructure and the City issues a certificate of occupancy for the model homes and/or community facilities. During the construction of the model homes and/or community facilities, Developer shall provide to the Fire District, the City, and ACHD access in accordance with their standards.
- 4.9 CID Formation.** Upon the Developer's submittal of the CID petition and related documents pursuant to Idaho Code 50-3103, the City will take all actions necessary to establish CID(s) pursuant to the Community Infrastructure Financing Guidelines include hereto as *Exhibit G*. A CID may be approved by City Council through a separate document to be recorded with the County Recorders' office.

SECTION 5
PROJECT INFRASTRUCTURE SYSTEMS AND SERVICES

5.1 Public Streets.

5.1.1 Developer Responsibility. Developer shall:

- 5.1.1.1** Include in the PUD Master Plan for approval, a Developer Public Streets System Infrastructure Master Plan, defined below, designating the location of the Public Streets that will serve the Project, as it is fully Developed including considerations that Additional Property may, be added to the Project (the “**Developer Public Streets System Infrastructure Master Plan**”). Developer Public Streets System Infrastructure Master Plan is satisfied by the inclusion of the attached *Exhibit B*.
- 5.1.1.2** The location of Public Streets depicted on the Master Plan is conceptual and may be subject to change during the subdivision approval process by the City and ACHD, as the Project is developed. The Project will be served primarily by Public Streets or Driveways serving the multi-family and commercial areas; said driveways will be owned and maintained by Developer and/or an Owners’ Association;
- 5.1.1.3** The final designation of the Project’s Public Streets and Private Roads will be determined in the Subdivision permitting process by the City and ACHD, as the Project is developed.
- 5.1.1.4** Public Streets shall be designed and constructed to meet City of Kuna and ACHD standards for acceptance and in accordance with the approved Master Plan as approved in the subdivision approval process.
- 5.1.1.5** All Roads shall be designed and constructed as approved in the subdivision approval process subject to the following:

 - 5.1.1.5.1** Constructed by the Developer to the City and all ACHD applicable engineering standards including the ACHD storm water manual. Private Roads may modify curb, drainage, storm water retention, widths, parking and other standards in accordance with the PUD Modifications and the City’s Subdivision Ordinance.
 - 5.1.1.5.2** Private driveways, drive aisles, or private parking lots shall be maintained by Developer and/or an Owners’ Association; and

- 5.1.1.5.3 May be constructed with limited access, through access control structures with gated accesses subject to review and approval of the City, ACHD, Fire District and Ada County Ambulance District; and
 - 5.1.1.5.4 Private Streets and Common Driveways shall be owned by the Developer until Developed and may subsequently be conveyed to one or more Owners' Associations as designated in each Developed phase of the Project as approved by the City of Kuna; and
 - 5.1.1.5.5 Identified on the preliminary and final plats of the Subject Real Property; and
 - 5.1.1.5.6 Accessible to all public service agency providers including, without limitations, police, fire, ambulance, garbage collection, electrical, gas, cable and telephone line installation and repair, and future utilities, domestic and irrigation water or sewer line installation and repair, and other similar public purposes
- 5.1.1.6 Parking, pedestrian, bicycle, sidewalks and/or other facilities intended to be used for non-motorized vehicular traffic and/or for e-bicycles and scooters used for ingress and egress to and from or within the Project (“**Travel Appurtenances**”), not included in Private Roads or Public Streets, and Developed within a phase of the Project, shall include, as is relevant and as required by the City, the following:
- 5.1.1.6.1 Lighting for all roads, streets, drive aisles and parking lots shall be served with underground electric service distribution; all Roads and Street striping, traffic signals, sign posts, name signs, stop signs, speed limit signs, and all other directional/warning/advisory traffic signage in accordance with the Manual on Uniform Traffic Control Devices.
- 5.1.1.7 All Public Streets and related appurtenances are eligible Public Infrastructure costs that may be financed through the CID.
- 5.2 **Potable Water.** In the permitting process of the development of the Project, it is intended that the Project, as permitted and developed, will be served by a Suez Water . All onsite and offsite improvements are the responsibility of the Developer and/or the Suez Water. See separate agreement with Suez Water for inter tie-in.

5.3 Irrigation. In the permitting process of the development of the Project, it is intended that each phase of the Project, as permitted and developed, will be served, owned and operated by a Developer Pressure Irrigation System in accordance with the provisions of this Section. All onsite and offsite improvements are the responsibility of the Developer.

5.3.1 Developer Responsibility. Developer shall:

5.3.1.1 Prepare and submit to the City, for its approval, a Developer Pressure Irrigation System Infrastructure Master Plan, designating the location of Developer Pressure Irrigation System Improvements that will service the Project, as it is fully developed.

5.3.1.2 Retain all irrigation water rights related to irrigation of the Subject Real Property and those water rights shall continue to be utilized for irrigation of Existing Uses and Green Spaces and Public Parks and shall not be used to serve any other properties not within the Subject Real Property without demonstrating that there are adequate irrigation water rights to serve the Subject Real Property.

5.4 Wastewater Treatment. In the permitting process of the development of the Project, it is intended that the Project as permitted and developed will be served by the City of Kuna Wastewater System in accordance with the provisions of this Section.

5.4.1 Developer Responsibility. Developer shall:

5.4.1.1 Prepare and submit to the City, for its approval, a Wastewater System Infrastructure Master Plan designating the approximate location of the Sewerage System main lines, including Offsite sewer lines and lift stations, that will service the Project, as required by the City in order for the City to be the Sewer Provider to the Project as it is fully Developed including considerations that Additional Property may, be added to the Project (the “**Sewer Master Plan**”).

5.4.1.2 Developer, at Developer’s expense, shall construct the City-approved (“**Project Sewerage System**”) within the Project and shall construct either Onsite Sewerage Treatment or offsite Sewerage trunk line and force main line from the Patagonia Lift Station/Main Line to the Subject Real Property to serve the Project as determined by the City Engineer

5.4.1.2.1 The Offsite Sewerage, trunk line and force main line, provided by Developer, may follow the Hubbard Road alignment or traverse private property, provided that easements, in a form satisfactory to the City, are provided by the owners of any such private properties.

5.4.1.3 Design of Developer-constructed onsite Sewerage Treatment or Offsite Sewerage must ensure that, upon completion of the Onsite Sewerage or offsite Sewerage, the Subject Real Property will be served by the Sewer Provider with a capacity to serve the Maximum Density of the approved Project and any project expansions.

5.4.1.4 **Developer shall secure all offsite** wastewater treatment easements.

5.4.2 City Responsibility.

5.4.2.1 Following the Developer's construction and installation of the Developer Sewerage System Improvements in accordance with the Sewer Master Plan including easements and acceptance by the City, the City will become the Sewer Provider for the Project.

5.4.2.2 City shall be the Sewer Provider as the Project is developed in accordance with the following:

5.4.2.2.1 City will provide a "**Will-Serve**" letter for each phase of the Project as it is developed and based on available capacity

5.4.2.2.2 City has recorded easements for the portion of Offsite Sewerage between the Patagonia Lift Station and Stroebel Road.

5.4.2.2.3 For the portion of the Offsite Sewerage on Kuna Hubbard Road from approximately Locust Grove to the Property, Developer shall be eligible for reimbursement of the portion of the cost of the Offsite Sewerage in excess of the capacity needed to serve the fully Developed Project. Reimbursement amounts shall be calculated and paid in accordance with the applicable City reimbursement policy in effect when construction commences. A late-comer agreement will be a stand-alone document and/or agreement. Alternatively, these improvements, or a portion thereof, may be funded by the CID in which case the costs funded by the CID would not be subject to reimbursement through the City's reimbursement policy.

5.4.2.2.4 For the Onsite Sewerage Treatment facilities, Developer shall be entitled to the issuance of a credit against a portion of the City's sewer hookup fees with the amount of the credit or reduced fee to be negotiated with the City Public Works Director. Alternatively, these improvements, or a portion thereof, may be funded by the CID in which case the costs

funded by the CID would not be subject to reimbursement through the City's reimbursement policy.

5.5 Drainage System. Developer shall:

5.5.1 Drainage Master Plan. Prepare and submit to the City, for its approval, a Drainage System Infrastructure Master Plan designating the location of the “**Developer Drainage System Improvements**” that will service the Project, as it is fully developed including considerations that Additional Property may, be added to the Project (the “**Drainage Master Plan**”).

5.5.2 Private Drainage. Designate areas with private Drainage Systems to be conveyed to and accepted by and maintained by Developer or a designated Owners' Association and must meet or exceed ACHD's storm water requirements and must be reviewed and approved by the City of Kuna.

5.5.3 ACHD Standards. Developer Drainage System Improvements shall be designed and constructed, as the Project phases are developed, to meet ACHD standards on Public Streets, City and any applicable State standards as is relevant to the intended ownership and maintenance of the constructed Developer Drainage System Improvements.

5.6 Project Public Park(s) and Green Space Infrastructure Master Plan. The Project shall contain Green Space and Public Park areas totaling a minimum of 16 % of the gross Project acreage in accordance with the following:

5.6.1 Platting. Each final plat within the Project shall contain a minimum of 5% of its total gross acres as Green Space, and/or Public Park(s); Unless developer has front-loaded previously recorded phases with Green Space and/or Public Parks in amounts that exceed the 5%. If developer has exceeded 5% in previous phases, the excess may carry over to phases with less than 5%. In no case shall the minimum of 5% open space be avoided for all phases cumulatively – See 5.6 above

5.6.2 Master Plan. The Project Public Park(s) and Green Space Infrastructure Master Plan for the Project, attached as *Exhibit H*, depicts the intent of Project development to link Phases to various common areas and recreational and school uses.

5.6.3 Pathways. The pathways and trails shall be located along and within all Public Park(s) and Green Space corridors and provide connectivity to schools and adjacent properties.

5.6.4 Developer to Designate. Developer shall specifically designate Public Parks and Green Spaces upon submission of each preliminary and final plat in accordance with the Project Public Park(s) and Green Space Infrastructure Master Plan.

5.6.5 Ownership. The ownership of the Public Parks and Green Spaces shall be owned and maintained as follows:

5.6.5.1 Public Parks by the City;

5.6.5.2 Green Spaces by Developer/Owners' Association and shall be dedicated for public use

5.6.6 Pathways. Project Public Park(s) and Green Space Infrastructure Master Plan (*Exhibit H*) shows a pathway network to be constructed with the Project. The pathways and trails on *Exhibit H* are all depicted within Green Space and/or Public Parks and shall be constructed in approved phases.

5.6.7 Project Public Parks. The Kuna City Parks & Pathways Master Plan calls for a minimum of one Public Park to be a minimum of ten [10] acres in size and dedicated to the City.

5.6.7.1 The location of the Public Park(s) may be modified from the location shown on the Kuna City Parks & Pathways Master Plan Master Plan, but shall be located adjacent to a main Public Road in a central location to maximize public access and be compatible with the intent of the Project Public Park(s) and Green Space Infrastructure Master Plan.

5.6.7.2 The Public Park shall include at least three (3) active amenities such as by way of example:

- Playing fields, playground, basketball court, volleyball court, tennis court, pickle ball courts, a picnic shelter, etc.

5.6.7.3 Developer and the City will work together on the final design of all Public Park(s).

5.6.8 Public Park Impact Fee Credits. If Developer, at no cost or expense to the City, develops and conveys to the City any Public Park within the Subject Real Property, upon approval from City Parks & Recreation Director of the Public Park improvement costs, including the current fair market value of the land ("**Approved Public Park Costs**"), the Developer or the owner of any real property within the Subject Real Property shall be entitled to the issuance of a credit against the City's Public Park impact fee from Project impact fees as will be negotiated with the City Parks & Recreation Director in accordance with the provisions of Kuna City Code Section 12-1-6 including any other applicable provisions of Chapter 1 of Title 12 Kuna City Code. These improvements, or a portion thereof, may be funded by the CID in which case the costs funded by the CID would not be subject to reimbursement through the City's reimbursement policy.

5.6.9 Green Space Ownership. Developer shall identify, as phases of the Project are Developed, an Owners' Association or other entity that will own and maintain each Green Space and all improvements within the phase of the Project then being Developed.

5.6.10 Improvements Within Utility Easements. The City shall not require the Developer to install any landscape improvements within a utility easement(s) in any Phase until such time as allowed by the utility company that controls the easement. The City and Developer recognize the utility company may limit the improvements that are allowed to be installed in these easement areas. The Developer intends to improve the utility easement areas and shall work with the utility company to enable the installation of any improvements, including grass, trees, shrubs, sprinklers, and/or pathways, if possible.

SECTION 6

INFRASTRUCTURE SYSTEMS DEVELOPMENT CONSTRUCTION STANDARDS

6.1 Infrastructure Systems Development Standards. Developer/Owner will, in the course of development of each phase of the Project, construct and install all Infrastructure Systems, including any portion thereof that is Offsite, in accordance with the then current relevant engineering and City, ISPWC, IDEQ, ACHD, Ada County, state of Idaho and Federal agency standards.

SECTION 7 INFRASTRUCTURE SYSTEMS CONSTRUCTION ACCESS AND OPERATIONS

- 7.1 Easements.** Developer and/or CID shall have the right, upon application and issuance of a license or permit from the City or other applicable governmental jurisdiction, subject to their approval, to enter and remain upon and cross over any City-held (or other applicable governmental jurisdiction, if they approve) easements or rights-of-way, to the extent necessary to facilitate Infrastructure Systems construction, or to perform necessary maintenance or repairs of such Infrastructure Systems subject to:
- 7.1.1 No Adverse Effect.** Developer's use of such license or permit in a manner that will not impede or adversely affect the City or other applicable governmental jurisdiction's use and enjoyment thereof, and
- 7.1.2 Restoration.** Developer shall restore such easements and rights-of-way to their condition prior to the Developer's entry upon and completion of such Infrastructure Systems construction, repair or maintenance.
- 7.2 City Cooperation.** City, as is necessary for the Developer and/or CID to construct and install Infrastructure Systems, shall cooperate as is necessary and as the City is legally able, in compliance with City's approval of the applicable Infrastructure Systems plan, as follows:
- 7.3 Operations During Construction.** Owner's and Developer's mineral and/or royalty rights on minerals located on or under the Subject Real Property are reserved and the Developer, may as reasonably needed, conduct mining (for purposes of on-site material usage), blasting and batch plant operations on site during each developing phase of the Project in accordance with the procedures of Kuna City Code , all State and Federal Rules and regulations, and this Agreement.
- 7.3.1 Review of Construction Operations.** The location of construction operations shall be subject to review and approval by the appropriate governmental agencies that have jurisdiction over such operations.

SECTION 8 ADDITIONAL PROPERTY

- 8.1 Additional Property.** In the event the Developer acquires any real property within the Additional Property (the "**Acquired Additional Property**") and desires to subject such Acquired Additional Property to the benefits and obligations of this Agreement, Developer may request that the City annex the Acquired Additional Property into the corporate boundaries of the City (if such Acquired Additional Property is not already within City limits) as well as the CID and shall seek amendment of this Agreement through the public hearing process to include such Acquired Additional Property.

- 8.2 Revised Utilities Master Plan.** Upon such request, the City shall process the annexation of the Acquired Additional Property, after payment of the City Fees for annexation, zoning, PUD and any other relevant fees, in accordance with the requirements of the City and the state of Idaho. Any such request by the Developer must include a revision of the approved Master Plan(s) which are consistent with and a continuation of the Master Plan and the City approved Infrastructure Master Plans for the Subject Real Property.
- 8.3 Amendment to Agreement.** In connection with annexation of any such Acquired Additional Property, any amendment to this Agreement shall go through the public hearing process and follow current City Code, the Comprehensive Plan and Comprehensive Plan Map.
- 8.4 Alternative Plans.** An amendment to this Agreement in connection with the annexation of Acquired Additional Property may include alternative plans and land use designations or other planning or entitlement documents according to KCC.

SECTION 9 TERM

- 9.1 Term.** The Term of this Agreement shall commence on the Effective Date and shall automatically terminate on the 20th anniversary of the Effective Date.
- 9.1.1 Additional Property.** The annexation of any Additional Property shall not extend the Term of this Agreement unless the Agreement is amended to extend the Term.
- 9.1.2 Automatic Extension.** If more than 75% of the residential units or acres within the Master Plan have been built by the 20th anniversary of the Effective Date, this Agreement shall automatically extend, without necessary notice, agreement, or recording by or between the Parties, by an additional ten (10) years, for a total of thirty (30) years, at which time this Agreement shall automatically terminate as to the Project.
- 9.1.3 Partial Termination upon Dedication and Acceptance by Public Agency.** Upon completion of Developed Phases of the Project, which include dedications and or conveyance to and acceptance by the City, ACHD or any other public agency, the Developer may then submit to the City an Application for Partial Termination of provisions of this Agreement (“**Application for Partial Termination**”) as they apply to certain legally described real property within a Developed phases of the Project dedicated, conveyed and accepted by the City, ACHD or by any other public agency.

- 9.1.3.1** Through the public hearing process, the City Council shall consider an Application for Partial Termination of some of the relevant provisions of this Agreement, only when a phase of the Project has been completely developed and the Developer shall specifically identify the provisions of the Agreement to be terminated in this regard and the subject real property to which it applies. Notwithstanding the foregoing, any such applicable partial termination shall not have any effect on the obligations of the City or the Developer with respect to the any Reimbursement Agreements or obligations of the City to reimburse any fee or costs to the Developer in accordance with this Agreement.
- 9.1.3.2** A completed Application submitted by the Developer for Partial Termination shall be reviewed by the Planning and Zoning Director, Public Works Director and the Parks and Recreation Director for consideration for approval by the City Council.
- 9.1.3.3** If approved by City Council Application for Partial Termination shall be by an order which shall specify:
- The legal description of the portion of the Subject Real Property to which it applies; and
 - The provisions of the Agreement which are terminated.
- 9.1.3.4** City Clerk shall certify, acknowledge and record a copy of the order with the Ada County Recorder's Office.

SECTION 10 AGREEMENT MODIFICATIONS

- 10.1 Effect of New Laws.** In the event State or Federal laws or regulations are enacted and/or there is a decision issued by a court of competent jurisdiction which prevents or precludes a Party's compliance with one or more provisions of this Agreement (individually or collectively, "New Law"), the provisions, in whole or in part, as applicable, of this Agreement shall be modified or suspended as may be necessary to comply with such New Law.
- 10.1.1 Action.** During the time that the Parties are conferring on such modification or suspension of this Agreement or challenge to the New Law, the Parties may take reasonable action to comply with such New Law.
- 10.1.2 Declaration.** Should the Parties be unable to agree to a modification or suspension of this Agreement, either may petition a court of competent jurisdiction for an appropriate declaratory judgment for modification or suspension of this Agreement.
- 10.1.3 Ability to Challenge.** Developer and the City each or together shall have the right to challenge the New Law which prevents their compliance with the terms of this Agreement. In the event that such challenge is successful, this Agreement shall remain unmodified and in full force and effect.
- 10.2 Technical Amendments.** Technical amendments of this Agreement may be necessary or appropriate from time to time limited to and in accordance with the following:
- 10.2.1 Minor Alteration.** Technical amendments are those which only involve minor alteration to the Master Plan such as circulation, Parcel or Phase area boundaries, Green Space boundaries, pathway or trail alignments.
- 10.2.2 In Writing.** Technical amendments must be in writing and may be approved by the City Council upon recommendation of the Planning and Zoning Director, Public Works Director and the Parks and Recreation Director without prior or further review by the Planning & Zoning Commission or other public hearings unless such review and public hearings are required by law or by the provisions of any permit issued for the development of any phase of the Project.
- 10.2.3 Recordation.** Technical amendments shall be recorded with Ada County Recorders' office.
- 10.2.4 Diligence.** The Parties will diligently pursue efforts to process any proposed technical amendments to this Agreement.
- 10.3 Limited Termination Amendments.** Any amendment to this Agreement involving a limited termination of the Agreement is governed under Section 9.1.2.

SECTION 11 ZONING AND PUD STANDARDS

- 11.1 Applicable to Subject Real Property.** Zoning Ordinance, which includes PUD Standards, as they exist on the Effective Date, shall apply to the Subject Real Property for the Term of this Agreement except as modified by those PUD Modifications shown on *Exhibit E*.
- 11.2 Not Applicable to Additional Property.** This Section does not apply to the Additional Property.

SECTION 12 VESTED RIGHTS

- 12.1 Vested Rights.** Upon the Effective Date, the Developer/Owner shall have vested rights to develop and use the Subject Real Property consistent with this Agreement.
- 12.2 Consideration.** The determinations of the City memorialized in this Agreement, together with the assurances provided to the Developer in this Agreement, including this Section, are bargained for and is a consideration for the undertakings of the Developer as set forth herein and contemplated by this Agreement, and are intended to be and have been relied upon by the Developer.

SECTION 13 INFRASTRUCTURE SYSTEMS OWNERSHIP AND MAINTENANCE

- 13.1 Ownership.** The Infrastructure Systems, provided for in this Agreement, upon their construction, installation, approval and acceptance shall be owned and maintained as follows:
- 13.1.1 By ACHD:**
- Public Streets; and
 - Drainage associated with Public Streets.
- 13.1.2 By City:**
- Public Wells and Offsite Water Lines, if any, and
 - Public Developer Water System Improvements, if any; and
 - Developer Sewerage System Improvements; and
 - As designated in the Drainage Infrastructure Master Plan, Developer Drainage System Improvements accepted and approved by the City; and
 - Public Parks.

13.1.3 By Developer and/or Owners' Association:

- Private Roads; and
- Drainage associated with Private Roads; and
- Developer Pressure Irrigation System Improvements; and
- Green Spaces.

13.2 Owners Associations. Developer, in the process of each Developed phase of the Project, shall create, establish, staff and register with the Secretary of State of the state of Idaho a legal entity under Idaho Law (“**Owners’ Association**”) and prepare and record with the Ada County Recorder’s office appropriate CC&Rs which are consistent with the approved Master Plans.

13.2.1 Binding on Owners. The CC&Rs, for each Developed phase of the Project, shall bind all present and future owners of real property within each Developed phase of the Project in order to provide for the perpetual support and maintenance of each of the common improvements within the Developed phase as provided in this Agreement.

13.2.2 Quality Control. Each Owners’ Association shall establish and perform quality control, maintenance and operation throughout their Developed phase of the Project during development and during maturing of the Developed phase of the Project and continuing in perpetuity.

13.2.3 Developer Discretion. Developer shall have the sole and absolute discretion over the content, approval and enforcement rights of the Declarant or other governing agent or agency, formation and adoption of the CC&Rs so long as the same is consistent with the provisions of this Agreement.

SECTION 14 DEFAULT

14.1 Enforcement of Terms and Conditions of the Agreement. The enforcement of the terms and conditions of this Agreement and any permits issued by the City pursuant to this Agreement are as follows:

14.1.1 Default. The failure of the Developer, Owner, Owners’ Association, or the failure of the City to comply or perform, in accordance with the terms and conditions of this Agreement or the terms and conditions of any permit issued by the City, pursuant to this Agreement, shall be a default of this Agreement and processed as follows:

14.1.2 City Default Claims. A claim of default by the City may be made against the Developer, Owner, Owners’ Association by the City’s Director of Public Works, Zoning Administrator or Parks and Recreation Director, (“**City Director**”), depending upon the default.

14.1.3 Developer, Owner or Owners' Association Default Claims: A claim of default may be made by the Developer, Owner, Owners' Association against the City, depending upon the default.

14.1.4 Claimant and Accused. For purposes of this Section of the Agreement, a claim of default is made by a ("**Claimant**") against an ("**Accused**").

14.1.5 Default Written Notice of Intent. The Claimant shall serve the Accused with a Default Written Notice of Intent ("**Notice of Intent**").

14.1.5.1 The written Notice of Intent shall include the matters and facts which form the basis for the notice and a stated reasonable time within which the Accused is to correct and remedy the default. Such reasonable time frame shall depend upon the exigencies surrounding the matters and facts set forth in said Notice.

14.1.5.2 The written Notice of Intent shall state the factual and legal reasons for the claim of default, the actions to be taken by the Accused to cure the claim of default and a demand that the Accused respond in writing, within a reasonable stated time, as to whether or not the Accused consents to comply with the Notice of Intent or denies the claim of default.

14.1.5.3 The Accused shall have a minimum of thirty (30) days to remedy any default. If the default is such that more than thirty (30) days would reasonably be required to cure default, then the Accused shall have such additional time as may be necessary to perform or comply so long as the Accused commences performance within such thirty (30) day period and diligently proceeds to complete such performance and timely cures any exigent circumstance of the claim of default that affects public health and safety.

14.1.5.4 The Notice of Intent shall be served as follows upon:

- *Developer:* by U.S. Mail to the address herein designated by Developer; and
- *Owners' Association:* by U.S. Mail to the address of its registered agent; and
- *Real Property Owner:* By U.S. Mail at their address as listed by the Ada County Assessor's office; and
- *City:* by U.S. Mail to the address herein designated by the City.

- 14.1.6 Notice to Show Cause.** In the event the Accused fails to correct and remedy a default or noncompliance, within the reasonable time designated in the Notice of Intent, to the satisfaction of the Claimant, the Claimant shall then request the City Council [or the Planning & Zoning Commission only in the event the Commission has original jurisdiction by reason of a permit which is at issue in the matter] or otherwise request the City Council to proceed to set a hearing and provide written notice of the hearing to show cause to the Accused of the request to take action as identified in the Notice of Intent and to enforce the terms of this Agreement.
- 14.1.6.1** The written notice of the hearing to show cause shall be served upon the Claimant and the Accused at least twenty-eight (28) days in advance of the hearing.
- 14.1.6.2** At the hearing to show cause, the Accused may present evidence as to why it or they are not in default.
- 14.1.6.3** Following any presentation of evidence by the Accused and any rebuttal by the Claimant and any other interested persons, the Planning & Zoning Commission and/or the City Council, as the case may be, shall determine the matter and issue Findings of Fact, Conclusions of Law and an Order of Decision in accordance with the evidence presented at the Show Cause hearing.
- 14.1.6.4** Any determination made by the Planning & Zoning Commission may be appealed to the City Council. A notice of appeal must be filed within fourteen (14) days of the final decision of the Planning & Zoning Commission.
- 14.1.6.5** The Findings of Fact, Conclusions of Law and Order of Decision issued by the City Council shall be the final administrative remedy of any claim of default under this Agreement and the Parties may thereafter seek legal action in a court of competent jurisdiction for any legal or equitable remedy, including, without limitation, declaratory relief and or specific performance of this Agreement as the case may be, but the Parties shall not be entitled to consequential damages in any such action.
- 14.1.7 Prevailing Party.** In the event any Party shall file suit or action at law or equity to interpret or enforce this Agreement, the provisions of Idaho Code Section 12-117, or any subsequent amendment or recodification of the same, shall apply to the determination of the prevailing Party and the award of reasonable attorney's fees, witness fees and other reasonable expenses.

SECTION 15 MORTGAGES

- 15.1 Senior to Mortgage.** This Agreement shall be superior and senior to any Mortgage of the interests of the Developer or property owner of any real property within the Subject Real Property of record recorded subsequent to this Agreement.
- 15.1.1 No Impairment.** No default of this Agreement by the Developer or property owner shall invalidate or impair a Mortgage made in good faith and for value; and
- 15.1.2 Subject to Agreement.** Any acquisition or acceptance of title or any right or interest in or with respect to the Subject Real Property, or any portion thereof, by a mortgagee (herein defined to include a beneficiary under a deed of trust), whether under or pursuant to a mortgage foreclosure, trustee's sale or deed in lieu of foreclosure or trustee's sale, or otherwise, except that the same shall be subject to all of the terms and conditions contained in this Agreement.
- 15.2 No Mortgage Obligation.** No mortgagee shall have an obligation or duty under this Agreement to perform the Developer's obligations or other affirmative covenants of the Developer hereunder, or to guarantee such performance; except that to the extent that any covenant to be performed by the Developer is a condition to the performance of a covenant by the City, the performance thereof shall continue to be a condition precedent to the City's performance hereunder.

SECTION 16 SHARED LEGAL DEFENSE OF THIS AGREEMENT

- 16.1 Shared Agreement Legal Defense Costs.** In the event that any legal or equitable action or other proceeding is instituted by a third-party challenging the validity of any provision of this Agreement, the Parties will cooperate in defense of such action or proceeding. The City and the Developer may agree to select mutually agreeable legal counsel to defend such action or proceeding with the Parties sharing equally in the cost of such joint legal counsel, or each Party may select its own legal counsel at each Party's expense. All other costs of such defense(s) shall be shared equally by the Parties. Each Party retains the right to pursue its own independent legal defense.

SECTION 17 NOTICES AND FILINGS

- 17.1 Manner of Serving.** All notices, filings, consents, approvals and other communications provided for herein or delivered in connection herewith shall be validly delivered, filed, made, or served if in writing and delivered personally or delivered by a nationally recognized overnight courier or sent by certified United States Mail, postage prepaid, return receipt requested, if to:

City:

City of Kuna
Attn: Mayor
751 W. 4th Street
Kuna, ID 83634

With a copy to:

William F. Gigray, III
WHITE PETERSON
5700 E. Franklin Rd., Suite 200
Nampa, ID 83687

Developer:

Ten Mile Creek LLC
Attn: Chris Findlay
1211 N Happy Drive
Boise, ID 83706

With a copy to:

David Yorgason
14254 W. Battenberg Drive
Boise, ID 83713

Owners:

Jay C. and Roberta A. Davis Family Revocable
Trust dated December 23, 2009
P.O. Box 16232
Boise, ID 83715

Keith H. and Ruth E. Gilmore Living Trust dated
February 1, 2013
Attn: Janet Gilmore Kell, Co-Trustee or
Germain Tarrant, Co-Trustee
3154 E. Rivernest Dr.
Boise, ID 83706

Anne C. ,
George W., and
James L. Whitmore
3431 W. Meadow Dr.
Boise, ID 83706

or to such other addresses as either Party hereto may from time to time designate in writing and delivery in a like manner.

- 17.2 Mailing Effective.** Notices, filings, consents, approvals and communication given by mail shall be deemed delivered immediately if personally delivered, 24 hours following deposit with a nationally recognized courier, or 72 hours following deposit in the U.S. mail, postage prepaid and addressed as set forth above.
- 17.3 City Notice Prior to Entry on Subject Real Property:** The Developer, Owner and the City will establish a process of reasonable notice by the City to the Developer and Owner for permission to enter and access the Subject Real Property that facilitates the City's need to timely inspect and administer the City's permits which are granted for this Project.

SECTION 18 DEVELOPER ASSIGNMENT OF AGREEMENT RIGHTS

18.1 Developer Assignment: The assignment of any of the Developer's rights and obligations of this Agreement shall in accordance with the following:

18.1.1 Complete Assignment of Developer's rights. A total assignment of the Developer's rights and obligations under this Agreement in connection with all undeveloped portions of the Subject Real Property shall be assigned upon written consent of the City Council which shall not be unreasonably withheld, conditioned or delayed subject only to the following conditions:

18.1.1.1 Prior written notice from the Developer to the City Council together with the identification of the proposed assignee together with the proposed assignee's written affirmation of their intentions and ability to perform the conditions of this Agreement; and

18.1.1.2 Developer is not in default of this Agreement or the Assignee tenders to the City a guarantee of the Assignee's performance of the Developer's default upon assignment; and

18.1.1.3 The total assignment by the Developer shall be by a written instrument including the acceptance of the assignee to the terms and conditions of this Agreement, and the City Council's written consent and shall then be recorded in the official records of Ada County, Idaho, expressly assigning such rights and obligations.

18.1.1.4 In the event of such total assignment of the Developer's rights and obligations hereunder, the Developer's liability under this Agreement shall then terminate.

18.1.2 Successors and Assigns. Notwithstanding any other provisions of this Agreement, the Developer may assign all or part of the Developer's rights and duties under this Agreement as collateral to any financial institution from which the Developer has borrowed funds for use in developing the Property. Such an assignment shall not relieve the Developer from any obligations of this Agreement.

SECTION 19 MISCELLANEOUS

- 19.1 Agreement runs with the Subject Real Property.** The burdens of this Agreement are binding upon, and the benefits inure to, all successors in interest of the Parties to this Agreement and constitute covenants that run with the Subject Real Property. Each commitment and restriction of this Agreement on the Subject Real Property shall be a burden on the Subject Real Property and shall be appurtenant to and for the benefit of the Subject Real Property and shall run with the land.
- 19.1.1** This Agreement shall be binding on the Developer and the Owner, and their respective heirs, administrators, executors, agents, legal representatives, successors, and assigns; provided, however, that the purchasers, from the Owner and/or Developer, of individual lots within Developed phases of the Project are not subject to the obligations arising under this Agreement except for any obligations of the Owners' Association to which they are a member.
- 19.2 Choice of Law.** This Agreement shall be construed in accordance with the laws of the state of Idaho in effect on the Effective Date. Any action brought in connection with this Agreement shall be brought in a court of competent jurisdiction located in Ada County, Idaho.
- 19.3 Construction.** All Parties hereto have either been represented by separate legal counsel or have had the opportunity to be so represented. Thus, in all cases, the language herein shall be constructed simply in accord with its fair meaning and not strictly for or against a Party, regardless of whether such Party prepared or caused the preparation of this Agreement.
- 19.4 Counterparts.** This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together constitute one and the same instrument. The signature pages from one or more counterparts may be removed from such counterparts and such signature pages all attached to a single document so that the signatures of all Parties may be physically attached to a single document.
- 19.5 Entire Agreement.** This Agreement constitutes the entire agreement between the Parties, except for any permits and or approvals issued pursuant to this Agreement, pertaining to the subject matter hereof. All prior and contemporaneous agreements, representations and understandings of the Parties, oral or written, are hereby superseded and merged herein. No modification or amendment to this Agreement of any kind whatsoever shall be made or claimed by Developer or City shall have any force or effect whatsoever unless the same shall be endorsed in writing and signed by the Party against which the enforcement of such modification or amendment is sought, and then only to the extent set forth in such instrument. Such approved amendment shall be recorded in the Official Records of Ada County, Idaho.

- 19.6 Exhibits and Recitals.** Any exhibit attached hereto shall be deemed to have been incorporated herein with the same force and effect as if fully set forth in the body hereof. The Recitals set forth at the beginning of this Agreement are hereby acknowledged and incorporated herein and the Parties hereby confirm the accuracy thereof. The Definitions set forth prior to the Recitals are hereby acknowledged and incorporated herein.
- 19.7 Further Acts.** Each of the Parties shall promptly execute and deliver all such documents and perform all such acts as reasonably necessary, from time to time, to carry out the matters contemplated by this Agreement.
- 19.8 Good Standing; Authority.** Each of the Parties represents to the other as follows:
- 19.8.1 Developer.** Developer represents that it is an Idaho limited liability company duly qualified to do business in Idaho; and
- 19.8.2 City.** City represents that it is an Idaho municipal corporation in the state of Idaho; and
- 19.8.3 Owner.** Owner represents that it is an Idaho limited liability company.
- 19.8.4 Authority.** Each Party represents to the other that the individual(s) executing this Agreement on behalf of the Parties are authorized and empowered to bind the Party on whose behalf each such individual is signing.
- 19.9 Headings.** This Agreement shall be construed according to its fair meaning and as if prepared by both Parties hereto. Table of Contents, titles and captions are for convenience only and shall not constitute a portion of this Agreement. As used in this 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.
- 19.10 Names and Plans.** Developer shall be the sole owner of all names, titles, plans, drawings, specifications, ideas, programs, designs and work products of every nature at any time developed, formulated or prepared by or at the request of the Developer in connection with the Property and the Project; provided, however, that in connection with any conveyance of portions of the Subject Real Property to the City, such rights pertaining to the portions of the Subject Real Property so conveyed shall be assigned to the City to the extent that such rights are assignable.
- 19.11 No Developer Preliminary Representations.** Nothing contained herein shall be deemed to initially obligate the Developer to complete any part or all of the development of the Project within a specific time line, phasing schedule or other schedules, or any other plan, and this Agreement shall not be deemed a representation unless required as a condition of any permit issued pursuant to this Agreement or required by any Master Plan approved by the City pursuant to this Agreement.

- 19.12 No Partnership; Third-Parties.** It is hereby specifically understood, acknowledged and agreed that neither the City nor the Developer shall be deemed to be an agent of the other for any purpose whatsoever. It is not intended by this Agreement to, and nothing contained in this Agreement shall, create any partnership, joint venture or other arrangement between the Developer and the City. No term or provision of this Agreement is intended to, or shall, be for the benefit of any third-party, person, firm, organization or legal entity not a Party hereto, and no such other third-party, person, firm, organization or legal entity shall have any right to cause of action hereunder.
- 19.13 Parties' Intent.** It is the Parties' express intention that the terms and conditions be construed and applied as provided herein, to the fullest extent possible. It is the Parties' further intention that, to the extent any such term or condition is found to constitute an impermissible restriction of the police power of the City, such term or condition shall be construed and applied in such lesser fashion as may be necessary to not restrict the police power of the City.
- 19.14 Recordation.** After its execution, this Agreement shall be recorded in the real property records of Ada County, Idaho by the City.
- 19.15 Severability.** If any provision of this Agreement is declared void or unenforceable, such provision shall be severed from this Agreement, which shall otherwise remain in full force and effect.
- 19.16 Time of Essence.** Time is of the essence in implementing the terms of this Agreement.
- 19.17 Waiver.** No delay in exercising any right or remedy shall constitute a waiver by either Party thereof, and no waiver by the City or the Developer of the breach of any covenant or condition of this Agreement shall be construed as a waiver of any preceding or succeeding breach of the same or any other covenant or condition of this Agreement.

[signatures on following page]

IN WITNESS WHEREOF, the Parties hereto, having been duly authorized, have executed this Development Agreement to be effective on the Effective Date.

CITY:

CITY OF KUNA, Idaho, a municipal corporation organized and existing under the laws of the State of Idaho

By: _____
Joe Stear, Mayor

Attest:

By: _____
Chris Engels, City Clerk

CITY ATTORNEY APPROVAL AS TO FORM AND AUTHORITY

The foregoing Agreement has been received by the undersigned attorney, who has opined that it is in proper form and within the power and authority granted under the laws of the State of Idaho to the City of Kuna

Wm. F. Gigray, III, City Attorney

DEVELOPER:

TEN MILE CREEK LLC, an Idaho limited liability company

By: _____
David Yorgason, Member

By: _____
Chris Findlay, Member

By: _____
Patt Duynslager, Member

OWNER:

Jay C. and Roberta A. Davis Family Revocable Trust dated December 23, 2009

By: _____
Jay Davis, Co-Trustee

By: _____
Roberta Davis, Co-Trustee

OWNER:

Keith H. and Ruth E. Gilmore Living Trust dated February 1, 2013

By: _____
Janet Gilmore Kell, Co-Trustee

By: _____
Germain Tarrant, Co-Trustee

OWNER:

Anne C.,
George W., and
James L. Whitmore

By: _____
Anne C. Whitmore

By: _____
George W. Whitmore

By: _____
James L. Whitmore

STATE OF IDAHO)
) ss.
COUNTY OF ADA)

On this ____ day of _____, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared **Joe Stear**, known or identified to me to be the Mayor of the City of Kuna, the municipal corporation that executed the instrument or the person who executed the instrument on behalf of said municipal corporation, and acknowledged to me that such municipal corporation executed the same.

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

[seal]

Notary Public for Idaho
My Commission expires: _____

STATE OF _____)
) ss.
COUNTY OF _____)

On this ____ day of _____, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared _____, Members of Ten Mile Creek LLC, an Idaho limited liability company, the limited liability company that executed the instrument, or the person who executed the instrument on behalf of said limited liability company, and acknowledged to me that such limited liability company executed the same.

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

[seal]

Notary Public for _____
My Commission expires: _____

STATE OF IDAHO)
) ss.
COUNTY OF ADA)

On this ____ day of _____, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared Jay Davis, known or identified to me to be the Co-Trustee of the Jay C. and Roberta A. Davis Family Revocable Trust dated December 23, 2009, that executed the instrument or the person who executed the instrument on behalf of said Trust, and acknowledged to me that such Trust executed the same.

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

[seal]

Notary Public for Idaho
My Commission expires: _____

STATE OF IDAHO)
) ss.
COUNTY OF ADA)

On this ____ day of _____, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared Roberta Davis, known or identified to me to be the Co-Trustee of the Jay C. and Roberta A. Davis Family Revocable Trust dated December 23, 2009, that executed the instrument or the person who executed the instrument on behalf of said Trust, and acknowledged to me that such Trust executed the same.

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

[seal]

Notary Public for Idaho
My Commission expires: _____

STATE OF IDAHO)
) ss.
COUNTY OF ADA)

On this ____ day of _____, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared Janet Gilmore Kell, known or identified to me to be the Co-Trustee of the Keith H. and Ruth E. Gilmore Living Trust dated February 1, 2013, that executed the instrument or the person who executed the instrument on behalf of said Trust, and acknowledged to me that such Trust executed the same.

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

[seal]

Notary Public for Idaho
My Commission expires: _____

STATE OF IDAHO)
) ss.
COUNTY OF ADA)

On this ____ day of _____, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared Germain Tarrant, known or identified to me to be the Co-Trustee of the Keith H. and Ruth E. Gilmore Living Trust dated February 1, 2013, that executed the instrument or the person who executed the instrument on behalf of said Trust, and acknowledged to me that such Trust executed the same.

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

[seal]

Notary Public for Idaho
My Commission expires: _____

STATE OF IDAHO)
) ss.
COUNTY OF ADA)

On this ____ day of _____, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared Anne C. Whitmore, known or identified to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that she executed the same.

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

[seal]

Notary Public for Idaho
My Commission expires: _____

STATE OF IDAHO)
) ss.
COUNTY OF ADA)

On this ____ day of _____, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared George W. Whitmore, known or identified to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same.

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

[seal]

Notary Public for Idaho
My Commission expires: _____

STATE OF IDAHO)
) ss.
COUNTY OF ADA)

On this ____ day of _____, 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared James L. Whitmore, known or identified to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same.

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

[seal]

Notary Public for Idaho
My Commission expires: _____

EXHIBIT A
Annexation Ordinance

EXHIBIT B
”Master Plan”

EXHIBIT C
"Offsite Sewerage"

EXHIBIT D

EXHIBIT D
"As Needed"

EXHIBIT E
PUD Modification

EXHIBIT F
Subject Real Property Legal Description

EXHIBIT G
Community Infrastructure District Financing Guidelines

EXHIBIT H
Public Parks & Trails Plan

EXHIBIT E
PUD Modifications

5-3-3: - OFFICIAL HEIGHT AND AREA STANDARDS:

MINIMUM YARD AND SQUARE FOOTAGE REQUIREMENTS

Zoning District	Maximum Height	Recommended Minimum Street Frontage*	Front Yard Setback On A Local Road	<u>Front Yard Setback On A Local Road To Residence Or Side Load Garage</u>	Front Yard Setback On An Arterial Or Collector Street	Rear Yard Setback	Interior Side Yard Setback	Street Side Yard Setback	Maximum Lot Coverage	Minimum Lot Size
R-6	35'	45' 40'	20'	<u>12' ^***</u>	30'****	15' 10'	5'*****	20'	40% <u>N/A</u>	4,500 SF* <u>N/A</u>
R-12	40'	40'	20'	<u>5'</u>	30'****	15' 10'	5'*****	20'	60% <u>N/A</u>	2,200 SF <u>N/A</u>
R-20	40' 48'	40'	20'	<u>20'</u>	30'****	15'	5'	20'	60%	1300 SF
C-1	35'	0**	15'	<u>15'</u>	0	5'	0	10'	100% DR	2,000 SF
C-2	60'	0**	0	<u>0</u>	0	0	0	0	100% DR	1,300 SF

The city has discontinued the R-1, R-3 and R-5 zones and converted these discontinued zones to the following: R-1 see R-2; R-3 see R-4 and R-5 see R-6. The M-3 zone, which is limited to mining uses, has been consolidated with the M-2 zone.

The terms property owner, applicant, controller and developer are used interchangeably.

* The city encourages creativity in the design of its subdivisions; the Planning and Zoning Director may allow the reduction of the street frontage and minimum lot size recommendation after reviewing the entire subdivision plat, which shall consider the overall layout of streets and lots.

** It is presumed the parcel's frontage will be of sufficient width to accommodate the placement of a driveway entrance for those uses fronting on a street where they have driveway access.

*** Building heights above sixty (60) feet, and especially habitable spaces located above that height, may require the procuring of special safety equipment or fire apparatus.

**** Residential access to a functionally classified roadway is limited.

^ Front setbacks that are less than fifteen feet (15') when on a radius corner lot will need approval from the city to confirm that there is not a site distance issue.

Original Code	Redline Changes to Code
<p><u>5-7-3: - PLANNED UNIT DEVELOPMENT STANDARDS:</u></p> <p>M. <i>Structures:</i> Attached and detached dwelling units are permitted in PUD's in accordance with the city's adopted Uniform Building Code (UBC) requirements. The minimum separation distance between detached dwelling units shall be ten (10) feet, unless fire or building codes required greater separation distances. The separation distance of uninhabitable accessory buildings (from dwelling units, lot lines and easements) will be according to city and fire district requirements (see KCC 5-3-4-5:l).</p>	<p><u>5-7-3: - PLANNED UNIT DEVELOPMENT STANDARDS:</u></p> <p>M. <i>Structures:</i> Attached and detached dwelling units are permitted in PUD's in accordance with the city's adopted Uniform <u>International</u> Building Code (UBC) requirements. The minimum separation distance between detached dwelling units shall be ten (10) feet, unless fire or building codes required greater separation distances. The separation distance of uninhabitable accessory buildings (from dwelling units, lot lines and easements) will be according to city and fire district requirements (see KCC 5-3-4-5:l).</p> <p>(Ord. No. 2011-10, Sec. 1, 12-20-2011; Ord. No. 2018-08, Sec. 2, 3-6-2018)</p>
<p><u>5-7-24: -IMPROVEMENT GUARANTEES:</u></p> <p>D. The applicant shall file with the agreement one (1) of the following to assure their full and faithful performance:</p> <ol style="list-style-type: none"> 1. Certified check; 2. An irrevocable letter of credit issued by a financial institution authorized to do business in the State of Idaho; 	<p><u>5-7-24: -IMPROVEMENT GUARANTEES:</u></p> <p>D. The applicant shall file with the agreement one (1) of the following to assure their full and faithful performance:</p> <ol style="list-style-type: none"> 1. Certified check; 2. An irrevocable letter of credit issued by a financial institution authorized to do business in the State of Idaho; <u>3. Other surety acceptable to the city.</u> <p>(Ord. No. 2011, Sec. 1, 12-20-2011)</p>

<p><u>5-10-4: -GENERAL REQUIREMENTS FOR ALL SIGNS AND DISTRICTS:</u></p> <p>O. Subdivision signs:</p> <p>2. Subdivision signs shall not exceed six (6) feet in height and the sign area shall not exceed forty (40) square feet per side.</p>	<p><u>5-10-4: -GENERAL REQUIREMENTS FOR ALL SIGNS AND DISTRICTS:</u></p> <p>O. Subdivision signs:</p> <p>2. Subdivision signs shall not exceed six (6) feet in height and the sign area shall not exceed forty (40) square feet per side <u>unless approved by the planning department. Subdivision signs shall also not be placed in the vision triangle. Any denial from the planning department may be appealed to the city council.</u></p>
<p>4. Subdivision advertising: Any sign advertising a commercial enterprise, including real estate developers or subdividers, in a district zoned residential shall not exceed twelve (12) square feet in area and shall advertise only the names of the owners, trade names, products sold and/or the business or activity conducted on the premises where such sign is located. Signage installed along a residential subdivision's street frontage for advertising purposes shall be limited to the installation of two (2) in ground signs that do not exceed twelve (12) square feet in area or ten (10) feet in height. The signs shall advertise only names, products sold and/or the business or activity conducted on the premises where such sign is located. The signs shall be maintained in good condition and removed when ninety-five (95) percent of the subdivision's lots have been sold.</p>	<p>4. Subdivision advertising: Any sign advertising a commercial enterprise, including real estate developers or subdividers, in a district zoned residential shall not exceed <u>twelve forty-eight (12-48)</u> square feet in area and shall advertise only the names of the owners, trade names, products sold and/or the business or activity conducted on the premises where such sign is located. Signage installed along a residential subdivision's street frontage for advertising purposes shall be limited to the installation of <u>two-four (2 4)</u> in ground signs that do not exceed <u>twelve forty-eight (12 48)</u> square feet in area or ten (10) feet in height. The signs shall advertise only names, products sold and/or the business or activity conducted on the premises where such sign is located. The signs shall be maintained in good condition and removed when ninety-five (95) percent of the subdivision's lots have been sold.</p>
<p><u>5-17-12: -BUFFER AREAS; COMMON LOTS:</u></p> <p>C. <i>Common area landscapes:</i> New residential subdivision common area landscapes shall be comprised of the following:</p> <p>2. A minimum of one (1) deciduous shade tree per one thousand (1,000) square feet of site.</p>	<p><u>5-17-12: -BUFFER AREAS; COMMON LOTS:</u></p> <p>C. <i>Common area landscapes:</i> New residential subdivision common area landscapes shall be comprised of the following:</p> <p>2. A minimum of one (1) deciduous shade tree per one thousand (1,000) square feet of site <u>except in park areas where there are turf play fields or other activities that may not warrant densely planted areas.</u></p>

<p><u>6-2-3: -PRELIMINARY PLAT:</u></p> <p><i>Note:</i> Subdivider and developer are intended to be interchangeable terms.</p> <p><i>J. Approval period, phased development, time extension, and expiration:</i></p> <p>1. A preliminary plat approval shall be valid for two (2) years from the date of approval of the findings of facts and conclusions of law by city council, unless extended as provided for herein.</p>	<p><u>6-2-3: -PRELIMINARY PLAT:</u></p> <p><i>Note:</i> Subdivider and developer are intended to be interchangeable terms.</p> <p><i>J. Approval period, phased development, time extension, and expiration:</i></p> <p>1. A preliminary plat approval shall be valid for two <u>three</u> (2 <u>3</u>) years from the date of approval of the findings of facts and conclusions of law by city council, unless extended as provided for herein.</p>
<p>2. In the event that the preliminary plat is approved in construction phases (more than one (1) phase), the subdivider shall have two (2) years to complete the plat's first phase from the time the council approves the plat's findings of fact. When the preliminary plat includes phases, each successive phase is to be completed within one (1) year of the preceding phase's recording date.</p>	<p>2. In the event that the preliminary plat is approved in construction phases (more than one (1) phase), the subdivider shall have two (2) years to complete the plat's first phase from the time the council approves the plat's findings of fact. When the preliminary plat includes phases, each successive phase is to be completed within one (1) year of the preceding phase's recording date.</p> <p><u>2. In the event that the preliminary plat is approved in construction phases (more than one (1) phase), the subdivider shall have two (2) years to complete a phase from the time the council approves the plat's findings of fact. When the preliminary plat includes phases, a phase must be completed within three (3) years of a preceding phase's recording date. When a project or master planned community contains multiple plats, a phase must be completed within three (3) years of a preceding phase's recording date within the entire project for all preliminary plats within the project not to expire.</u></p>
<p><u>6-3-3: -LOCATION:</u></p> <p>Street and road location shall conform to the following:</p> <p><i>G. Cul-de-sac streets:</i> Cul-de-sac streets shall not be more than five hundred (500) feet in length and shall terminate with an adequate turnaround having a minimum radius of fifty (50) feet for right-of-way</p> <p>(Ord. 231, 12-7-1977; Ord. 439, 2-20-1996; Ord. No. 2018-08, Sec. 3, 3-6-2018)</p>	<p><u>6-3-3: -LOCATION:</u></p> <p>Street and road location shall conform to the following:</p> <p><i>G. Cul-de-sac streets:</i> Cul-de-sac streets shall not be more than five hundred <u>seven hundred</u> (500 700) feet in length and shall terminate with an adequate turnaround having a minimum radius of fifty (50) feet for right-of-way; <u>cul-de-sacs may be extended further with approval from Kuna Rural Fire Department and emergency access.</u></p> <p>(Ord. 231, 12-7-1977; Ord. 439, 2-20-1996; Ord. No. 2018-08, Sec. 3, 3-6-2018)</p>

<p><u>6-3-4: -SPECIFICATIONS</u></p> <p>A. <i>Street right-of-way widths</i>: Street and road right-of-way widths shall conform to the adopted major street plan or comprehensive development plan and the rules of the state department of highways and the highway district or department having jurisdiction. Minimum right-of-way standards are as follows:</p> <p>(Ord. 231, 12-7-1977; Ord. 439, 2-20-1996; Ord. 639, 5-28-2003; Ord. 2007-02, 2-20-2007; Ord. No. 2012-24, Sec. 1, 11-6-2012; Ord. No. 2017-1, Sec. 1, 1-17-2017)</p>	<p><u>6-3-4: -SPECIFICATIONS</u></p> <p>A. <i>Street right-of-way widths</i>: Public Street and road right-of-way widths shall conform to the adopted major street plan or comprehensive development plan and the rules of the state department of highways and the highway district or department having jurisdiction. Minimum right-of-way standards are as follows:</p> <p><u>D. Minimum road width</u>: <u>The minimum road width within the Kuna city limits on public roads and shall be thirty-three (33) feet back of curb to back of curb for parking on both sides of the street and twenty-seven (27) feet for parking on one side, in all zoning districts. Exceptions may be considered by the public works director, city engineer and/or the planning and zoning director on a case-by-case basis.</u></p> <p>(Ord. 231, 12-7-1977; Ord. 439, 2-20-1996; Ord. 639, 5-28-2003; Ord. 2007-02, 2-20-2007; Ord. No. 2012-24, Sec. 1, 11-6-2012; Ord. No. 2017-1, Sec. 1, 1-17-2017)</p>
<p><u>6-3-9: -BLOCKS:</u></p> <p>Every block shall be so designed as to provide two (2) tiers of lots, except where lots back onto an arterial street, natural feature or subdivision boundary.</p> <p>(Ord. 414, 2-1-1994)</p>	<p><u>6-3-9: -BLOCKS:</u></p> <p>Every block shall be so designed as to provide two (2) tiers of lots, except where lots back onto an arterial street, <u>collector street</u>, natural feature, <u>open space</u> or subdivision boundary.</p> <p>(Ord. 414, 2-1-1994)</p>

6-4-2: -REQUIRED PUBLIC IMPROVEMENTS:

E. *Fencing*: Fencing shall be installed according to the approved fencing plan. The subdivision shall feature permanent fencing along its outer perimeter with the exception of those portions of its perimeter that feature common open space or park area accessible from the street. The fencing that is placed next to an arterial or collector road shall be punctuated with a minimum three (3) feet of parallel fencing offset, every two hundred fifty (250) linear feet [maximum] to minimize the monotony of the fence's facade. Fences shall be a maximum six (6) feet in height (measured from the crest of the road), permanent in nature and maintenance free. Fencing shall be constructed of metal, rock or vinyl materials with an approved post hole footing. Wood and chain link fencing is not permitted in a subdivision, except for school related purposes. The school authority may rely upon a powder coated or vinyl coated chain link type fencing for security related purposes. Ditch or irrigation fencing shall be determined with input from the irrigation purveyor. Fencing placed along a subdivision's internal pathways shall be of a see-through type construction to minimize tunneling effects and provide for pedestrian safety. If fencing is used in combination with a landscaped berm, the fence shall be placed behind the berm, and under no circumstances, placed on the berm.

6-4-2: -REQUIRED PUBLIC IMPROVEMENTS:

E. *Fencing*: Fencing shall be installed according to the approved fencing plan. The subdivision shall feature permanent fencing along its outer perimeter with the exception of those portions of its perimeter that feature common open space or park area accessible from the street. The fencing that is placed next to an arterial or collector road shall be punctuated with a minimum three (3) feet of parallel fencing offset, every ~~two hundred fifty~~ **five hundred (250 500)** linear feet [maximum] to minimize the monotony of the fence's facade. Fences shall be a maximum six (6) feet in height (~~measured from the crest of the road~~), permanent in nature and maintenance free. Fencing shall be constructed of metal, rock or vinyl materials with an approved post hole footing. Wood and chain link fencing is not permitted in a subdivision, except for school related purposes. The school authority may rely upon a powder coated or vinyl coated chain link type fencing for security related purposes. Ditch or irrigation fencing shall be determined with input from the irrigation purveyor. Fencing placed along a subdivision's internal pathways shall be of a see-through type construction to minimize tunneling effects and provide for pedestrian safety. If fencing is used in combination with a landscaped berm, the fence shall be placed behind the berm, and under no circumstances, placed on the berm.

G. *Flaglot*: Residential subdivision flag lots shall be developed via a common private driveway access that connects with a public street. The driveway shall not extend more than one hundred fifty (150) feet from the public street right-of-way. A common [or shared] driveway shall be relied upon to access the lots contained within the flag lot configuration, with a maximum of three (3) contiguous lots contained within a flag lot. A cross-access driveway agreement qualifying the methods of common driveway care and maintenance responsibility shall be recorded with each lot of the flag lot. The pole portion of the flag lot and designed and constructed with a minimum twenty-foot-wide curb cut to include a concrete apron. The common driveway shall be constructed of a material approved by the city engineer. The flag lot is subject to street frontage improvements. The area of the flag lot pole is exclusive of each lot's minimum square footage. Each flag lot shall meet the zoning conditions of the underlying zone. Structure(s) placed on the flag lot shall face the public street and be setback a minimum of twenty (20) feet from edge of driveway. Commercial flag lots shall be evaluated on a case by case basis.

I. *Irrigation system*: The city engineer is authorized to establish rules, regulations and standards for pressurized irrigation systems and these systems shall comply with those standards, rules and regulations. Pressure irrigation systems shall be constructed in accordance with the specifications of the city's adopted pressure irrigation plan. The subdivider is obligated to annex the subdivision's lands into the Kuna Municipal Irrigation District [KMID]. Pressure irrigation facilities shall be constructed and dedicated to the city, in compliance with KMID standards and requirements. The irrigation system's design and functionality shall follow the requirements of the irrigation entity that will own, operate and maintain the system. Subdivisions shall rely upon a nonportable water source for all irrigation and watering purposes. The subdivider shall provide an underground conduit to provide pressurized irrigation water to every lot within the subdivision. Potable municipal water may not be used for subdivision irrigation purposes.

G. *Flaglot*: Residential subdivision flag lots shall be developed via a common private driveway access that connects with a public street. The driveway shall not extend more than one hundred fifty (150) feet from the public street right-of-way. A common [or shared] driveway shall be relied upon to access the lots contained within the flag-common lot configuration, with a maximum of ~~three~~ six (3 6) contiguous lots ~~contained within a flag lot accessed by a single common driveway that shall not extend more than two hundred (200) feet.~~ A cross-access driveway agreement qualifying the methods of common driveway care and maintenance responsibility shall be recorded with each lot ~~of the flag lot~~ accessing via the common driveway. The pole portion of the flag lot and designed and constructed with a minimum twenty-foot-wide curb cut to include a concrete apron. The common driveway shall be constructed of a material approved by the city engineer. The flag lot and common drive is subject to street frontage improvements. The area of the flag lot pole is exclusive of each lot's minimum square footage. Each flag lot shall meet the zoning conditions of the underlying zone. Structure(s) placed on the flag lot shall face the public street and be setback a minimum of twenty (20) feet from edge of driveway. Commercial flag lots shall be evaluated on a case by case basis.

I. *Irrigation system*: The city engineer is authorized to establish rules, regulations and standards for pressurized irrigation systems and these systems shall comply with those standards, rules and regulations. Pressure irrigation systems shall be constructed in accordance with the specifications of the city's adopted pressure irrigation plan. The subdivider ~~is obligated to~~ may at subdivider's discretion annex the subdivision's lands into the Kuna Municipal Irrigation District [KMID]. Pressure irrigation facilities shall be constructed ~~and dedicated to the city,~~ in compliance with KMID standards and requirements. The irrigation system's design and functionality shall follow the requirements of the irrigation entity that will own, operate and maintain the system. Subdivisions shall rely upon a nonportable water source for all irrigation and watering purposes. If adequate water supply is not available then subdivider may use alternative water source to meet development needs. The subdivider shall provide an underground conduit to provide pressurized irrigation water to every lot within the subdivision. Potable municipal water may not be used for subdivision irrigation purposes.

<p>N. <i>Pathways</i>: A pathway is intended to connect people to and through a subdivision as opposed to a sidewalk that is intended to protect people from the adjoining roadway. Pathways shall be centered in a public easement and be at least ten (10) feet in width. The pathway surface shall be a minimum five (5) feet in width and constructed of an impervious surface that is acceptable to the city engineer and in compliance with Americans with Disabilities Act [ADA] accessibility guidelines.</p>	<p>N. <i>Pathways</i>: A pathway is intended to connect people to and through a subdivision as opposed to a sidewalk that is intended to protect people from the adjoining roadway. Pathways shall be centered in a public easement and be at least ten (10) feet in width <u>or in a public or private right-of-way with a minimum of five (5) feet of landscaping on both sides combined</u>. The pathway surface shall be a minimum five (5) feet in width and constructed of an impervious surface that is acceptable to the city engineer and in compliance with Americans with Disabilities Act [ADA] accessibility guidelines.</p>
<p>Q. <i>Sidewalk</i>: Attached or detached sidewalks shall be constructed on both sides of the subdivision's streets except where its average street lot frontage is more than one hundred (100) feet in width. In this circumstance, a sidewalk is only required on one (1) side of the street, unless there is an overriding health or safety concern that would dictate sidewalk placement on both sides of the street. Additionally, ACHD has a minor local street section whose usage affords the placement of a sidewalk on one (1) side of the street, unless there is an overriding consideration requiring sidewalk placement on both sides of the street. Sidewalks shall be designed and built to Americans with Disabilities Act [ADA] accessibility guidelines, and in accordance with ACHD and city engineer standards and specifications. The minimum width of any city sidewalk shall be (5) feet. Arterial or collector streets shall feature eight-foot detached sidewalks on both sides of the street frontage regardless of subdivision lot widths. The accompanying parking strip shall also be eight (8) feet wide and landscaped with an irrigation system. A public easement shall accompany any sidewalk placed outside the right-of-way. The placement of a sidewalk outside the right-of-way requires city approval. Sidewalks constructed as part of a curb cut installation shall be designed to accommodate the additional loading requirements placed upon it.</p>	<p>Q. <i>Sidewalk</i>: Attached or detached sidewalks shall be constructed on both sides of the subdivision's streets except where its average street lot frontage is more than one hundred (100) feet in width. In this circumstance, a sidewalk is only required on one (1) side of the street, unless there is an overriding health or safety concern that would dictate sidewalk placement on both sides of the street. Additionally, ACHD has a minor local street section whose usage affords the placement of a sidewalk on one (1) side of the street, unless there is an overriding consideration requiring sidewalk placement on both sides of the street. Sidewalks shall be designed and built to Americans with Disabilities Act [ADA] accessibility guidelines, and in accordance with ACHD and city engineer standards and specifications. The minimum width of any city sidewalk shall be (5) feet. Arterial or collector streets shall feature eight-foot detached sidewalks on both sides of the street frontage, <u>or five (5) feet on one side and ten (10) feet on the other side</u>, regardless of subdivision lot widths. The accompanying parking strip shall also be eight (8) feet wide and landscaped with an irrigation system. A public easement shall accompany any sidewalk placed outside the right-of-way. The placement of a sidewalk outside the right-of-way requires city approval. Sidewalks constructed as part of a curb cut installation shall be designed to accommodate the additional loading requirements placed upon it.</p>

S. Street and alleys: All streets and alleys shall be constructed in accordance with the standards and specifications adopted by the City of Kuna [city], Ada County Highway District [ACHD] and Idaho Transportation Department [ITD]. Street functionality shall be determined according to the city's adopted "2030 Functional Classified Road Map." The street right-of-way widths shall be according to the street typologies identified in Kuna City Code section 6-3-4. The distance separation for the edge of the street pavement to the developer's right-of-way requires a landscape treatment. For distance separation distances of less than ten (10) feet, provide a city approved landscape treatment to include a nonpotable underground irrigation source. For distance separations of greater than ten (10) feet, provide the remainder of the area separation with a rock application treatment acceptable to the city and the transportation authority. The developer shall enter into a license agreement with the transportation authority for landscape maintenance within the public right-of-way. Highway treatment applications will be determined on a case by case basis. A subdivider shall provide a non-connecting [dead end] subdivision street, whose length is longer than five hundred (500) feet, with a secondary access. If the non-connecting street terminates in a turn-around, the maximum five hundred-foot street length is to be measured from the center point of the turn-around to the point where it intersects with an intersecting street. Should the fire district approve a longer roadway length, the city may defer to their judgement. The city prohibits private streets and alleys unless there is a hardship circumstance that warrants this consideration and not of the controller's making. In the limited circumstances where they are approved, private streets and alleyways shall be owned and maintained by private individuals or entities and not by government agencies.

S. Street and alleys: All public streets and alleys shall be constructed in accordance with the standards and specifications adopted by the City of Kuna [city], Ada County Highway District [ACHD] and Idaho Transportation Department [ITD]. Street functionality shall be determined according to the city's adopted "2030 Functional Classified Road Map." The public street right-of-way widths shall be according to the street typologies identified in Kuna City Code section 6-3-4. The distance separation for the edge of the street pavement to the developer's right-of-way requires a landscape treatment. For distance separation distances of less than ten (10) feet, provide a city approved landscape treatment to include a nonpotable underground irrigation source. For distance separations of greater than ten (10) feet, provide the remainder of the area separation with a rock application treatment acceptable to the city and the transportation authority. The developer shall enter into a license agreement with the transportation authority for landscape maintenance within the public right-of-way. Highway treatment applications will be determined on a case by case basis. Subdivider shall provide a non-connecting [dead end] subdivision street, whose length is longer than ~~five~~ seven hundred (500 ~~700~~) feet (~~not including any private streets~~), with a secondary access. If the non-connecting street terminates in a turn-around, the maximum ~~five~~ seven hundred-foot street length is to be measured from the center point of the turn-around to the point where it intersects with an intersecting street. Should the fire district approve a longer roadway length, the city may defer to their judgement. Exceptions may be considered by the public works director, city engineer and/or the planning and zoning director on a case-by-case basis. ~~The city prohibits private streets and alleys unless there is a hardship circumstance that warrants this consideration and not of the controller's making.~~ In the limited circumstances where they are approved, Private streets and alleyways shall be owned and maintained by private individuals or entities and not by government agencies.

T. *Street lighting:* Street lights shall be installed within the subdivision at intersections, fire hydrants, cul-de-sacs and other types of turn around, pedestrian shelters and bus stops and according to the approved lighting plan. The subdivider shall place lighting facilities a maximum spacing of two hundred fifty (250) feet and proportionately dispersed throughout the interior and exterior of the subdivision. The street lighting shall alternate along the course of the subdivision roadways from one (1) side of the road to the other at maximum two hundred fifty-foot intervals. The subdivider shall conform to street lighting standards, as adopted by resolution of the city council. Lighting facilities shall be designed and installed according to "Dark Skies" standards. Lighting facilities will be reviewed by city staff to assure they are energy efficient, and if not, the subdivider shall provide an alternative lighting product acceptable to the city. The street lighting facilities shall be of a design standard that makes them easily exchangeable with minimal replacement cost outlay.

T. *Street lighting:* Street lights shall be installed within the subdivision at intersections, fire hydrants, cul-de-sacs and other types of turn around, pedestrian shelters and bus stops and according to the approved lighting plan. The subdivider shall place lighting facilities a maximum spacing of ~~two hundred fifty~~ three hundred twenty-five (250 325) feet and proportionately dispersed throughout the interior and exterior of the subdivision. The street lighting shall alternate along the course of the subdivision roadways from one (1) side of the road to the other at maximum two hundred fifty-foot intervals. The subdivider shall conform to street lighting standards, as adopted by resolution of the city council. Lighting facilities shall be designed and installed according to "Dark Skies" standards. Lighting facilities will be reviewed by city staff to assure they are energy efficient, and if not, the subdivider shall provide an alternative lighting product acceptable to the city. The street lighting facilities shall be of a design standard that makes them easily exchangeable with minimal replacement cost outlay.

X. *Water supply system:* The city engineer is authorized to establish rules, regulations and standards for water supply systems and these systems shall comply with those standards rules and regulations. Each public water supply systems shall be constructed in accordance with the specifications of the city's adopted water plan. Subdivision water supply systems shall be installed as an extension of the city's public system. Buildable subdivision lots shall have a water service capable of supplying the site with potable water in sufficient volume and pressure for domestic use, and fire protection in accordance with City Code and Kuna Fire District requirements. Water supply shall meet the International Fire Code's minimum fire flow requirements. The water rights appurtenant to a tract of land, subject to subdivision, shall be dedicated to the city in sufficient water quantities to offset the subdivision's potential water demands as determined by the city engineer. The subdivision's water rights shall not be sold, abandoned, or transferred outside the city or its area of city impact. Condominium units shall have individual water meters. Planned unit development [PUD] and master planned communities require a master utility plan that addresses potable water issues. IC Sec. 50-1326 requires all water plans to be submitted to the Idaho State Department of Environmental and Community Services or its authorized agent for approval. The city engineer, or their designate, shall serve as the Idaho State's qualified licensed professional engineer [QLPE] for purposes of reviewing the city's water plan submittals.

(Ord. 231, 12-7-1977; and. 1985 Code; Ord. 359, 9-3-1991; Ord. 439, 2-20-1996; Ord. 550, 8-28-2000; Ord. 553, 1-22-2001; Ord. 2006-100, 12-19-2006; and. Ord. 2007-03, 2-6-2007; Ord. 2007-02, 2-20-2007; Ord. No. 2010-15, Sec. 1, 8-3-2010; Ord. No. 2014-20, Sec. 1, 10-21-2014; Ord. No. 2016-08, Sec. 1, 4-5-2016)

X. *Water supply system:* The city engineer is authorized to establish rules, regulations and standards for water supply systems and these systems shall comply with those standards rules and regulations. Each public water supply system shall be constructed in accordance with the specifications of the city's adopted water plan, unless approved by the city. Subdivision water supply systems shall be installed as an extension of the city's public system unless approved by the city. Buildable subdivision lots shall have a water service capable of supplying the site with potable water in sufficient volume and pressure for domestic use, and fire protection in accordance with City Code and Kuna Fire District requirements. Water supply shall meet the International Fire Code's minimum fire flow requirements. ~~The water rights appurtenant to a tract of land, subject to subdivision, shall be dedicated to the city in sufficient water quantities to offset the subdivision's potential water demands as determined by the city engineer.~~—The subdivision's water rights shall not be sold, abandoned, or transferred outside the city or its area of city impact. Condominium units shall have individual water meters. Planned unit development [PUD] and master planned communities require a master utility plan that addresses potable water issues. IC Sec. 50-1326 requires all water plans to be submitted to the Idaho State Department of Environmental and Community Services or its authorized agent for approval. The city engineer, or their designate, shall serve as the Idaho State's qualified licensed professional engineer [QLPE] for purposes of reviewing the city's water plan submittals.

(Ord. 231, 12-7-1977; and. 1985 Code; Ord. 359, 9-3-1991; Ord. 439, 2-20-1996; Ord. 550, 8-28-2000; Ord. 553, 1-22-2001; Ord. 2006-100, 12-19-2006; and. Ord. 2007-03, 2-6-2007; Ord. 2007-02, 2-20-2007; Ord. No. 2010-15, Sec. 1, 8-3-2010; Ord. No. 2014-20, Sec. 1, 10-21-2014; Ord. No. 2016-08, Sec. 1, 4-5-2016)

6-4-3: -FINANCIAL GUARANTEE RELATING TO COMPLETION OF SUBDIVISION IMPROVEMENTS:

C. Methods of financial guarantee: Financial guarantees shall be submitted to and accepted by the city engineer prior to any city signatures on the final plat according to the following protocol:

2. The city engineer's estimated cost of the remaining work shall be determined, in part, from the detailed bids provided by the subdivider's contractors on contractor's letterhead. To the initial one hundred ten (110) percent estimated cost may be added sums for the following considerations: Three (3) to ten (10) percent for inflation; ten (10) to fifteen (15) percent for the city's bidding disadvantage; and twelve (12) percent to twenty (20) percent for city project management as determined by the city engineer.

(Ord. 21=31, 12-7-1977; Ord. 2007-02, 2-20-2007; Ord. No. 2010-14, Sec. 1, 8-3-2010)

6-4-3: -FINANCIAL GUARANTEE RELATING TO COMPLETION OF SUBDIVISION IMPROVEMENTS:

C. Methods of financial guarantee: Financial guarantees shall be submitted to and accepted by the city engineer prior to any city signatures on the final plat according to the following protocol:

2. The city engineer's estimated cost of the remaining work shall be determined, in part, from the detailed bids provided by the subdivider's contractors on contractor's letterhead. To the initial one hundred ten (110) percent estimated cost may be added sums for the following considerations: Three (3) to ten (10) percent for inflation; ten (10) to fifteen (15) percent for the city's bidding disadvantage; and twelve (12) percent to twenty (20) percent for city project management as determined by the city engineer. In no event shall the final amount be more than one hundred twenty (120) percent of the detailed bids provided by the subdivider.

(Ord. 21=31, 12-7-1977; Ord. 2007-02, 2-20-2007; Ord. No. 2010-14, Sec. 1, 8-3-2010)



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

MEMO

Date: July 7, 2020
From: Lisa Holland (Economic Development Director)
To: Mayor and Council
RE: Spring Rock Subdivision

Mayor and Council Members,

On June 16, City council heard the Spring Rock application and continued it to the date of July 7th for time to have legal review the development agreement. There were also questions during the last meeting related to the note within the development agreement that mentioned a CID (Community Infrastructure District).

In June of last year we held a workshop that looked at financing tools for development. One of the tools discussed was a Community Infrastructure District, which allows a developer to collect a special tax on homes and projects within a development district to pay for infrastructure needs. In order for a developer to take advantage of this type of tool, they would have to get a vote of property owners within the district, create a detailed infrastructure and financing plan on what they need those funds to accomplish, and present that to the City of Kuna to form a CID board that would help oversee and implement the District. I've attached a few slides for your reference from our previous workshop that explains a little more about how CID's work in case it's helpful.

If the developer decided to pursue a CID, they would need to bring it back to council in the future for approval. It is my understanding that this Project could still move forward without the CID if needed, but here are a few questions that you might consider asking the applicant to address related to the Spring Rock Subdivision to get some additional context:

- Can you explain what a potential CID would be used to fund specifically?
- What would be the timeline that you would consider coming back before the City with a proposal?
- Do you need to have a CID in order for your project to continue moving forward?
- Can you explain briefly how the CID would work, what the added tax might look like for residents in the boundary, and if there are liabilities the City could face if we do consider a CID in the future?
- One of the biggest challenges raised by ACHD was the ability to expand roadways to meet the growth of Kuna. Can you talk about what Spring Rock is planning to do to help mitigate traffic concerns?

This project should be evaluated on its plan and application directly, not on the CID. I thought information about CIDs would be good context to understand and the developer expressed their desire to be transparent with council on this project. There are certainly many benefits to consider for a master planned community including school sites, commercial spaces, larger park spaces, and a cohesive plan that prevents the need for awkward infill parcels in the future. It is up to council's discretion to determine if this project fits the guidelines and needs of the community as outlined in the Kuna Comprehensive plan.

I hope these questions are helpful in your deliberation this evening.

Lisa Holland
Economic Development Director
lholland@kunaid.gov
208-559-5926

COMMUNITY INFRASTRUCTURE DISTRICT (CID)

IDAHO STATUTE 50-31

HOW IT WORKS

- Funded through property taxes for a specific area
- Special purpose district and political subdivision apart from the municipality
- Used to acquire/construct public improvements
- Project financed with tax exempt bonds
- Bond obligations are passed on to benefiting property owners

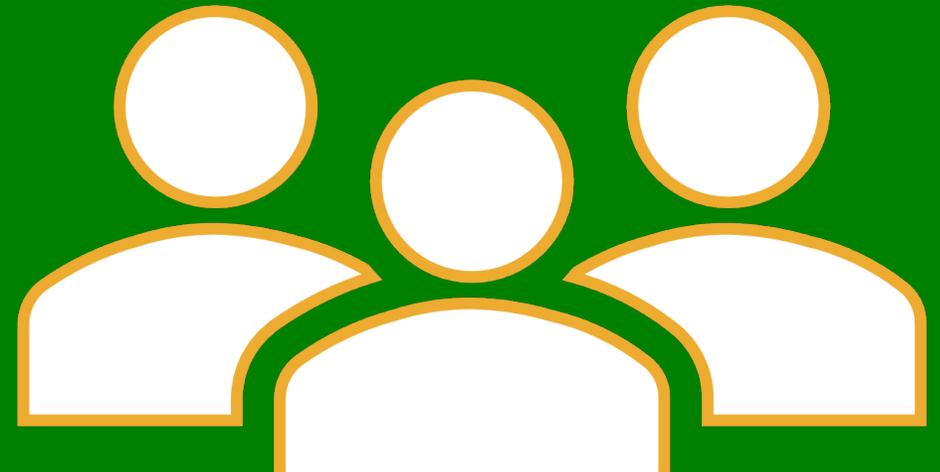
Tax District	Levy	Description
1	0.002755643	ADA COUNTY
3	0.000136285	EMERGENCY MEDICAL
6	0.000881981	ADA COUNTY HIGHWAY DIST
7	0.004658773	SCHOOL DISTRICT NO. 1
14	0.006600852	BOISE CITY
43	0.000026	MOSQUITO ABATEMENT
100	0.000143147	COLLEGE OF WESTERN IDAHO
151	0.002751607	CID HARRIS RANCH 1 ADMIN/BOND

HOW IT WORKS *(continued)*

- Property can be in an incorporated City or a City's comprehensive planning area (i.e., County) with the City's consent
- City/County is not responsible for debt of the CID
- Requires public bidding of CID public infrastructure

BOARD COMPOSITION / ADMINISTRATION

Three City Council Members
City Treasurer, Clerk, etc.



Content Credit: Carter Froelich, CPA; Launch Development Finance Advisors

PROCESS

Form District - Petition by 2/3 District Residents;
Prepare Plan; Submit to City Clerk; Public Hearing

Track Compliance - Public Bid Process; Cost Tracking
as Eligible Infrastructure is Built

Administer District - Meetings, Accounting, Disclosures



Harris Ranch • Boise
Fire Station No. 15



Harris Ranch • Boise
Warm Springs Avenue Roundabouts

KEYS TO SUCCESS

- Good collaboration between the City of Kuna and Developer
- If Kuna embraces CID financing this could make the City much more competitive with other communities as the private sector will want to do projects in a city that is allowing the use of CIDs rather than cities that are not



OPPORTUNITIES

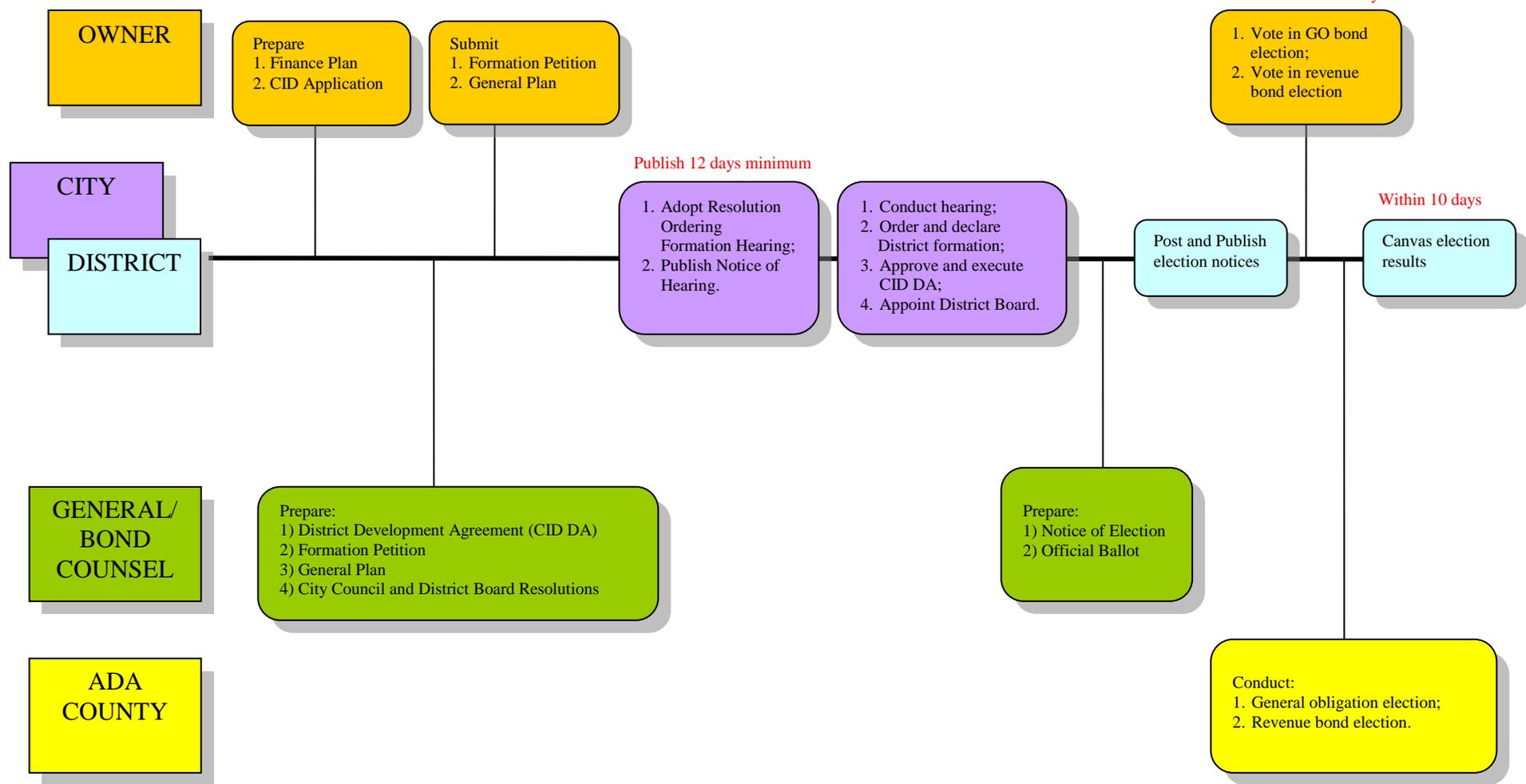
Multi-phased Planned Unit
Development (PUD)

Activity Center/Multi-use
Development

PLANNING

DISTRICT FORMATION

BOND ELECTION



Troy Behunin

From: Wendy Howell
Sent: Tuesday, June 16, 2020 5:22 PM
To: Troy Behunin
Subject: FW: Spring Rock Testimony for KCC meeting tonight

From: Lisa Holland <lholland@kunaaid.gov>
Sent: Tuesday, June 16, 2020 1:58 PM
To: Wendy Howell <whowell@kunaaid.gov>
Subject: FW: Spring Rock Testimony for KCC meeting tonight

Lisa Holland
Economic Development Director
City of Kuna
C: (208) 559-5926
lholland@kunaaid.gov

From: Cindy Giesen <cmthewiz@yahoo.com>
Sent: Tuesday, June 16, 2020 1:53 PM
To: PublicHearingTestimony <PublicHearingTestimony@kunaaid.gov>
Subject: Re: Spring Rock Testimony for KCC meeting tonight

Forgive me for pestering you but I might need another correction on my testimony if there is time or a ways to do that....

Now that I've had more time to look closer and zoom into the packages maps, I may have mistaken the blue lines/water and the Ten Mile 'Creek' Road text next to them, as that blue area on the map being Indian Creek.

MY CORRECTION:

Please strike my mention of 'Indian Creek or Creek' by replacing the original paragraph of **'My first request'**, with the following rewrite of the paragraph. Or let me know if there is another means to correct this before the hearing. The replacement paragraph follows...

My first request is that you assure that the public continues to have easy access to bodies of water that presently are, or can be assigned as, having public access privileges for fishing, floating, walking or bikes etc... It would be ideal if the council would require that a continuous bike path and walkway be developed along a waterway or connecting bodies of water from this development into our city center, for the Kuna citizen's enjoyment and ease of travel, without walking or riding beside car traffic.

Thank you,

Cindy Giesen

On Tuesday, June 16, 2020, 12:13:12 PM MDT, Cindy Giesen <cmthewiz@yahoo.com> wrote:

I did submitted this testimony on the website using the form and realized an extra amount of text was still with my copy/paste after my salutation - so here is a less confusing copy with that error removed..This would be my public record.

Kuna City Council Members and Mayor,

6/16/2020

Having little time to go through the 698 pages of the **Spring Rock** request before you today, I do have two items I would like you to consider and to possibly add as conditions to your approval, Two items which will reduce the impact that this huge PUD will have on our community.

My first request is that you assure the public has complete access to Indian Creek, as at points the property lines of the requested annexation and subdivision intersect. Developments approved in the past have cut off this access and it is public land (creek plus several feet on each side, I believe). It would be ideal if you would require a continuous bike path and walkway be developed along the creek, from the far end of this development into the city center. See D. General Projects Facts on p154 of package – The map on page 2/10 of Spring Rock Subdivision.

My second request is that you require and enforce the installment of only responsible lighting fixtures and lighting practices within the Spring Rock PUD. These requirements will minimize the light pollution and will avoid light trespassing in our region.

As you are aware, I have been before you numerous times asking that you carefully consider the best plans for responsible lighting in the various zones – residential, commercial, industrial, open space, outdoor sports areas and other public and private facilities. We both realize that there are a few recommendations, for what we both call 'Dark Sky' practices, in our zoning codes, but unfortunately we do not agree on who provides the best 'dark sky' standards for these practices. Our zoning codes basically request or recommend, **but do not require or enforce**, that these responsible lighting practices are being planned for and used. Rarely do you receive a development request that includes a imporatan lighting plan which this council can review and consider, while minor detailed information like bush types are included and considered in areas of landscaping.

So therefore, I request that you specifically require the planners, developers and builders to be familiar with and use the research and resources made available from the International Dark- Sky Association (IDA). They are the only highly recognized and proven organization that works together with all the lighting experts, engineers, cities planners, governments and citizens to define methods and plans for responsible lighting which helps to protect our health, our wildlife, our safety and our skies. Their website at www.darksky.org and provides many resources for actual city planning, the city plans and codes developed for successful 'dark sky' communities, and example guidelines and brochure for the best lighting practices and light types. They qualify fixtures that will include required light colors for the zone, shielding, timers, sensors, locations, heights, curfews and how to responsibly use electronic messaging signs and advertisements. They consider the type of zones and land uses.

Thank you for considering these two request before approving the Spring Rock annexation and development requests.

Sincerely,

Cindy Giesen

1363 S. Ash Avenue, Kuna Idaho



City of Kuna

City Council Staff Memo

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

To: City Council

Case Numbers: 19-10-AN (Annex), 19-01-PUD (Planned Unit Development), 19-06-S (Subdivision), and a Development Agreement for the: Spring Rock Subdivision

Location: Southwest Corner (SEC) of Hubbard and Kay Ave. Roads, Kuna, Idaho 83634

Planner: Troy Behunin, Planner III

Hearing Date: June 16, 2020
Tabled to: July 21, 2020

Applicant(s): **Dave Yorgason**
Ten Mile Creek, LLC
Boise, ID 83706
208.850.1070
dyorgason6@gmail.com

Engineer: **David Powell**
Riveridge Engineers
2447 S. Vista Ave.
Boise, ID 83705
208.344.1180
dpowell@rvrdg.com

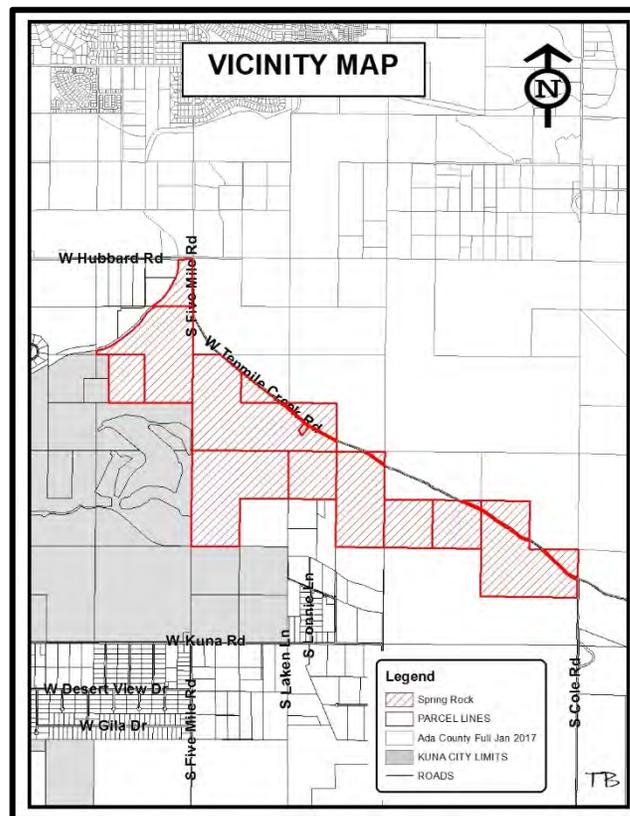


Table of Contents:

- | | |
|--------------------------|--|
| A. Process and Noticing | G. Comprehensive Plan Analysis |
| B. Applicants Request | H. Kuna City Code Analysis |
| C. Site History | I. Commission's Recommendation to the City Council |
| D. General Project Facts | J. Proposed Order of Decision By Council |
| E. Staff Analysis | K. Recommended Conditions of Approval |
| F. Applicable Standards | |

A. Process and Noticing:

1. Kuna City Code (KCC), Title 1, Chapter 14, Section 3, states that annexations, PUD's, subdivision and Development Agreement applications are designated as *public hearings*, with the Planning and Zoning Commission as the recommending body, and the City Council as the decision-making body. These land use applications were given proper public notice and have followed the requirements set forth in Idaho Code, Chapter 65, Local Land Use Planning Act (LLUPA).

a. Notifications

- | | |
|------------------------------------|--|
| i. Neighborhood Meeting | June 24, 2019 (Fifteen persons attended) |
| ii. Agencies | August 2, 2019 |
| iii. 800' Property Owner Letters | May 29, 2020 |
| iv. Site Posted for Public Hearing | May 27, 2020 |

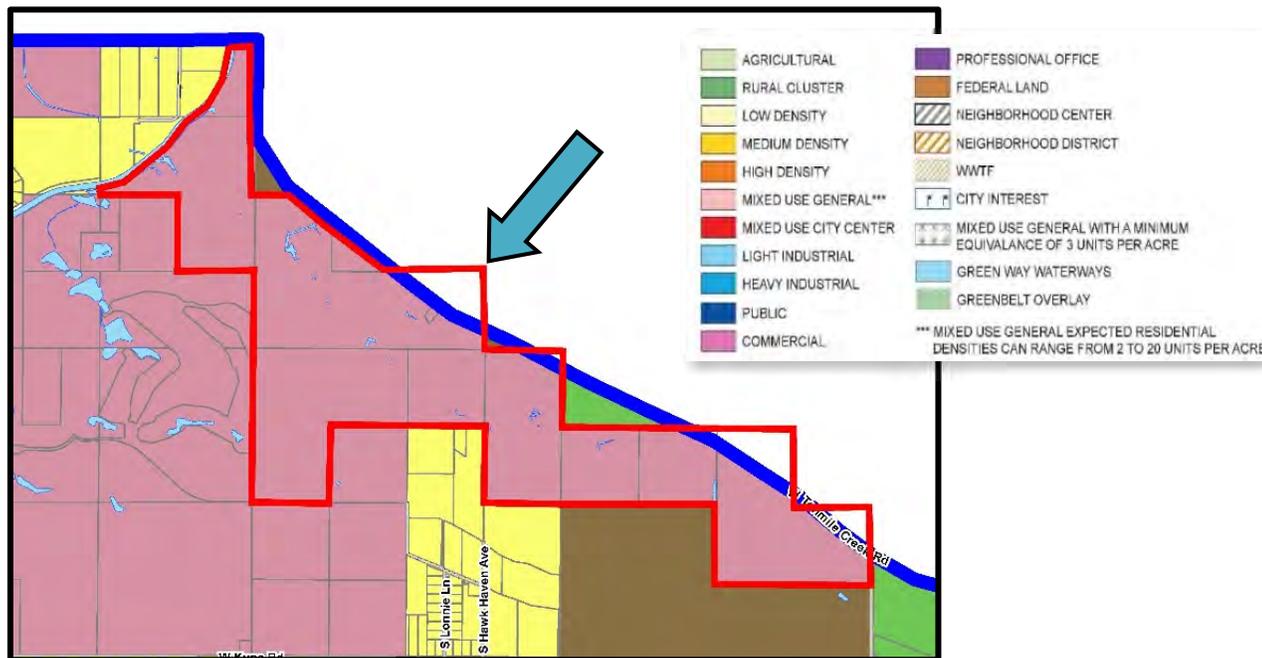
B. Applicant Request:

1. The applicant, Ten Mile Creek, LLC, requests approval for Annexation, Planned Unit Development (PUD), Preliminary Plat, Development Agreement and Design Review. Applicant requests to annex approximately 761 ac. into Kuna City limits, with a variety of zones throughout the project; including R-6 (Medium Density Residential), R-12 (High Density Residential), R-20 (High Density Residential), C-1 (Neighborhood Commercial) and the C-2 (Area Commercial) zones. This is a multi-phased, Master-Planned Development proposing up to 2,274 dwelling units (Single Family [1,886] and Multi-Family [388]). Applicant requests Preliminary Plat approval in order to subdivide approximately 477 of the 761.44 acres into 757 Single family and 136 Multi-family lots, 34 common lots, 7 commercial lots, one school lot and two public facility lots. The remaining lands (approx. 284 ac.) will be developed in the future with separate applications. The project site is in Sections 14, 15, 23 & 24, all in T2N, R1E, near the northeast corner of Cloverdale and Kuna Roads.

C. **Site History:** The subject site is comprised of multiple parcels; totaling approximately 761.50 acres. All parcels are currently in Ada County and zoned Rural Residential (RR), however, they are contiguous to Kuna City limits on the east and southern sides, and several parcels have historically been used as single family residences and used for Agricultural purposes.

D. General Projects Facts:

1. **Comprehensive Plan Designation:** The Future Land Use Map (Comp Plan Map) is intended to serve as a *guide* for the decision-making body for the City. The Comp Plan map indicates land use designations generally speaking, it is not the actual zone. The Future Land Use Map identifies the approx. 39.33-acre site as Medium Density Residential (4-8 DUA).



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

The Kuna Recreation and Master Pathways Plan map identifies two (2) future bike in the northwest part of the project and on the south side of the project. See Master Plan behind this report.

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

North	RR & RP	Rural Residential, Rural Preservation – Ada County
South	R-6, RP & RR	Medium Density Residential - Kuna City, Rural Preserve, Rural Residential – Ada County
East	RP	Rural Preservation – Ada County
West	R-6 & RR	Medium Density Residential – KUNA CITY, & Rural Residential – Ada County

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

Property Owner	Parcel Size – Approx.	Current Zone	Parcel Number
James L. Whitmore	18.05 acres	RR - Rural Residential	S1415110103
James L. Whitmore	94.3 acres	RR - Rural Residential	S1415141900
James L. Whitmore	30.19 acres	RR - Rural Residential	S1415427805
James L. Whitmore	135.43 acres	RR - Rural Residential	S1414336000
James L. Whitmore	10.68 acres	RR - Rural Residential	S1414315000
James L. Whitmore	1 acre	RR - Rural Residential	S1414438900
James L. Whitmore	19.34 acres	RP - Rural Preservation	S1414438400
Gilmore Keith H. & Ruth E. Living Trust	120 acres	RR - Rural Residential	S1423211000
James L. Whitmore	40 acres	RR - Rural Residential	S1423120000
James L. Whitmore	77.60 acres	RR - Rural Residential	S1423110000
James L. Whitmore	2.4 acres	RR - Rural Residential	S1423111000
James L. Whitmore	40 acres	RP - Rural Preservation	S1424233600
Davis Jay C. & Robert A. Rev. Trust	40 acres	RP - Rural Preservation	S1424240000
James L. Whitmore	120 acres	RP - Rural Preservation	S1424131800

5. **Services:**

Sanitary Sewer– City of Kuna	Fire Protection – Kuna Rural Fire District
Potable Water – Suez Water Company	Police Protection – Kuna City Police (A.C.S.O.)
Pressurized Irrigation– On Site Wells - HOA	Sanitation Services – J & M Sanitation

6. **Existing Structures, Vegetation and Natural Features:** Currently there are two residence on the Davis property. One on the north side of Tenmile Creek Road, and on one the south side with approximately six (6) accompanying out-buildings, with agriculture uses on site. One of the Whitmore properties appears to have two (2) outbuildings in the northwest corner of the project and various Ag. uses throughout the remainder. The Gilmore parcel appears to be free of a residence and used for Ag. purposes with an accompanying pond (irrigation source). Topographical variation is present that appears to run east-west through most of the south part of the overall project. A large portion of the topography appears to be steep with elevation changes that are at, or exceed 80 feet in elevation difference. The vast majority of the site appears to be relatively flat and suitable for development.

Transportation / Connectivity: The site has significant frontage along Tenmile Creek Road and a large part of the overall project straddles both sides of Tenmile Creek. This project has significant frontage along Five Mile Road on the north side of the site. The project has limited frontage along Hubbard Road. Applicant shall connect to existing roads as required in Kuna City Code (KCC) and provide stubs for future connections to serve the connection/traffic needs of the site. Applicant shall satisfy Kuna City and ACHD’s requirements for

roadway improvements, including but not limited to, road widening and vertical/rolled curb, gutter and sidewalks appropriately.

Staff notes in the report from ACHD on the preliminary plat identifies a number of improvements placed on the applicant on and off/site. Through discussions with the applicant, they are prepared to do what is necessary to comply with the ACHD requirements, including significant on and off site roadwork, and the re-aligning of a portion of Five Mile Road as it runs through the south part of the site, due to topography.

7. **Environmental Issues:** Staff is not aware of any environmental issues, health or safety conflicts. Idaho Department of Environmental Quality (DEQ) has provided recommendations for surface and groundwater protection practices and requirements for development of the site. The applicant is in process of obtaining a conditional letter of map revision from FEMA.
8. **Agency Responses:** The following responding agency comments are included as exhibits with this case file:
- City Engineer (Paul Stevens) - Exhibit B 1
 - Ada County Highway District (ACHD) PUD - Exhibit B 2
 - Ada County Highway District (ACHD) Pre Plat - Exhibit B 3
 - Boise Project Board of Control – Exhibit B 4
 - Central District Health Department (CDHD) – Exhibit B 5
 - COMPASS (Community Planning Association) - Exhibit B 6
 - Department of Environmental Quality (DEQ) – Exhibit B 7
 - Idaho Transportation Department (ITD) – Exhibit B 8
 - Kuna Rural Fire District (KRFD) - Exhibit B 9
 - Kuna School District No. 3 (KSD 3) - Exhibit B 10
 - Kuna Police Department - Exhibit B 11
 - Suez Water Systems - Exhibit B 12
 - Ada County Commissioners Exhibit B 13
 - West Ada School District - Exhibit B 14
 - Ada County Commissioner Rick Visser - Exhibit B 15
 - Boise Police Department - Exhibit B 16
 - Ada County Paramedics - Exhibit B 17
 - Ada County Commissioner Rick Visser - Exhibit B 18

E. Staff Analysis:

The subject site begins at the southwest corner (SWC) of Hubbard and Five Mile Roads, then follows the curve of Five Mile as it turns into Tenmile Creek and ends at Cole Road. The applicants request is in line with the Comprehensive Plan (Comp Plan) and the Comprehensive Plan Map (CPM) designation of *Mixed-Use* by proposing three residential zones and two commercial zones throughout the subject site. This request will complement the development to its west and will provide project wide continuity as a multi-phased, master Planned Unit Development (PUD), consisting of approximately 761.44 acres.

The applicant requests annexation into Kuna City limits applying the Category “A” process for approximately 761.44 acres. The lands in this application touch City limits on the west side of the site and are therefore eligible for annexation. Applicant has submitted an application for annexation for 761.44 acres (approximately) and is seeking five (5) different zoning designations for the designated parcels: as follows:

- Approximately 660.78 acres are proposed to be annexed with a zone change from Rural Residential (RR) and Rural Preservation (RP) **TO** R-6 Medium Density Residential (MDR),
- Approximately 33.67 acres from Rural Residential (RR), **TO** R-12, High Density Residential (HDR),
- Approximately 18.89 acres from Rural Preservation (RP), **TO** R-20, High Density (HDR),
- Approximately 12.21 acres from Rural Residential (RR), **TO** C-1 , Neighborhood Commercial,
- Approximately 35.87 acres from Rural Preservation (RP), **TO** C-2, Area Commercial.

Kuna's Comprehensive Plan (Comp Plan), encourages a variety of housing types for all income levels numerous times throughout the document. Additionally, the City attempts to balance all housing types within the City. Pertinent sections of the Comp Plan that address housing types are included below, in Section G (Comp Plan Analysis) of this report.

The applicant seeks to apply the PUD process and proposes a mix of various uses throughout the project to include; zones for commercial, zones for medium and high density residential uses, (single family and multi-family lots), two school sites, commercial lots, public service lots, open spaces to include several City parks, multiple private parks, with a considerable pathway network (*85.00 acres of open space in the first preliminary plat, or 17.8% in the first preliminary plat*). The applicant proposes a master-planned community for all ages and proposes all public streets that will be built to Kuna and ACHD standards (curb, gutters & sidewalks) and must meet Kuna Fire Department requirements. Proposing a large network of biking and walking pathways, will help reduce vehicle trips for basic needs, recreation and even daily services including safer routes to schools. Using the PUD process and exceeding the required 10% usable open space requirement, the applicant is eligible to request relief from certain development standards to accommodate mixed-uses and design criteria in order to create a unique and different development within Kuna.

A Development Agreement (DA) accompanies this application to guide the entire development of this master-planned community from start to finish. Staff has met multiple times with the applicant and has sought direction from the City's legal Counsel to discuss the contents of the DA. The DA included with this packet is the end product of multiple negotiations between staff, legal counsel and the applicant. As allowed through the PUD process, the applicant proposes a number of changes to City standards and requirements and have listed those items they seek relief from in exhibit 'E' of the DA. That list is included for your review. The requested changes are presented side-by-side to show current code, compared with the *requested* changes and are listed as Exhibit 'E' as a companion to the DA. Staff highlights the following specific items for the Council to consider during the hearing:

- Page 3 of 12; KCC 5-10-4-O-4: *Subdivision Advertising*,
- Page 4 of 12; 6-2-3-J-1 and 2: *Pre Plat approval timeframes*, and 6-3-3-G: Cul-de-sac lengths: staff recommends that the applicant be conditioned to work with the KRFD for acceptable lengths,
- Page 5 of 12; 6-3-4-D: *Minimum road width*,
- Page 7 of 12; 6-3-9-G- *Flag Lots*: noting that the City Engineer prefers no more than 3 contiguous lots on a flag lot, (*Request withdrawn by applicant*),
- Page 9 of 12; 6-4-2-S: *Streets and Alleys*: staff recommends that the applicant be conditioned to work with the KRFD for acceptable lengths.

Within the DA is discussion about a funding mechanism called a CID (Community Improvement District). This is a different funding mechanism than the previous 2006 LID (Local Improvement District). The City of Kuna and its current residents will not be exposed or at risk as this funding mechanism reimburses the investors of the project, and a leaves a bank/lending institution out of the equation. Staff recommends that if this project is approved, the applicant return and go through the CID processes in order to establish said CID district.

Staff has reviewed the preliminary plat application and it appears to follow KCC standards and requirements. All roads will be public and will be built to Kuna City and ACHD standards, except those specific streets which may receive limited KCC relief if the proposals are approved as noted in the applicants request (listed above). Staff notes that through discussions with the City Engineer that narrowing the back-of-curb to back-of-curb section of public roads is generally supported for specific situations and not intended to be an overall approval. Staff recommends that in the event this application is approved, any narrowing of public streets within this project will need specific prior approval from the City Engineer and will be limited to a case by case scenario. Staff also highlights that along arterial roads, KCC calls for full roadway improvements, including curb/gutter, road widening, and sidewalks at eight feet (either separated or attached). The City does not allow for borrow ditches for any roads, unless a classified road does not meet the ACHD standards/policies for

vertical curb. If the need arises for borrow ditches on classified roads *and* if ACHD does not specifically allow vertical curb, the applicant shall be conditioned to obtain a license agreement from ACHD to provide grass and watering source in the borrow ditches as allowed with sand windows for draining. Gravel and/or bare ground is not an acceptable ground-cover. Staff notes that the subject property will be connected to the City's public sewer facilities, and will connect to Suez Water Systems for potable water and use existing on-site wells for a private pressure irrigation system. Staff notes that as discussed within the DA, in Section 5.4, there is a discussion about the possibility for an on-site wastewater treatment system. This is a new development that took shape after the Commission meeting and has been discussed with the City Engineer and P&Z Staff.

The applicant met with the Kuna School District (KSD) on January 10, 2020, and the results of that meeting produced a second elementary school site, a 10 acre site to be placed within the KSD boundaries.

Staff has determined the preliminary plat and design review generally complies with the goals and policies for Kuna City, Title 5 and Title 6 of the Kuna City Code; Idaho Statute § 67-6511; and the Kuna Comprehensive Plan. Staff recommends that if the Council approves Case No's 19-10-AN (Annexation) 1901-PUD and 19-06-S (Preliminary Plat) and accompanying DA, the applicant be subject to the conditions of approval listed in section K of this report, as well as any additional conditions by the Council.

F. Applicable Standards:

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

G. Comprehensive Plan Analysis:

Kuna City Council accepts the Comprehensive Plan components, and have determined the proposed annexation, PUD, preliminary plat, and DA requests for the site *are/are not* consistent with the following Comprehensive Plan components as described below:

Goal Area 3: Kuna's land uses will support a desirable, distinctive and well-designed community.

- Goal 3.D: Encourage development of housing options and strong neighborhoods.
 - Objective 3.D.1: Encourage development of housing options for all citizens.
 - Policy 3.D.1.a: Encourage preservation and development of housing that meets demand for household sizes, lifestyles and settings.
- Goal 3.G: Respect and protect private property rights.
 - Objective 3.G.1: Ensure land use policies, restrictions, and fees do not violate private property rights.
 - Policy 3.G.1.b: Ensure City land use actions, decisions and regulations will not cause an unconstitutional regulatory taking of private property; and do not effectively eliminate all economic value of the subject property.
 - Policy 3.G.1.c: Ensure City land use actions, decisions and regulations do not prevent a private property owner from taking advantage of a fundamental property right. Ensure city actions do not impose a substantial and significant limitation on the use of the property.

Goal Area 4: Kuna will be a connected community through strong transportation and infrastructure systems.

- Goal 4.D: Promote a connected street network that incorporates mid-mile collectors and crossing for improved neighborhood connectivity.
 - Objective 4.D.2: Ensure the continued expansion/development of mid-mile collector system throughout the community.
 - Policy 4.D.2.a: Extend and expand mid-mile roads as growth occurs.
 - Policy 4.D.1.b: Preserve adequate right-of-way along all mid-mile roads or other approved alternative locations to align roads.

H. Kuna City Code Analysis:

1. This request appears to be consistent and in compliance with Kuna City Code (KCC).
Comment: *The proposed project meets the land use and area standards in Chapter 3, Title 5 of KCC. Staff also finds that the proposed project meets all applicable requirements of Title 6 of KCC.*
2. The site is physically suitable for a subdivision.
Comment: *The approx. 761.44 acre subdivision has sufficient size to include a mix of lot sizes, community landscape buffer(s).*
3. The annexation and subdivision uses are not likely to cause substantial environmental damage or avoidable injury to wildlife or their habitat.
Comment: *The land to be annexed is not used as wildlife habitat. Roads, homes and open spaces are planned for construction according to the City requirements and best practices. Staff is not aware of any environmental damage or loss of habitat associated with the proposed development.*
4. The annexation and subdivision application is not likely to cause adverse public health problems.
Comment: *The annexation of the property requires a zoning designation per Kuna Code 5-13-9. The proposed densities and uses require connection to public sewer and water, therefore eliminating the occurrence of adverse public health problems. Through correspondence with public service providers and application evaluation, this project appears to avoid detriment to surrounding uses.*
5. The application appears to avoid detriment to the present and potential surrounding uses; to the health, safety, and general welfare of the public taking into account the physical features of the site, public facilities and existing adjacent uses.
Comment: *The annexation, PUD and subdivision design did consider the location of the property, classified roadways and the system. The subject property may be connected to the City's public sewer facilities, and will connect to Suez Water Systems for potable water and use existing on-site wells for a private pressure irrigation system. The adjacent uses are complimentary uses (Kuna) as proposed in the Kuna Comprehensive Plan Future Land Use Map.*
6. The existing and proposed streets and utility services in proximity to the site are suitable and adequate for residential purposes predicated on approved designs to extend *and/or* improve each accordingly.

I. Recommendation of the Commission to City Council:

Based on the facts outlined in the Comprehensive Plan, Kuna City Code, Staff's Memorandum, including the exhibits, and the testimony during the public hearing with the Planning and Zoning Commission of Kuna, Idaho, the Commission hereby *recommends approval* to the City Council for Case No's **19-10-AN, 19-01-PUD, 19-06-S** and a **DA** a request for annexation, PUD, preliminary plat and a DA, approval by Ten Mile Creek, LLC for Spring Rock Subdivision with the following conditions of approval:

- Follow all conditions outlined in the staff report,
- Work with staff Kuna School District and ACHD for site layout of the schools and the applicable access roads,
- Work with ACHD on traffic calming measures within the streets as indicated in the ACHD report,
- Applicant shall work with the city to provide amenities in the park and lifesaving stations at the pond,
- Applicant to work with the city and City Engineer in regards to Exhibit E, Section 6-3-3-G: Cul-de-sac Lengths, Section 6-3-4-D: Minimum Road Width, Section 6-3-9-G: Flag Lots (*Withdrawn*), Section 6-4-2-S: Streets and Alleyways,
- Provide a park and ride or ride sharing lot within the commercial area.

J. Proposed Order of Decision by the Council:

19-10-AN (Annex) 19-01-PUD (Planned Unit Development), 19-06-S (Preliminary Plat), and a DA (Development Agreement) Note: This proposed motion is for *approval/conditional approval/denial*. If the Council wishes to approve or deny specific parts of the requests as detailed in this report, those changes must be specified.

Based upon the record contained in Case No's 19-10-AN, 19-01-PUD, 19-06-S and a DA including the Comprehensive Plan, KCC, Staff's Memorandum, including the exhibits, and the testimony during the public hearing, the City Council hereby *approves/conditionally approves/denies* the Findings of Fact and Conclusions of Law, and conditions of approval for Case No's 19-10-AN, 19-01-PUD, 19-06-S and a DA a request for annexation, PUD, preliminary plat and a DA, approval by Ten Mile Creek, LLC for Spring Rock Subdivision with the following conditions of approval:

K. Recommended 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 drainage and grading plans.
 - c. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, "Catalog for Best Management Practices for Idaho Cities and Counties".
 - d. No construction, grading, filling, clearing or excavation of any kind shall be initiated until the applicant has received approval of the drainage plan.
 - e. The Kuna Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by Kuna Fire District is required.
 - f. The *Boise Project and Board of Control* shall approval any modifications to the existing irrigation system.
 - g. Approval from Ada County Highway District shall be obtained and Impact Fees must be paid prior to issuance of any building permit.
 - h. Idaho Transportation Department. No public street construction may be commenced without the approval and permit from Ada County Highway District and Idaho Transportation Department.
 - i. All public rights-of-way shall be dedicated and constructed to standards of the City and Ada County Highway District,
2. Installation of utility service facilities shall comply with requirements of the public utility or irrigation district providing services. All utilities shall be installed underground, see KCC 6-4-2-W.
3. Compliance with Idaho Code, Section §31-3805 pertaining to irrigation waters is required. Irrigation/drainage waters shall not be impeded by any construction on site.
4. Street lighting shall use LED lights, with spacing and wattages meeting KCC 5-4-6; applicant shall coordinate a street light plan for P & Z approval in concert with the prepared construction drawings for the project.
5. Parking within the site shall comply with KCC 5-9-3.
6. Fencing within and around the site shall comply with Kuna City standards – KCC 5-5-5- A-J and KCC 6-4-2-E.
7. All required landscaping shall be permanently maintained in a healthy growing condition. The property owner shall remove and replace unhealthy or dead plant material within three days or as the planting season permits as required to meet KCC 5-17-7 standards. Maintenance and planting within public rights-of-way shall be approved from the public entities owning the property.
8. The land owner/applicant/developer and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the Commission and/or Council, or seek amending them through public hearing processes.

9. The applicant's proposed preliminary plat (dated May 2019) shall be considered a binding site plan, or as modified and approved through the public hearing process.
10. The applicant's proposed Landscape Plan (dated 07.01.2019) shall be considered a binding site plan, or as modified and approved through the public hearing process.
11. Applicant shall annex any portions of the site not in a Fire District, into a recognized Fire District Boundary.
12. Applicant shall follow staff, city engineer and other agency recommended requirements as applicable.
13. Compliance with all local, state and federal laws is required.



City of Kuna

Planning and Zoning Commission

Findings of Fact and Conclusions of Law

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

Based upon the record contained in Case No's 19-10-AN, 19-01-PUD, 19-06-S and a DA, including the Comprehensive Plan, Kuna City Code, Staff's Memorandums, including the exhibits, and the testimony during the public hearing, the Kuna City Council hereby **approves/conditionally approves/denies** the Findings of Fact and Conclusions of Law, and conditions of approval for Case No's 19-10-AN, 19-01-PUD, 19-06-S and a DA, a request for annexation PUD, preliminary plat from Ten Mile Creek, LLC, for Spring Rock Subdivision:

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

Comment: The Kuna City Council **will hold** a public hearing on the subject applications on June 16, 2020, to hear from City staff, the applicant and to accept public testimony. The decision by the Council is based on the application, staff report and public testimony, both oral and written.

2. Based on the evidence contained in Case No's 19-10-AN, 19-01-PUD, 19-06-S and a DA, this proposal generally **does/does not comply** with the Comprehensive Plan and City Code.

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

3. Based on the evidence contained in Case No's 19-10-AN, 19-01-PUD, 19-06-S and a DA, this proposal generally **does/does not comply** with the Kuna City Code.

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

4. The City Council has the authority to **approve / conditionally approve / deny** Case No's 19-10-AN, 19-01-PUD, 19-06-S and a DA.

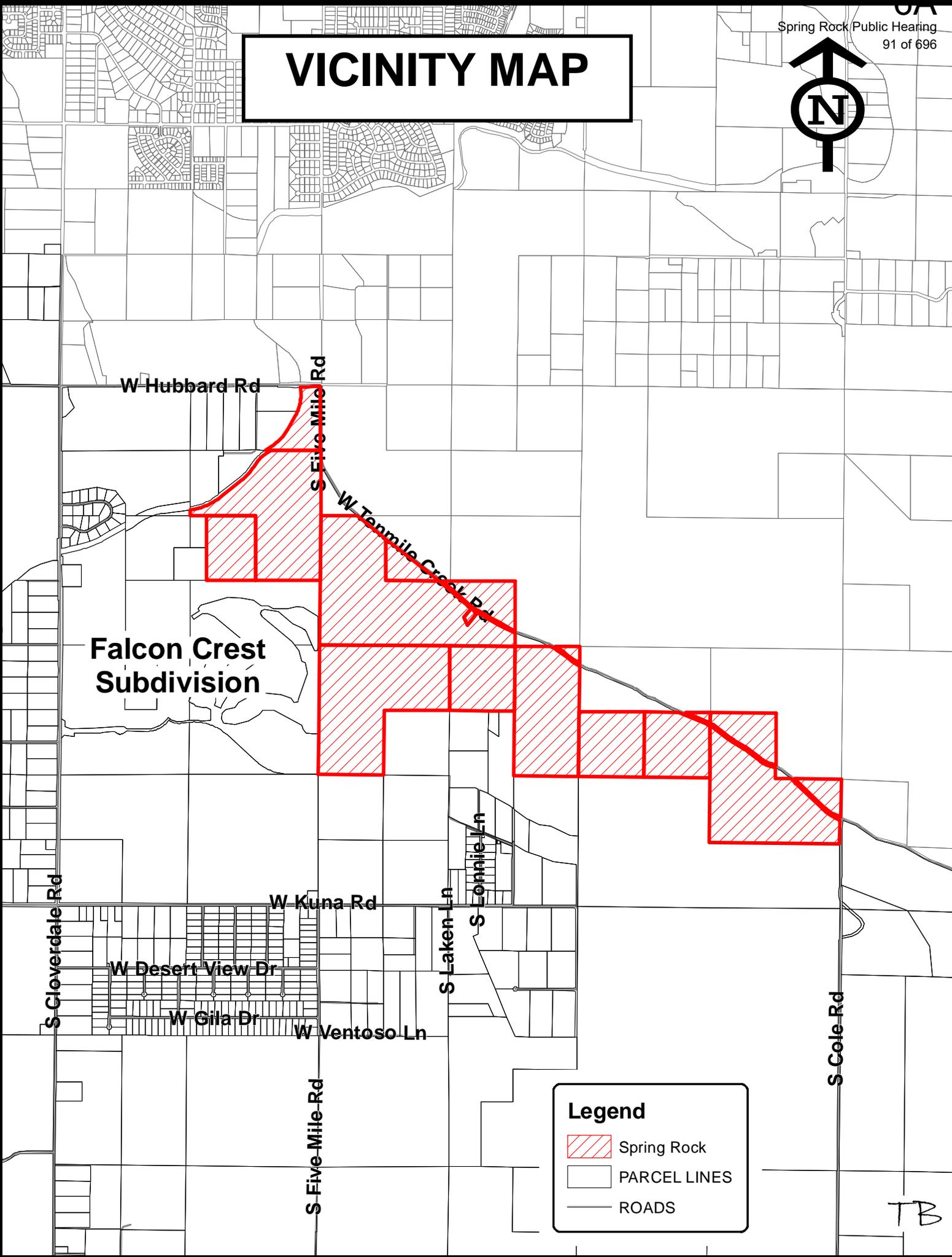
Comment: On June 16, 2020, the Kuna City Council will vote to **approve/conditionally approve/deny** Case No's 19-10-AN, 19-01-PUD, 19-06-S and a DA.

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

Comment: Land Owner Notices were mailed out to residents within 800-FT of the proposed project site on May 29, 2020, and a legal notice was published in the Kuna Melba Newspaper on May 20, 2020. The applicant placed a sign on the property on May 27, 2020.

DATED: this ____ day of _____, 2020.

VICINITY MAP



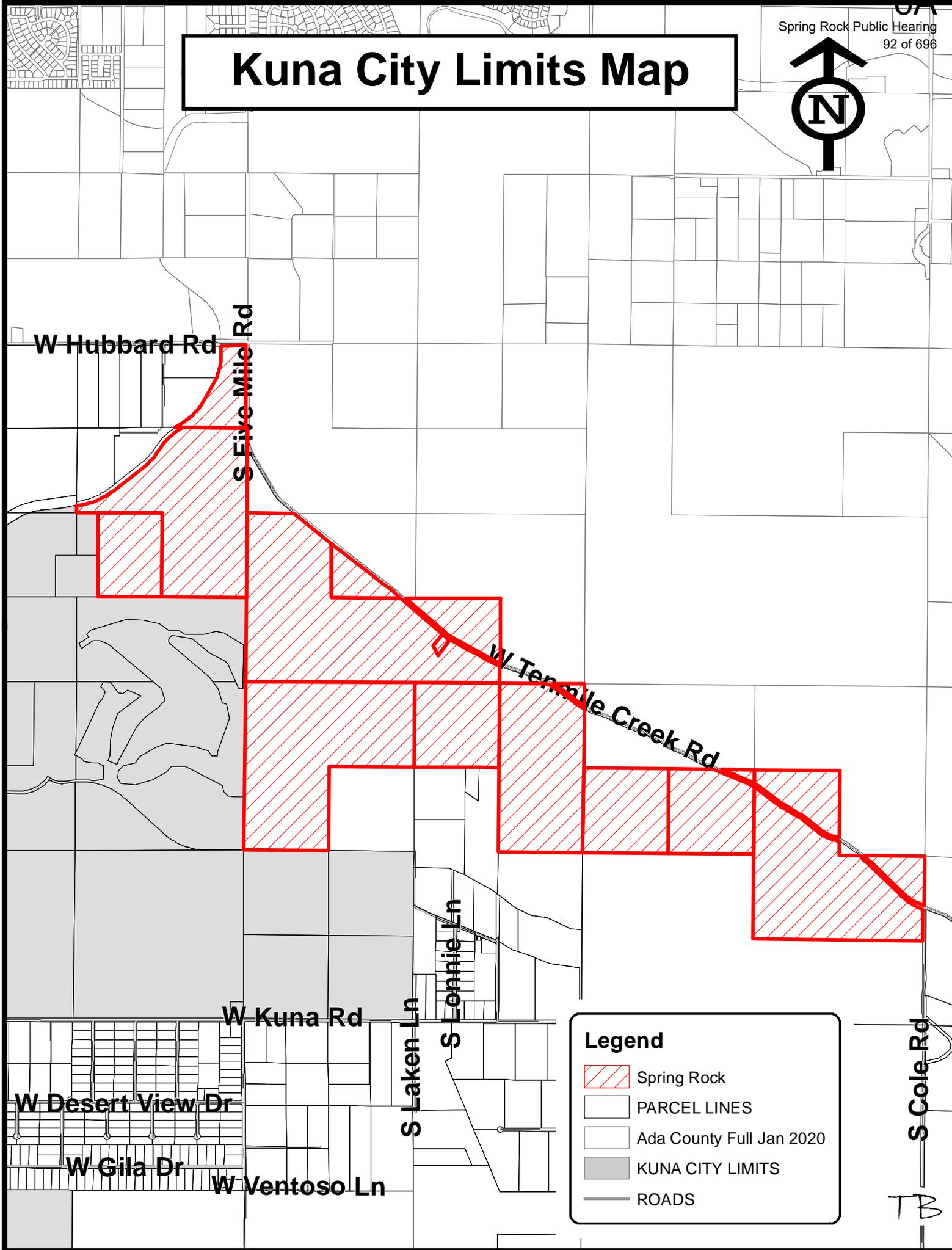
**Falcon Crest
Subdivision**

Legend

-  Spring Rock
-  PARCEL LINES
-  ROADS

TB

Kuna City Limits Map



Legend

-  Spring Rock
-  PARCEL LINES
-  Ada County Full Jan 2020
-  KUNA CITY LIMITS
-  ROADS

TB

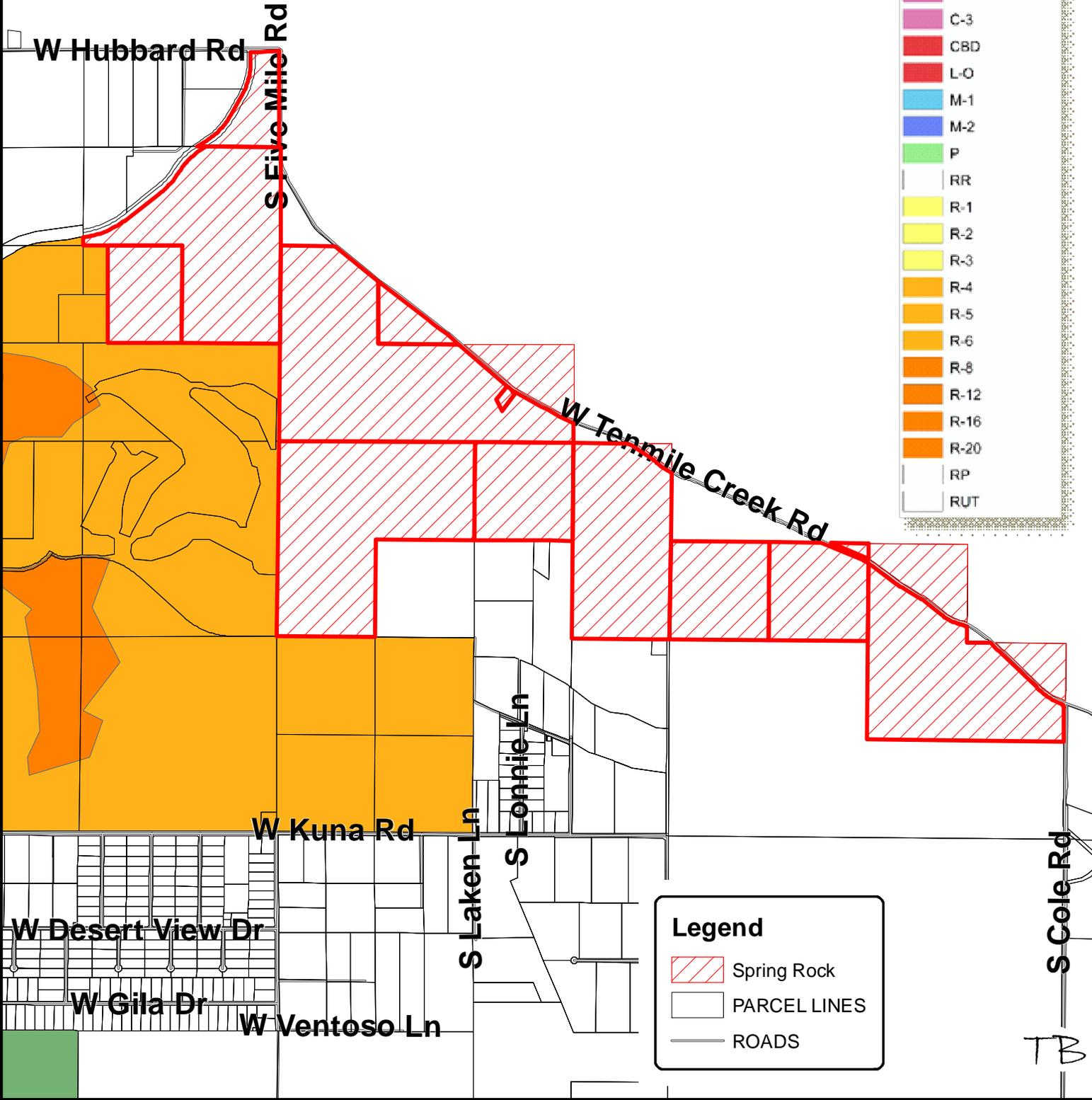
Kuna City Zoning Map



KUNA ZONING

ZONING

[Yellow Box]	PUD
[Green Box]	A
[Pink Box]	C-1
[Purple Box]	C-2
[Pink Box]	C-3
[Red Box]	CBD
[Red Box]	L-0
[Light Blue Box]	M-1
[Blue Box]	M-2
[Light Green Box]	P
[White Box]	RR
[Yellow Box]	R-1
[Light Yellow Box]	R-2
[Yellow Box]	R-3
[Orange Box]	R-4
[Light Orange Box]	R-5
[Orange Box]	R-6
[Light Orange Box]	R-8
[Orange Box]	R-12
[Light Orange Box]	R-16
[Orange Box]	R-20
[White Box]	RP
[White Box]	RUT

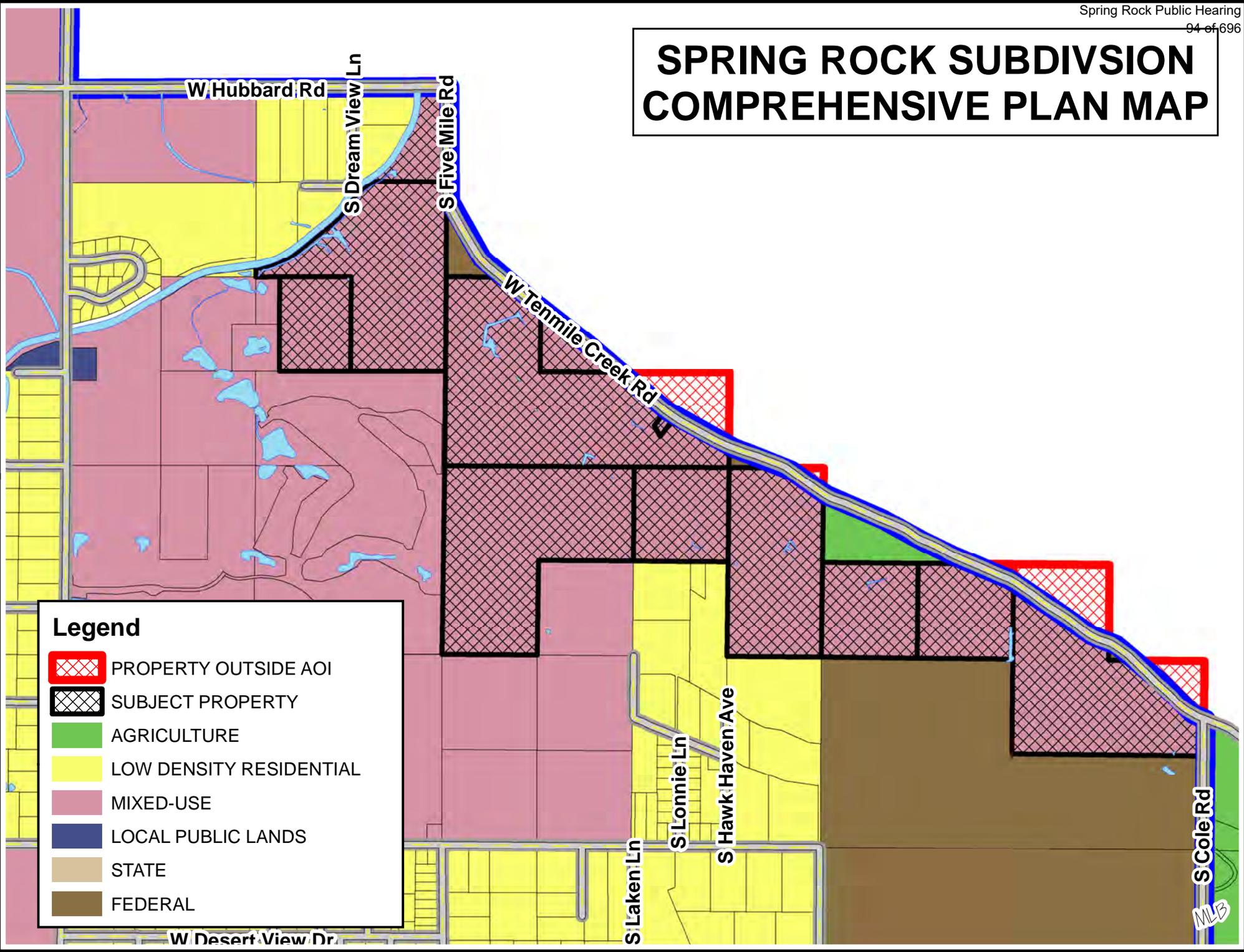


Legend

-  Spring Rock
-  PARCEL LINES
-  ROADS

TB

SPRING ROCK SUBDIVISION COMPREHENSIVE PLAN MAP

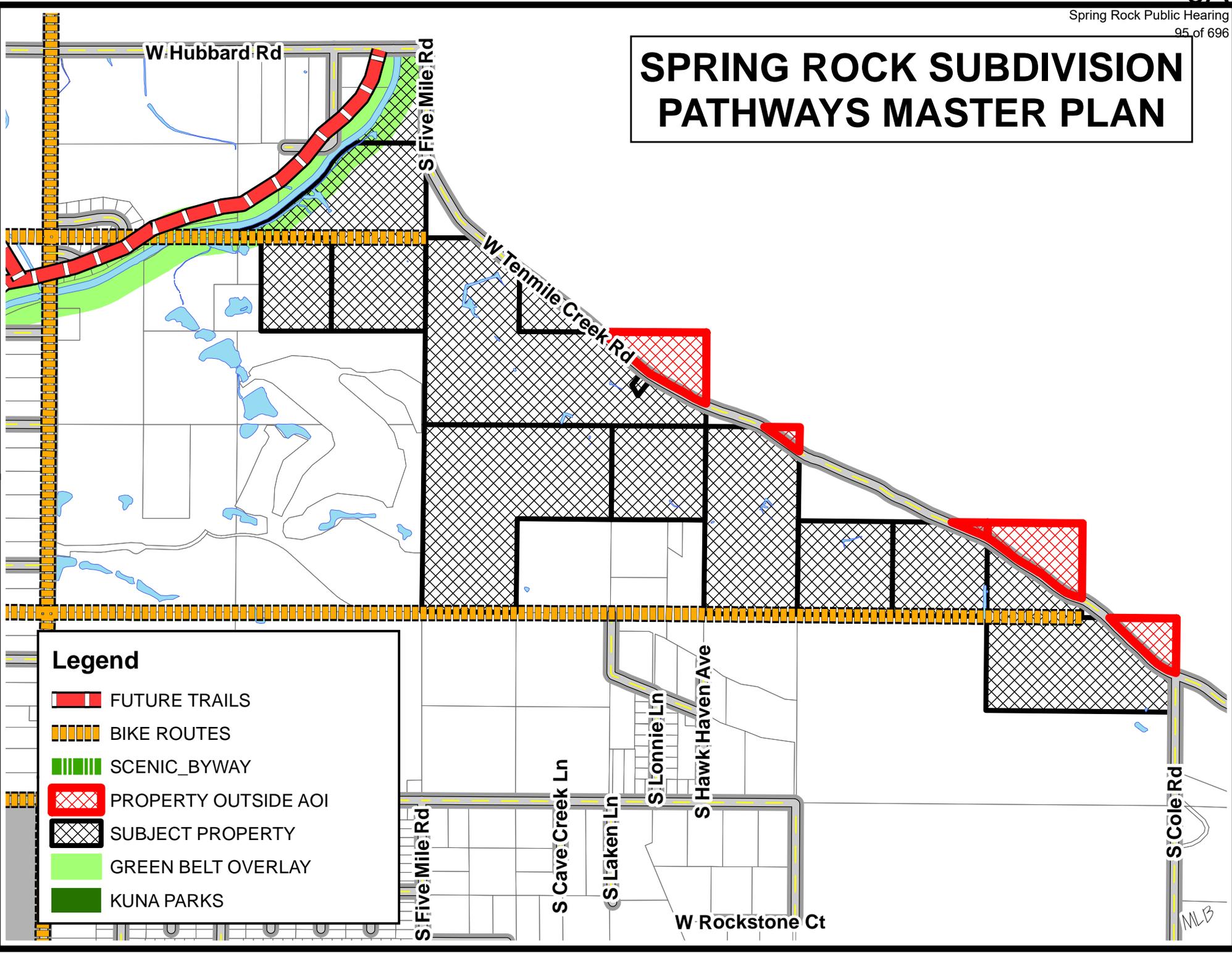


Legend

-  PROPERTY OUTSIDE AOI
-  SUBJECT PROPERTY
-  AGRICULTURE
-  LOW DENSITY RESIDENTIAL
-  MIXED-USE
-  LOCAL PUBLIC LANDS
-  STATE
-  FEDERAL

MLB

SPRING ROCK SUBDIVISION PATHWAYS MASTER PLAN

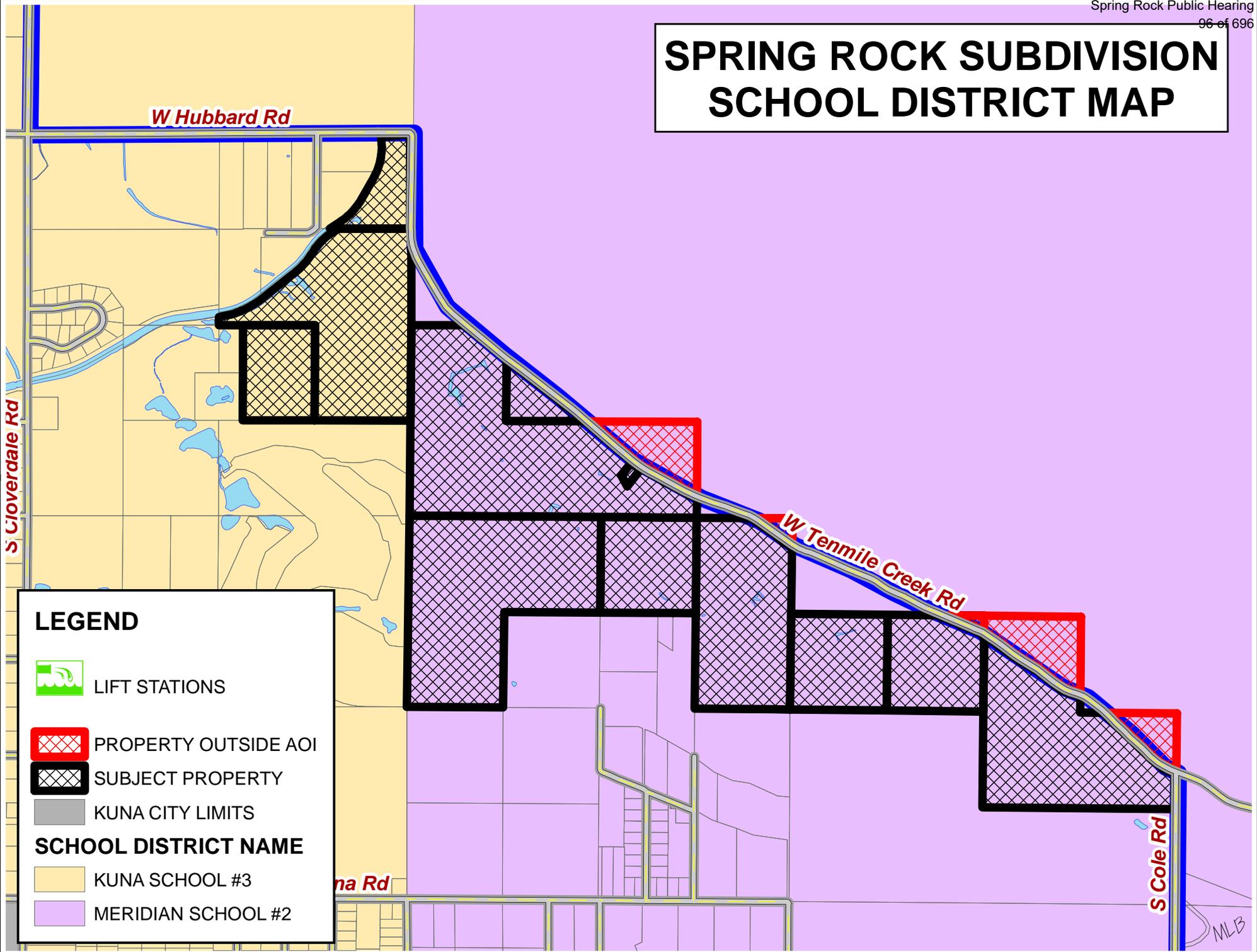


Legend

-  FUTURE TRAILS
-  BIKE ROUTES
-  SCENIC_BYWAY
-  PROPERTY OUTSIDE AOI
-  SUBJECT PROPERTY
-  GREEN BELT OVERLAY
-  KUNA PARKS

MLB

SPRING ROCK SUBDIVISION SCHOOL DISTRICT MAP



LEGEND

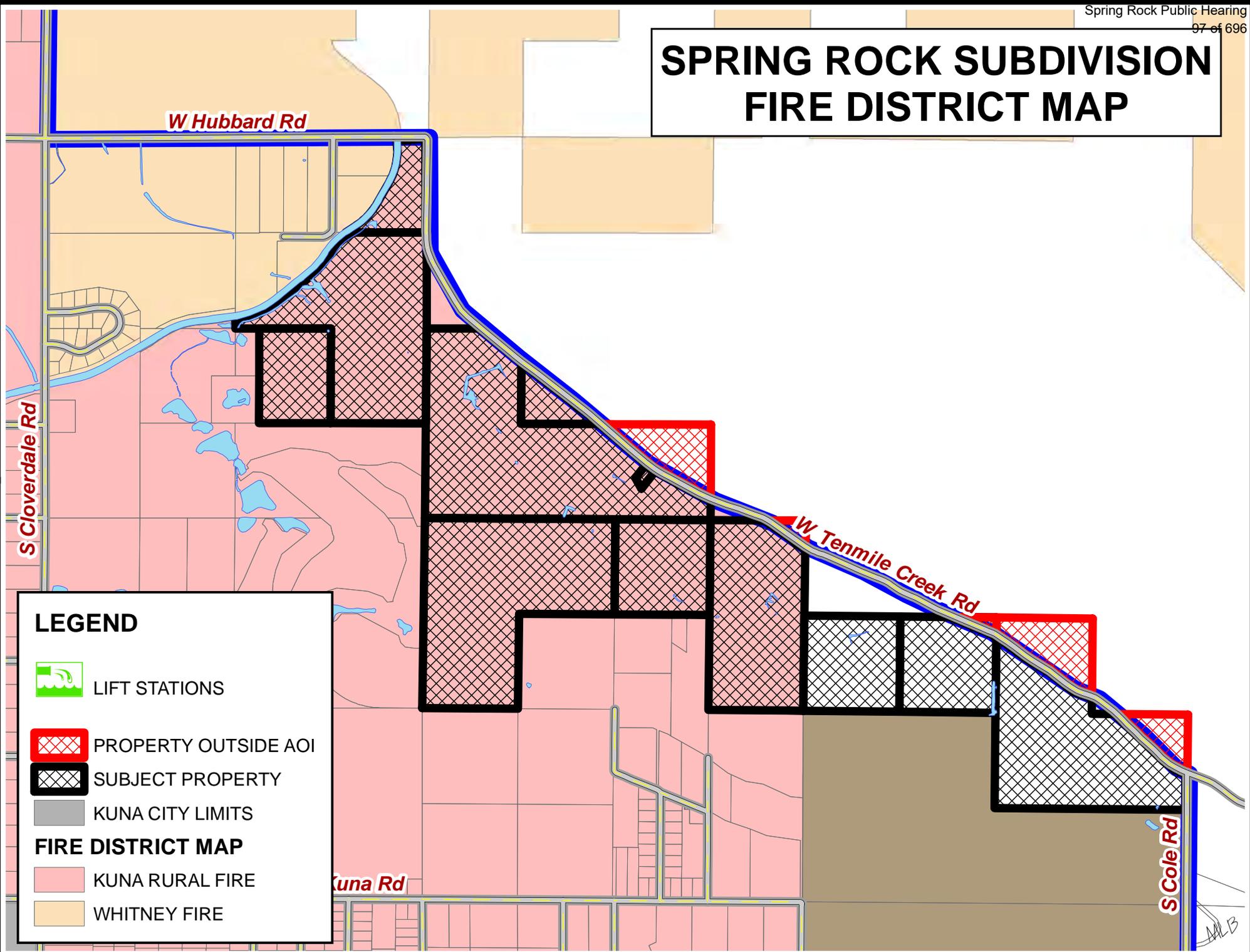
-  LIFT STATIONS
-  PROPERTY OUTSIDE AOI
-  SUBJECT PROPERTY
-  KUNA CITY LIMITS

SCHOOL DISTRICT NAME

-  KUNA SCHOOL #3
-  MERIDIAN SCHOOL #2

MLB

SPRING ROCK SUBDIVISION FIRE DISTRICT MAP

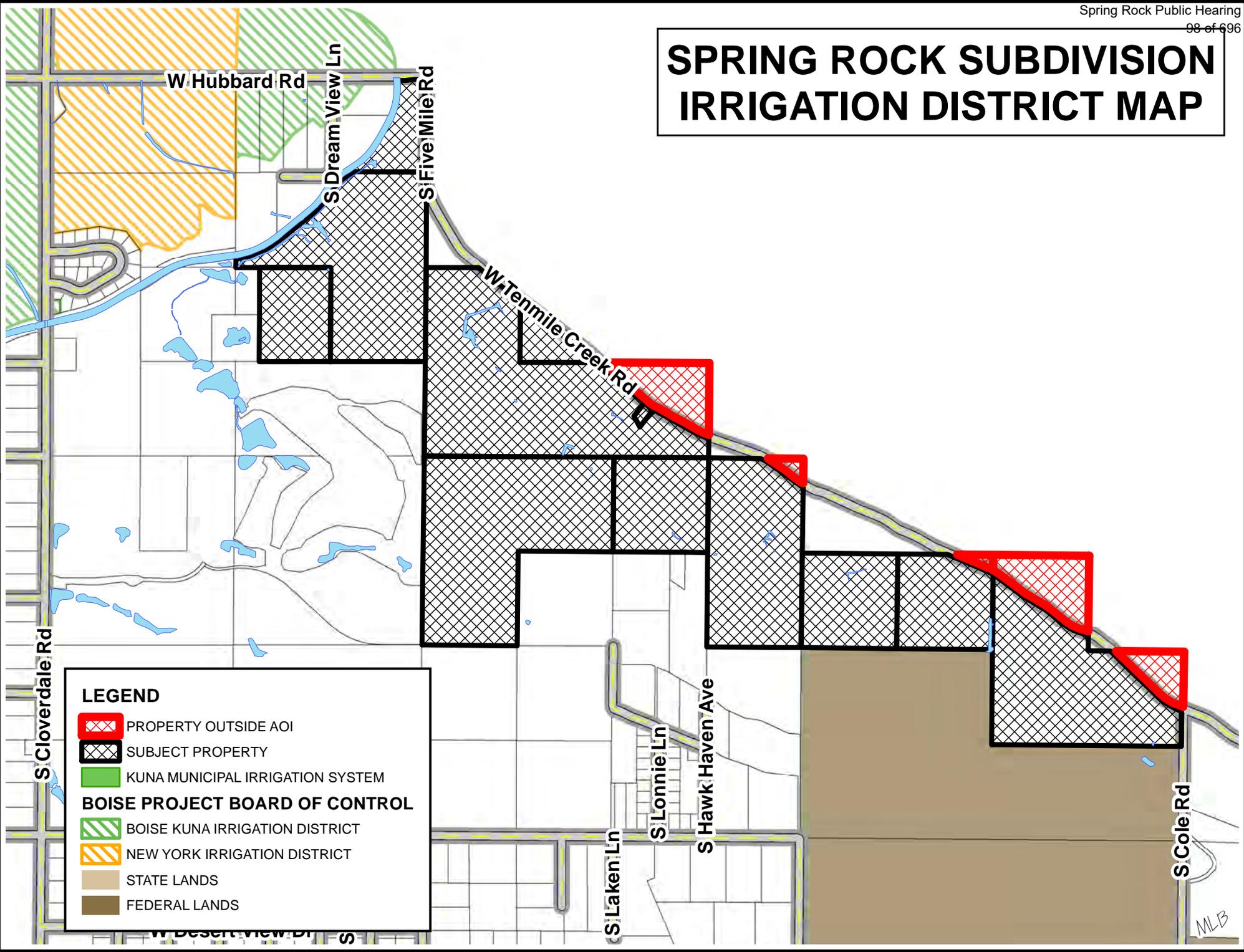


LEGEND

-  LIFT STATIONS
-  PROPERTY OUTSIDE AOI
-  SUBJECT PROPERTY
-  KUNA CITY LIMITS
- FIRE DISTRICT MAP**
-  KUNA RURAL FIRE
-  WHITNEY FIRE

ALB

SPRING ROCK SUBDIVISION IRRIGATION DISTRICT MAP



LEGEND

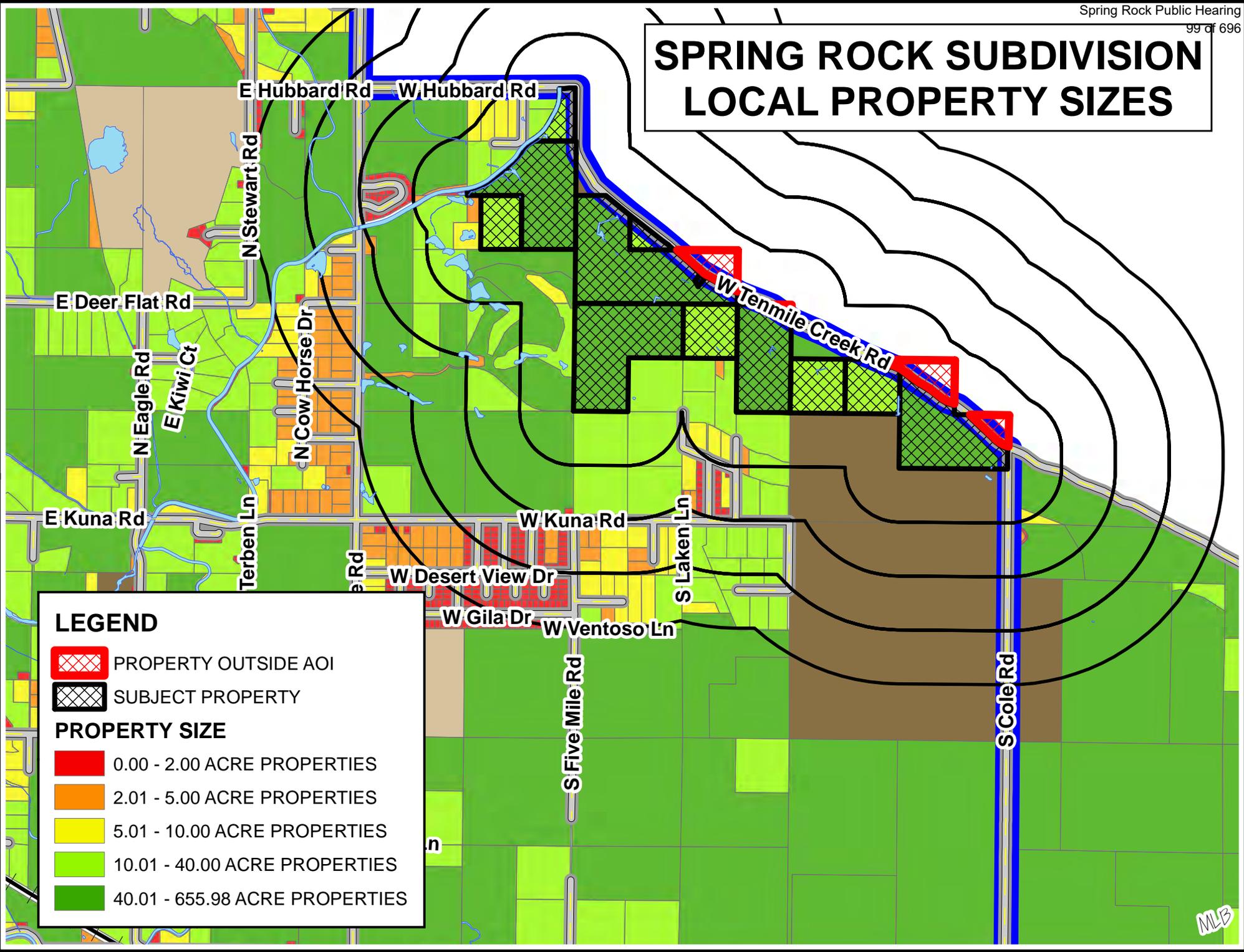
-  PROPERTY OUTSIDE AOI
-  SUBJECT PROPERTY
-  KUNA MUNICIPAL IRRIGATION SYSTEM

BOISE PROJECT BOARD OF CONTROL

-  BOISE KUNA IRRIGATION DISTRICT
-  NEW YORK IRRIGATION DISTRICT
-  STATE LANDS
-  FEDERAL LANDS

MLB

SPRING ROCK SUBDIVISION LOCAL PROPERTY SIZES



LEGEND

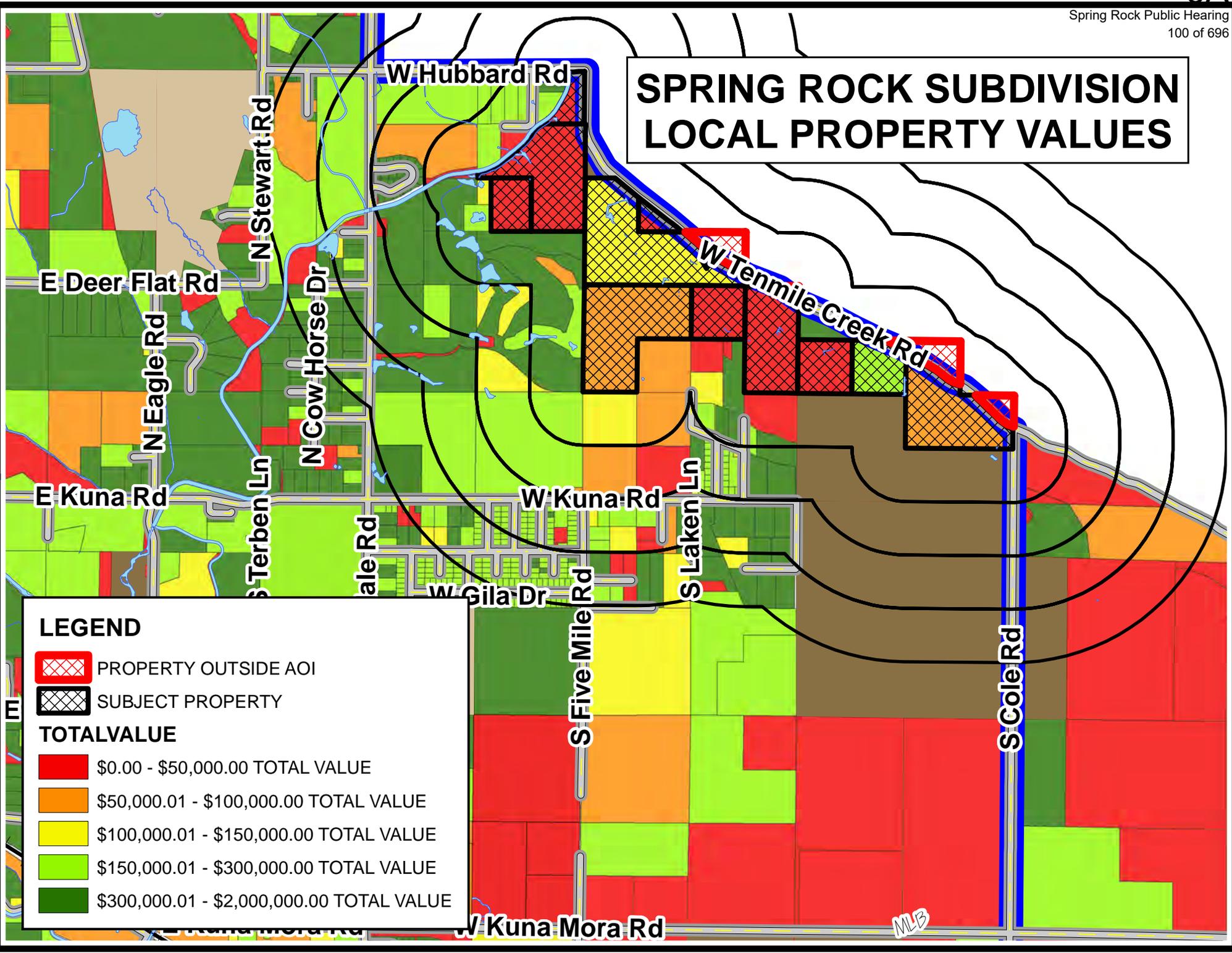
-  PROPERTY OUTSIDE AOI
-  SUBJECT PROPERTY

PROPERTY SIZE

-  0.00 - 2.00 ACRE PROPERTIES
-  2.01 - 5.00 ACRE PROPERTIES
-  5.01 - 10.00 ACRE PROPERTIES
-  10.01 - 40.00 ACRE PROPERTIES
-  40.01 - 655.98 ACRE PROPERTIES

MLB

SPRING ROCK SUBDIVISION LOCAL PROPERTY VALUES



LEGEND

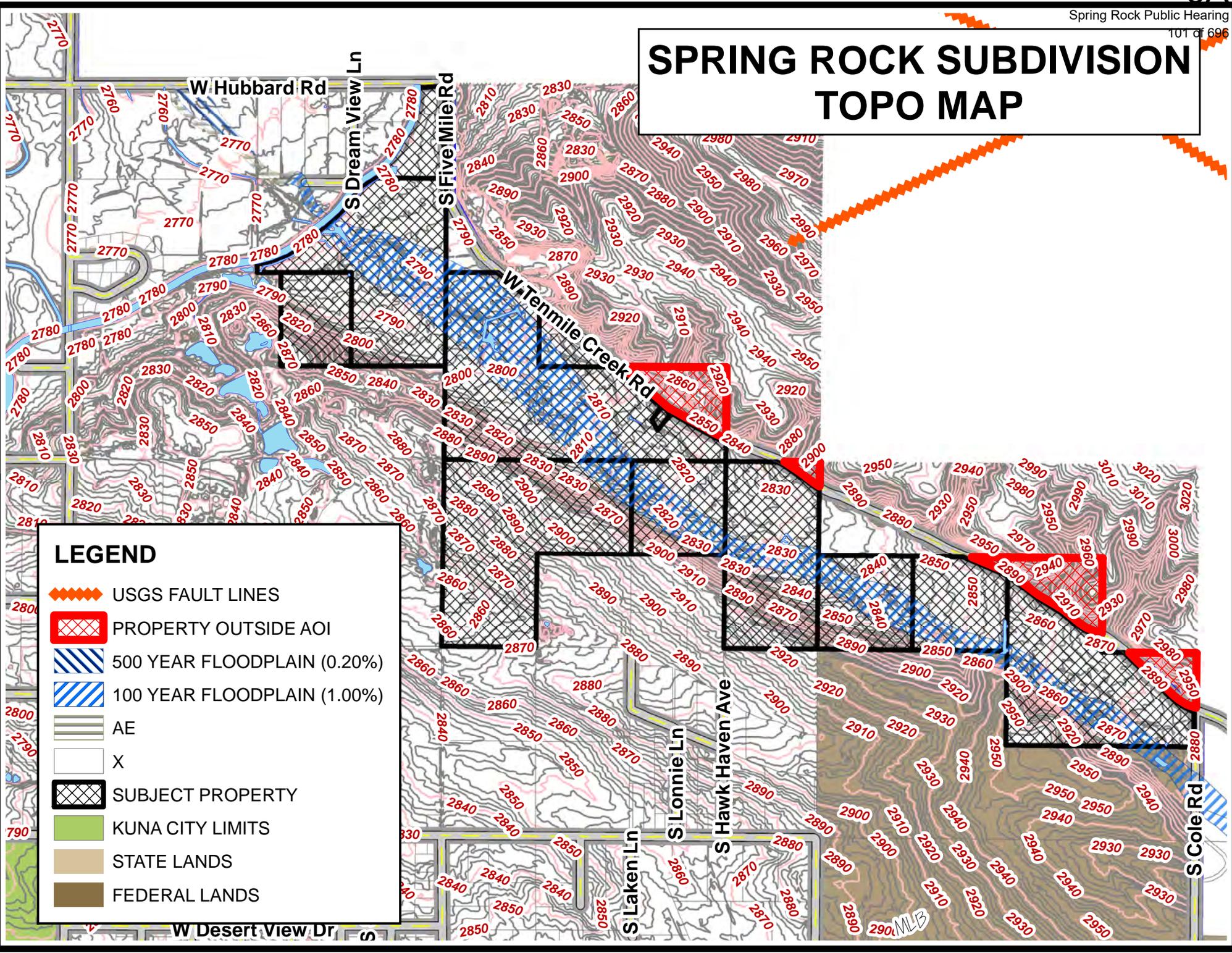
-  PROPERTY OUTSIDE AOI
-  SUBJECT PROPERTY

TOTAL VALUE

-  \$0.00 - \$50,000.00 TOTAL VALUE
-  \$50,000.01 - \$100,000.00 TOTAL VALUE
-  \$100,000.01 - \$150,000.00 TOTAL VALUE
-  \$150,000.01 - \$300,000.00 TOTAL VALUE
-  \$300,000.01 - \$2,000,000.00 TOTAL VALUE

MLB

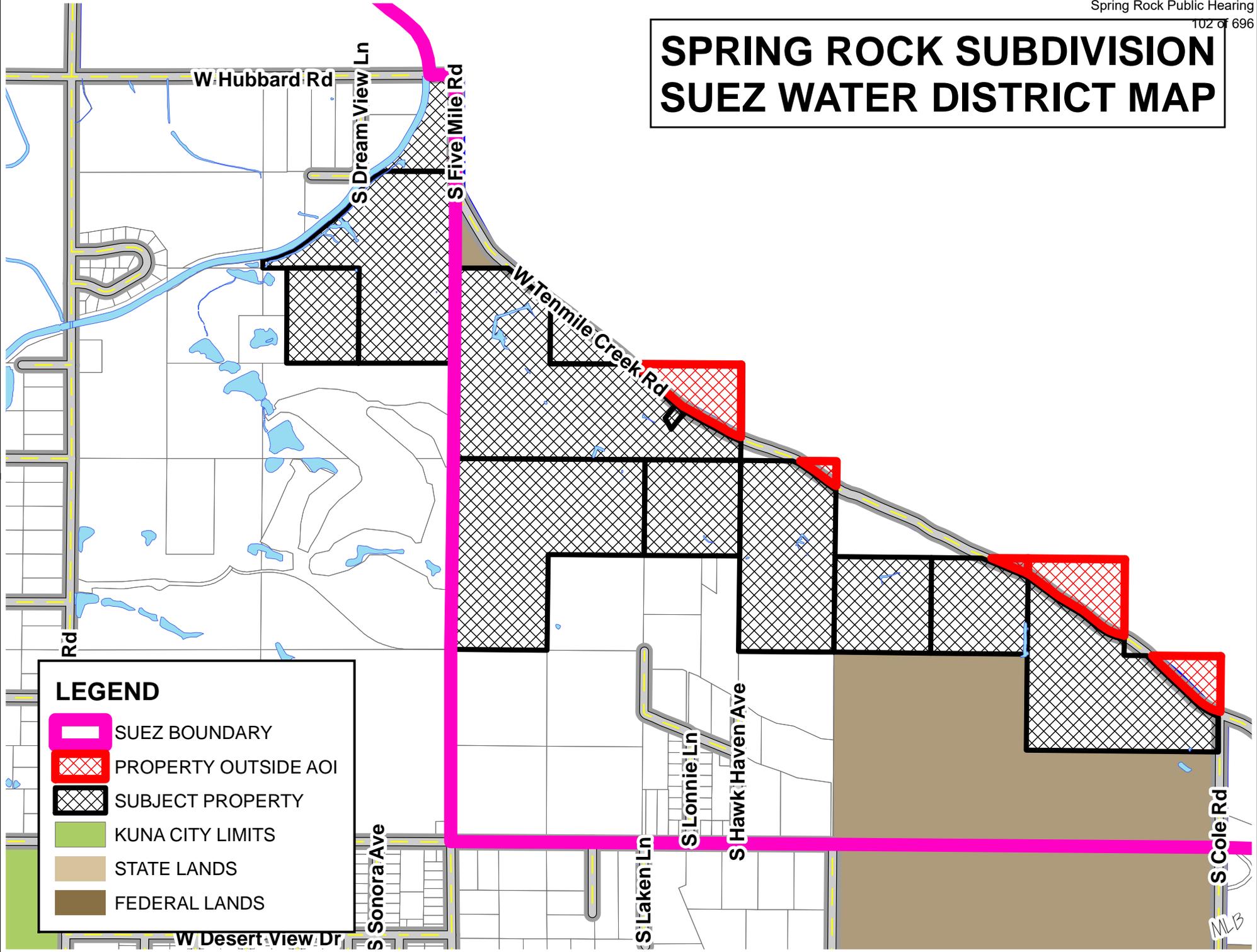
SPRING ROCK SUBDIVISION TOPO MAP



LEGEND

-  USGS FAULT LINES
-  PROPERTY OUTSIDE AOI
-  500 YEAR FLOODPLAIN (0.20%)
-  100 YEAR FLOODPLAIN (1.00%)
-  AE
-  X
-  SUBJECT PROPERTY
-  KUNA CITY LIMITS
-  STATE LANDS
-  FEDERAL LANDS

SPRING ROCK SUBDIVISION SUEZ WATER DISTRICT MAP



LEGEND

-  SUEZ BOUNDARY
-  PROPERTY OUTSIDE AOI
-  SUBJECT PROPERTY
-  KUNA CITY LIMITS
-  STATE LANDS
-  FEDERAL LANDS

MLB



**Falcon Crest
Subdivision**

Spring Rock Subdivision

S Cloverdale Rd

Kuna Rd

W Gilã Dr

W Ventoso Ln

Kuna Rd

S Maple Grove Rd

© 2019 Google

W Tenmile Creek Rd

S Cole Rd

10 Mile Creek Rd

July 18, 2019

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

**RE: SPRING ROCK SUBDIVISION – ANNEXATION, REZONE, DEVELOPMENT AGREEMENT,
PLANNED UNIT DEVELOPMENT, PRELIMINARY PLAT AND DESIGN REVIEW**

To Whom It May Concern:

We are pleased to submit to the City this request for Annexation, Rezone, Development Agreement, Planned Unit Development, Preliminary Plat and Design Review for the Spring Rock Subdivision generally located on the south side of Ten mile Creek Road in Kuna, Idaho. A legal description and maps are included with this application to show the total boundary and master plan for this new community.

Annexation

With the recent annexation of the Falcon Crest Subdivision, the current city limits of Kuna touch the southwestern parcels of our development and created a contiguous annexation path of annexation for the proposed project.

We are requesting annexation of approximately 761 acres into the incorporated city limits of Kuna, Idaho with this application. The annexation application will provide entitlements for a multi-phase residential and mixed-use development.

Due to the lower elevation of the site, the developer will install a sewer wastewater lift station on the western boundary of the site and extend a sewer force main line down Hubbard Road to the west and connect to the existing City sewer line(s) near the Patagonia subdivision. The development is primarily in the Suez Water service area as defined by the Idaho Department of Water resources and Suez has stated they will serve domestic drinking water to this development. The developer will be required to install all water infrastructure throughout the community. Emergency services will be available through the Kuna Police Department and Kuna Fire District. A pressurized irrigation system will be provided by onsite irrigation wells currently being used for agricultural use and would irrigate common areas and public parks throughout the community. Storm water will be retained on site and designed by a civil engineer in accordance with City of Kuna and ACHD requirements.

Parcels

The parcels that are included within this application are:

Parcel S1415110103
Parcel S1415427805
Parcel S1415141900
Parcel S1414336000
Parcel S1414315000
Parcel S1414438400
Parcel S1414438900
Parcel S1423120000
Parcel S1423110000
Parcel S1423111000
Parcel S1424233600
Parcel S1424131800
Parcel S1423211000
Parcel S1424240000

Rezone

The rezone request is for the entire development. Currently, all parcels are zoned RR (Ada County Zone Rural Residential). A master zoning map is included in this application to show the different requested zoning areas. This request is to annex all 761 acres into the incorporated city limits of Kuna, Idaho and to zone 660.78 acres from RR (Ada County Zone, Rural Residential) to R-6 (Medium Density Residential), and 13.00 acres from RR (Ada County Zone, Rural Residential) to R-12 (High Density Residential), and 18.89 acres from RR (Ada County Zone, Rural Residential) to R-20 (High Density Multi-Family Residential), and 12.21 acres from RR (Ada County Zone, Rural Residential) to C-1 (Neighborhood Commercial District), and 10.34 acres from RR (Ada County Zone, Rural Residential) to C-2 (Area Commercial District). Portions of the rezoned areas will be developed within a preliminary plat application which is included with this submittal, as well as future preliminary plats.

The annexation application will provide entitlements for a multi-phase residential and mixed-use development for the entire site. The C-1 neighborhood commercial area will have approximately 21,000 square feet of building that will include neighborhood office, restaurant and other uses that are intended to support the new residences. The overall buildout, including future preliminary plats, is estimated to have approximately 60,000 square feet of buildings. To further support the future residential homes, a coffee shop with gathering place will be added. Additionally, a small convenience store, a cell tower site, and a mini-storage facility are potential uses in the future C-1 and C-2 areas.

Development Agreement

A draft development agreement has been submitted with this application in accordance with Title 5, Chapter 14 of the Kuna City Code. Upon approval of these applications, this development agreement will be updated with the conditions of development determined by Kuna City Council and ACHD and will include an updated concept plan that reflects those requirements.

Within the Development Agreement are proposed financing policies and procedures for a Community Infrastructure District (CID) that upon City Council approval will setup a structure to help pay for some of the significant public and/or offsite improvements. The property owners responsible to be a part of this CID are only the property owners within this application.

Attachments in the development agreement include the overall master plan, annexation request, (as shown on the color master plans and landscape plan), dimensional requirements and community infrastructure district financing guidelines.

Planned Unit Development

The planned unit development proposes a mix of uses including commercial, residential and recreational uses.

The design of the project is intended to provide a variety of housing product types and cluster the residential units to provide a variety of open space areas. The overall 761 acres will be divided into various development areas and phases as shown on the enclosed master plan. These different areas will include single-family residential, multi-family residential, commercial areas (ie neighborhood office, mini-self storage, potential cell tower site, etc), an elementary school site, and private and public common area open spaces. The amenities within the common area open spaces will include: parks, pathways, trails, and swimming pools for the Spring Rock residents. The open space and the landscaping will be in compliance with the provisions listed in Kuna City Code and will be subject to Design Review. The parks and pathways will include combinations of active and passive amenities. There are 2 large proposed city parks that will be dedicated to the City of Kuna: one for fishing and the other to be a large area for soccer, football and other sports. The pathways will be open to the public even though a portion of them will be owned and maintained by the private homeowners association.

The overall development plan categorizes the areas as follows:

Preliminary Plat #1

Area Description	Gross Acres	Lot/Unit Count
Commercial	10	
Residential	150	791/893
School	10	
Roads	45	
Open space	85	
Future Development Area	177	
Totals	477	

Overall Master Plan

Area Description	Est. Gross Acres	Lot/Unit Count
Commercial	44	
Residential (SF & MF) (includes roads)	547	1,954/2,274
School	10	
Open Space	160	
Total	761	

For the first Preliminary Plat, the gross density is 1.9 Dwelling Units per Acre (893 units / 477 acres) and the net density (excluding roads) is 2.57. The gross density for the overall master plan site is 2.99 Dwelling Units per Acre (2,274/761) and the net density (excluding roads is 4.5 unknown at this time as the final layout is to be determined.

The proposed development is designed to meet all requirements outlined in Kuna City Code Title 5, Chapter 7 in regard to Planned Unit Developments. Amenities to be provided include: a large community park, a fishing pond, local and regional pathways and trails with access to BLM lands, and private swimming pools for Spring Rock community residents that will be constructed to accommodate all age groups and will meet ADA accessibility standards. The project will contain open space totaling a minimum of 20% of the gross project acreage. Private common area open spaces, amenities, and private driveways (for a portion of multi-family and commercial areas) will all be owned and maintained by the Homeowner's Association as outlined in the Development Agreement and Covenants, Conditions and Restrictions that will be recorded with this development and each phase as it progresses. Additionally, street lights will be dark sky compliant and actual light fixture specifications will be provided to the city for further review and approval.

Access to the development will be provided at various points along Ten Mile Creek Road and Hubbard Road. The development will extend Five Mile Road from north to South to make a connection to the future extension of Five Mile Road to Kuna Road when installed by the Falcon Crest developer. We are working with ACHD and are proposing a new round about at the intersection of Ten Mile Creek Road and Five Mile Road to slow down speed traffic in the area. Additionally, there will be a residential collector road connecting Ten Mile Creek Road to Five Mile Road within the development to provide connectivity within the project and to filter traffic throughout, rather than guide all traffic out to the main roads. Many of the trips for food service, recreation, and basic commercial services will be within walking, biking, or a golf cart ride from the residences in the community.

A traffic impact study by CR Engineering, Inc. has been submitted to ACHD for review. Upon completion of their review ACHD will provide a final staff report to the city to be considered during the application review and hearing process.

PUD – Code Change Request

The developer is also requesting certain code changes to Kuna City Code Title 5, Chapter 7, Chapter 10 and Chapter 17 and Title 6, Chapter 2, Chapter 3, and Chapter 4. The code changes are outlined in Exhibit E of the Development Agreement. The changes requested, which are similar to and fewer than the code change requests for the Falcon Crest subdivision, refer to total required open space, structure separation, performance bonding, subdivision signage, landscaping, allowable uses, potable water source, and various subdivision requirements. These changes will accommodate the proposed mixed-use layout.

Preliminary Plat

The first preliminary plat proposed within this Planned Unit Development consists of 476.76 acres, includes the C-1, C-2, R-6 and R-12 zoning designations and will be divided into 825 lots. This will include 7 commercial lots (6 buildable and 1 future commercial lot), 791 residential lots (893 dwelling units), 23 common lots, 1 school lot, 1 future MF lot, and 2 public utility lots. There are also 3 common private accesses (not separate lots) that will be used for the commercial area, a portion of the northern 4-plex area and the multi-family area. The common area for the first preliminary plat will incorporate 85 acres, which is 17.8% of the platted area. The average lot size is 8,267 square feet. Though the overall density for the entire development will be 2.99 dwelling units per acre, to show a commitment to provide more active and developed open space up front within the development the density for the first preliminary plat is only 1.9 dwelling units per acre.

There will be common driveways or private streets to access the commercial areas and a small portion of the multifamily area. This first preliminary plat will occur in approximately 13

phases and will begin with phase 1 taking access from Five Mile Road. This preliminary plat area is intended to provide future residents with a variety of housing types that will range from 4-plex rentals to traditional single-family homes to custom homes. We intend to own and/or manage the 4-plex rentals to ensure long-term quality and upkeep. Additionally, several of the single-family homesites are intended to have smaller yards due to the significant open space and clustering the homesites in the master plan design as the general public is moving towards healthy and social living.

Design Review

The landscaping proposed in this development includes elements that are outlined in Chapter 17 of the Kuna City Code. The elements that have been designed are the required numbers and species of trees and bushes within the 20' – 25' landscape buffers and internal open (common) space areas, around the pool areas, pathways, and includes irrigation and fencing. The proposed fencing ranges from a 4' solid and/or 6' wrought iron along the pathways and other common areas and 6' solid privacy fencing around at the back of the landscape buffers and residences.

As noted on the enclosed plans, the landscaping shall be installed in accordance with Chapter 17 of the Kuna City Code. On-site stormwater retention methods will be explored further at the time of final plat and construction review. Proposed structures will be evaluated as building permits are requested for the recorded lots. Maintenance will be provided by the homeowner's association for the development.

Overall Development Schedule

Development is planned to proceed immediately following project and engineering approvals. Development of the first preliminary plat will occur in phases over the course of 5-10 years depending on market conditions. We anticipate developing 1-2 phases per year in the first preliminary plat and continuing to develop various portions of the property over the course of 20+ years at a pace that is determined by the market.

The enclosed applications have been submitted in accordance with the requirements of the City of Kuna and will comply with all applicable local, state and federal requirements. The development has been designed in accordance with the City of Kuna's Code and Comprehensive Plan. Please contact me at 208-850-1070 if you have any questions regarding this application.

Sincerely,

Dave Yorgason

received
7.18.19



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

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)	19-06-S, 19-10-AM, 19-05-ZC, 19-01-PUD,
Project name	19-23-DR Springrock Sub
Date Received	7.18.19
Date Accepted/Complete	
Cross Reference Files	
Commission Hearing Date	
City Council Hearing Date	

Contact/Applicant Information

Owners of Record: <u>See Affidavits</u>	Phone Number: _____
Address: _____	E-Mail: _____
City, State, Zip: _____	Fax #: _____
Applicant (Developer): <u>Ten Mile Creek LLC</u>	Phone Number: <u>208-850-1070</u>
Address: <u>1211 N Happy Dr.</u>	E-Mail: <u>dyorgason6@gmail.com</u>
City, State, Zip: <u>Boise ID 83706</u>	Fax #: _____
Engineer/Representative: <u>RiverRidge Engineer</u>	Phone Number: <u>208-344-1180</u>
Address: <u>2447 S Vista</u>	E-Mail: <u>dpowell@rvrdg.com</u>
City, State, Zip: <u>Boise ID 83705</u>	Fax #: _____

Subject Property Information

Site Address: <u>Ten Mile Creek Rd</u>	
Site Location (Cross Streets): <u>Hubbard Rd & Five Mile Rd, Ten Mile Creek & Cole</u>	
Parcel Number (s): <u>See Parcels List attached</u>	
Section, Township, Range: <u>Township: 2N Range: 1E</u>	
Property size: <u>761 Acres</u>	
Current land use: <u>Agriculture</u>	Proposed land use: <u>Residential, Commercial</u>
Current zoning district: <u>AG</u>	Proposed zoning district: <u>R-6, R-12, C-1</u>

Project Description

Project / subdivision name: Spring Rock Subdivision

General description of proposed project / request: Master Plan includes residential, multi-family, neighborhood commercial, City pond & parks, elementary school site.

Type of use proposed (check all that apply):

Residential

Commercial

Office

Industrial

Other

Amenities provided with this development (if applicable): Pathways, active outdoor features, City pond & parks, HOA community pools.

Residential Project Summary (if applicable)

Are there existing buildings? Yes No

Please describe the existing buildings: Existing residence

Any existing buildings to remain? Yes No Existing residence

Number of residential units: 893 Prelim-Plat Number of building lots: 791-Prelim Plat

Number of common and/or other lots: 34

Type of dwellings proposed:

Single-Family

Townhouses

Duplexes

Multi-Family

Other

Minimum Square footage of structure (s): NA

Gross density (DU/acre-total property): 2.99 Net density (DU/acre-excluding roads): 4.5

Percentage of open space provided: 20% Acreage of open space: 160 (see narrative)

Type of open space provided (i.e. landscaping, public, common, etc.): Landscaping buffers along collector & arterial streets, public pathways & parks

Non-Residential Project Summary (if applicable)

Number of building lots: 6 Other lots: 4

Gross floor area square footage: 21,000 Existing (if applicable): _____

Hours of operation (days & hours): _____ Building height: _____

Total number of employees: _____ Max. number of employees at one time: _____

Number and ages of students/children: _____ Seating capacity: _____

Fencing type, size & location (proposed or existing to remain): _____

Proposed Parking:

a. Handicapped spaces: _____ Dimensions: _____

b. Total Parking spaces: _____ Dimensions: _____

c. Width of driveway aisle: _____

Proposed Lighting: _____

Proposed Landscaping (berms, buffers, entrances, parking areas, common areas, etc.): _____

Applicant's Signature: [Signature] Date: 7/19/2019

See App's Exhibit 1 on a Unisored down.



City of Kuna

Planned Unit Development (PUD) Application

P.O. Box 13
Kuna, Id 83634
(208) 922-5274
Fax: (208) 922-5989
Website: www.kunacity.id.gov

File No. : 19-06-S, 19-10-AN, 19-05-ZC, 19-01-PUD, 19-23-DR
Cross Ref. : _____
File Name: _____

The City of Kuna has adopted a Planned Unit Development (PUD) process whose purpose is to make Kuna a pleasant and comfortable place to live and work. This PUD process is based on standards and guidelines found in PUD Ordinance No. 2008-15. This document can be found online (www.cityofkuna.com) or can be picked up in the City's Planning and Zoning department is located at 763 W Avalon, Kuna ID. Staff is glad to assist you with your application form.

The Planned Unit Development application applies to the following land use actions:

- ▶ Multi- family dwellings (3 or more)
- ▶ Commercial
- ▶ Technical Uses
- ▶ Office
- ▶ Common Area
- ▶ Subdivision
- ▶ Variety of Building Types and Densities
- ▶ Common Open Space Variations
- ▶ Clustered Development and Recreational Facilities

Application Submittal Requirements

Applicant Use		Staff Use
<input checked="" type="checkbox"/> Date of pre-application meeting: <u>6/13/2019</u>	<i>Note: Pre-Applications are valid for a period of three (3) months.</i>	<input type="checkbox"/>
<input checked="" type="checkbox"/> A complete Planned Unit Development Application form	<i>Note: It is the applicant's responsibility to use a current application.</i>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Detailed letter of explanation or justification for the application, describing the project and design elements, and how the project complies with the Planned Unit Development.		<input type="checkbox"/>
<input checked="" type="checkbox"/> One (1) Vicinity Map (8 1/2" x 11") at 1" = 300' scale (or similar), label the location of the property and adjacent streets. Show all relevant current conditions (no older than one (1) year)		<input type="checkbox"/>
<input checked="" type="checkbox"/> One 8 1/2" x 11" colored aerial photo depicting proposed site, street names, and surrounding area within five-hundred feet (500'). The purpose of this photo is to view the site for existing features and adjacent sites.		<input type="checkbox"/>
<input checked="" type="checkbox"/> Copy of Deed; and an original notarized Affidavit of Legal Interest for all parties involved		<input type="checkbox"/>



Preliminary Development Plan; which shall include drawings and supplementary written narrative materials to include:

- Sketches or illustrations portraying the proposed character of the development; and sketches or illustrations of items subject to design review
- Description of how the PUD relates to surrounding land uses
- Vicinity map identifying neighborhood features within 1/2 mile of the location
- The nature of other land use actions requested
- If the PUD involves a preliminary plat, **include the number of phases and a description of each one**
- A narrative identifying and addressing the following:
 - Land use allocation by type _____
 - Percentage _____
 - Density _____
 - Open Space _____
 - Roads _____
 - Parking _____
 - Housing _____
 - Commercial _____
 - Services provided and public or private ownership and other information that may be pertinent and or material. _____
 - _____

Preliminary Drawings; at a minimum scale of 1" = 100' displaying the following:

- The name of the proposed PUD
- Date, north point and scale of drawing and identity of the person(s) preparing the drawing
- A boundary survey legal description of the PUD
- Names, addresses and telephone numbers of the controller and any of the following involved in the project: architect, landscape architect, designer, engineer, planner and nurseryman
- Date of survey and name of surveyor
- Appropriate identification of the drawing(s) as a preliminary plan

Natural Features Map; showing an inventory of existing site features including:

- Ground elevation shown by contour lines at two foot (2') intervals or less – five foot (5') intervals may be accepted for slopes greater than ten percent (10%)
- General soil types as documented by a soils engineer or engineering geologist
- Hydrology;** Analysis of natural drainage patterns and water resources including an analysis of streams, natural drainage swales, wetlands, floodplain areas or other areas subject to flooding, poorly drained areas, permanent high ground water areas and seasonally high ground water areas as they may be located on site or be affected by on-site activity:
 - Proposed and existing storm water facilities _____
 - Water conveyance facilities _____
 - Water features, such as ponds, wetlands and permanent or intermittent watercourses _____
 - Areas subject to flooding _____
- Natural features, such as trees, vegetation and ground cover, historic sites, major rock outcroppings, and similar type amenities.
- Sanitary sewer, storm drainage and water supply facilities. **If such facilities are not on or abutting the site, indicate the direction and distance to the nearest such facilities.**
- Width, location and purpose of all existing easements of record on/and abutting the site.
- A map describing land areas contiguous within three hundred feet (300') and adjacent to the proposed PUD, including zoning classifications, land uses, densities, circulation systems, public facilities, unique natural features, and approximate locations of nearby structures.

- Site Plan;** which shall include:
 - North arrow
 - To scale drawing (minimum 1" = 100')
 - All drawings need to be signed and stamped by a licensed engineer; and dated with contact information. ***With the exception of concept drawings and residential structures that do not require a licensed engineer's review.***
 - Name of project
 - The locations of all existing and proposed dwelling units and/or individual lots
 - Location of major streets
 - The proposed yard requirements or locations of single family homes for individual lots
 - The existing and proposed traffic circulation system serving the PUD including:
 - ~~NA~~ Off-street parking and maneuvering
 - ~~X~~ Points of access to existing public rights-of-way
 - ~~X~~ A plan notation or description narrative outlining ownership of streets
 - ~~NA~~ Parking areas
 - The existing and proposed pedestrian and bicycle circulation system
 - Conceptual plans for all services including their location and whether the services will be publicly or privately owned and maintained including location of utility connections. ***Note: Any services intended to be privately owned (sewer, water, street, etc.) requires the City Engineer's prior review and approval***
 - Proposed location and treatment of any public or private common areas or structures including open spaces, park or recreation areas, and school sites
 - The general landscape treatment proposed along the site's periphery and in accordance with provisions of the City's landscape ordinance
 - The approximate amount, location and type of buffering and/or landscaping
 - Proposed architectural styles
 - The subdivider may be required to submit proposed restrictive covenants, in outline form
- Environmental assessment, traffic study, grading plan or other studies as may be appropriate for the proposed site as determined by the Commission or Director.
- If the applicant is requesting preliminary subdivision plat approval concurrent with the preliminary PUD approval, a **Preliminary Subdivision Plat** shall be submitted along with the PUD conceptual site plan.
- Development Schedule: A development schedule indicating the approximate date on which construction of all phases of the entire project can be expected to begin. If the schedule is approved by the Commission it shall become a part of the final development plan.
- Additional Information as may be required by City staff or deciding bodies.

Planned Unit Development Application

Applicant: Ten Mile Creek LLC Phone: 208-850-1070

Owner Purchaser Lessee Fax/Email: dyorgason6@gmail.com

Applicant's Address: 1211 N Happy Dr.

Boise ID Zip: 83706

Owner: Whitmore Family, Gilmore Living Trust Phone: _____
Davis Family Revocable Trust

Owner's Address: _____ Email: _____

_____ Zip: _____

Represented By: *(if different from above)* Applicant Phone: _____

Address: _____ Email: _____

_____ Zip: _____

Address of Property: Ten Mile Creek Rd. (Five Mile east to Cole Rd.)

Distance from Major Street See list of parcel numbers
Cross Street: adjacent to Five Mile & Hubbard Rd Street Name(s): Five Mile & Hubbard Rd's

Please Check the box that reflects the amenities used :

Active recreational amenities such as playgrounds; basketball or tennis courts; baseball, soccer or rugby fields; swimming pools; natatoriums; walking/running paths; clubhouse; school sites; etc.

Pedestrian and bicycle pathway systems within and through the project (exclusive of required sidewalks adjacent to public right-of-way) and designed to connect into existing or planned pedestrian or bicycle routes outside the PUD.

Other amenities appropriate to the size and uses intended in the PUD

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

This is a mixed use development that incorporates various residential lot sizes, neighborhood commercial, multi-family and City parks, school

site

1. Dimension of Property: 761 acres (approx 477 Acres in Prelim-Plat
2. Current Land Use(s): Agriculture
3. What are the land uses of the adjoining properties?
 North: BLM, RP, RR
 South: Golf Course, R-6, RR
 East: Agriculture
 West: Golf Course, R-6, RR
4. Is the project intended to be phased, if so what is the phasing time period? Yes
 Please explain: Overall 20-25 years
First Preliminary Plat, Phase 1-12 2020-2024
5. Are there any irrigation ditches/canals on or adjacent to the property? Yes New York Canal
 If yes, do you know the name of the irrigation or drainage provider? Boise Project Board of Controls
6. Fencing: *(Please provide information about new fencing material as well as any existing fencing material)*
Mixture of wrought iron and solid privacy
 Type: Vinyl, Wood
 Size: 4-6 feet
 Location: Wrought iron around Golf Course, solid privacy for residences
(Please note that the City has height limitations for fencing material and requires a fence permit to be obtained prior to installation) & streets
7. Storm Drainage:
 Proposed Method of On-site Drainage Retention/Detention:
On-site drainage will be in ponds and seepage beds
8. Percentage of Site Devoted to Building Coverage: Overall Master Plan extends beyond current
 % of Site Devoted to Landscaping: Greater than 10% Square Footage: tbd Plat request
 % of Site that is hard Surfaces
(paving, driveways, walkways, etc.): tbd Square Footage: tbd
 % of Site Devoted to Other Uses: tbd
 Describe: 11.4 acre public fishing pond, 5.3 acres C-1, Future City parks
 % of Landscaping within the parking lot (landscaped islands, etc.): *(Please see Kuna City Ordinance 2006-100)*
tbd
9. For details, please provide dimensions of landscaped areas within public right-of-way:
NA
10. Are there any existing trees of 4" or greater in caliper on the property? *(Please provide the information on the site plans.)*
 If yes, what type, size and the general location? *(The City's goal is to preserve existing trees with greater than a four inch (4") caliper whenever possible):*
None
11. Pedestrian Amenities: *(bike racks, receptacles, drinking fountains, benches, etc.)*
Walking & biking pathways throughout, benches/lookouts and neighbor connectivity to amenities and public (BLM) property adjacent
12. Parking requirements: NA
 Total Number of Parking Spaces: NA Width and Length of Spaces: _____
 Total Number of Compact Spaces (8'x17'): _____
13. Is any portion of the property subject to flooding conditions? Yes No
(If yes, you must submit a Floodplain Development Permit Application with this Design Review application.)

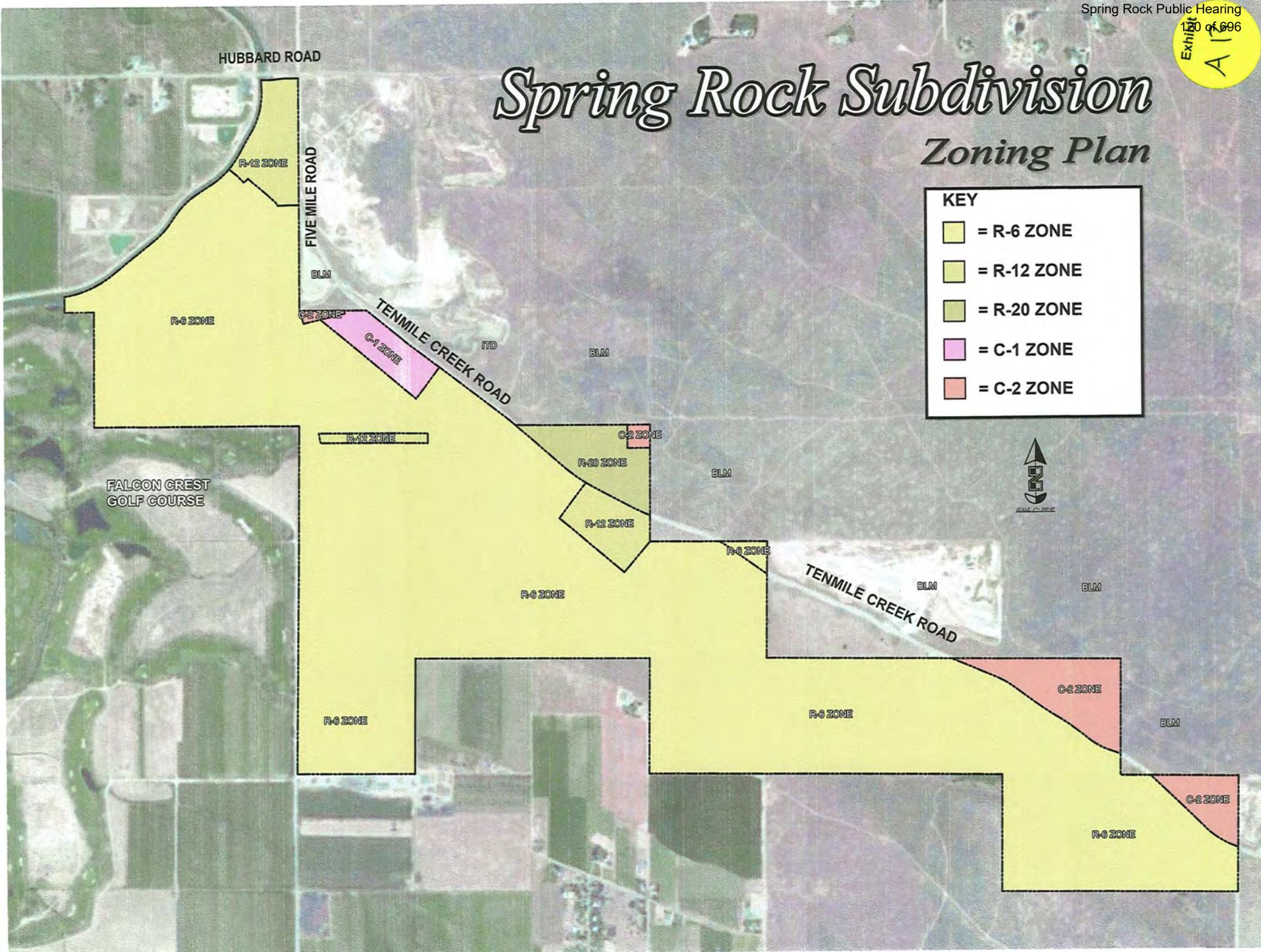
IF THE PLANNING DIRECTOR OR DESIGNEE, THE COMMISSION AND/OR THE CITY COUNCIL DETERMINE THAT ADDITIONAL AND/OR REVISED INFORMATION IS NEEDED, AND/OR IF OTHER UNFORESEEN CIRCUMSTANCES ARISE, ANY DATES OUTLINED FOR PROCESSING MAY BE RESCHEDULED BY THE CITY. APPLICANT/REPRESENTATIVE MUST ATTEND ALL SCHEDULED MEETINGS.

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

A series of horizontal lines for writing, with a diagonal line drawn across the page from the bottom left to the top right, indicating that no additional information is provided.

Spring Rock Subdivision Zoning Plan

KEY	
	= R-6 ZONE
	= R-12 ZONE
	= R-20 ZONE
	= C-1 ZONE
	= C-2 ZONE

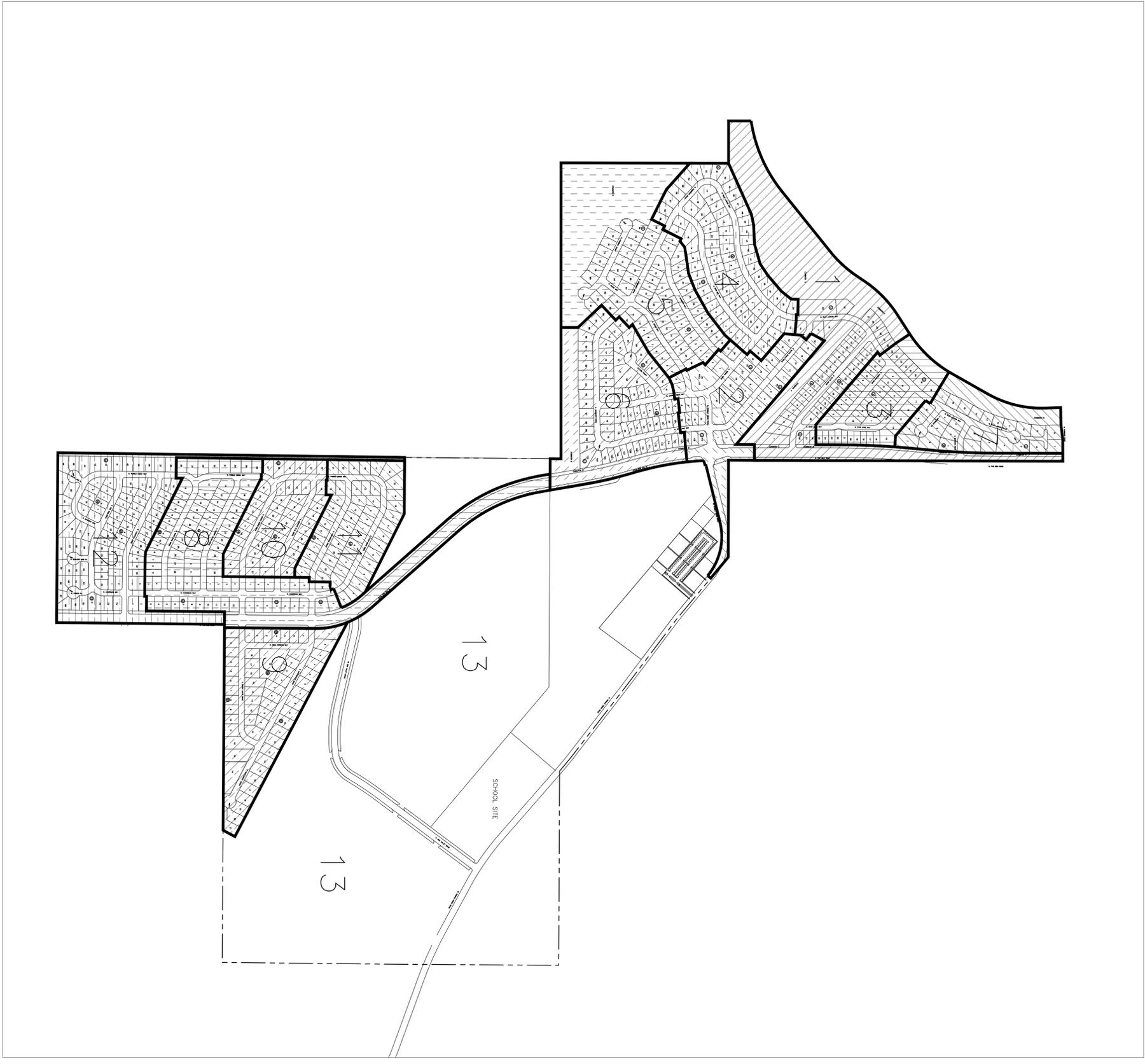


PUD / DR Parcel List

<u>Parcel Number</u>	<u>Acreage</u>	<u>Owner</u>
#1. Parcel S1415110103	18.05 Acres	Whitmore
#2. Parcel S1415427805	30.1950 Acres	Whitmore
#3. Parcel S1415141900	94.30 Acres	Whitmore
#4. Parcel S1414336000	135.43 Acres (partial)	Whitmore
#5. Parcel S1423211000	120 Acres	Gilmore

Annexation, Zoning Parcel List

<u>Parcel Number</u>	<u>Acreage</u>	<u>Owner</u>
#1. Parcel S1415110103	18.05 Acres	Whitmore
#2. Parcel S1415427805	30.1950 Acres	Whitmore
#3. Parcel S1415141900	94.30 Acres	Whitmore
#4. Parcel S1414336000	135.43 Acres	Whitmore
#5. Parcel S1414315000	10.68 Acres	Whitmore
#6. Parcel S1414438400	19.34 Acres	Whitmore
#7. Parcel S1414438900	1.0 Acre	Whitmore
#8. Parcel S1423120000	40 Acres	Whitmore
#9. Parcel S1423110000	77.60 Acres	Whitmore
#10. Parcel S1423111000	2.4 Acres	Whitmore
#11. Parcel S1424233600	40 Acres	Whitmore
#12. Parcel S1424131800	120 Acres	Whitmore
#13. Parcel S1423211000	120 Acres	Gilmore
#14. Parcel S1424240000	40 Acres	Davis



Phasing Plan

SHEET 1 OF 1

PROJECT PHASING PLAN

SPRING ROCK PRELIMINARY PLAT



REVISIONS		DATE	E-FILE NAME
NO.	ITEM		
			DESIGNED
			DRAWN
			CHECKED
			APPROVED

RiveRidge Engineering Company
 2447 S. Vista Ave. Boise, Idaho 83705
 Ph. (208) 344-1180, Fax (208) 344-1182



SCALE: 1" = 300.0'

UPDATED Phase One - 2nd School Site

HUBBARD ROAD

Added



Spring Rock Subdivision Preliminary Plat - Phase I



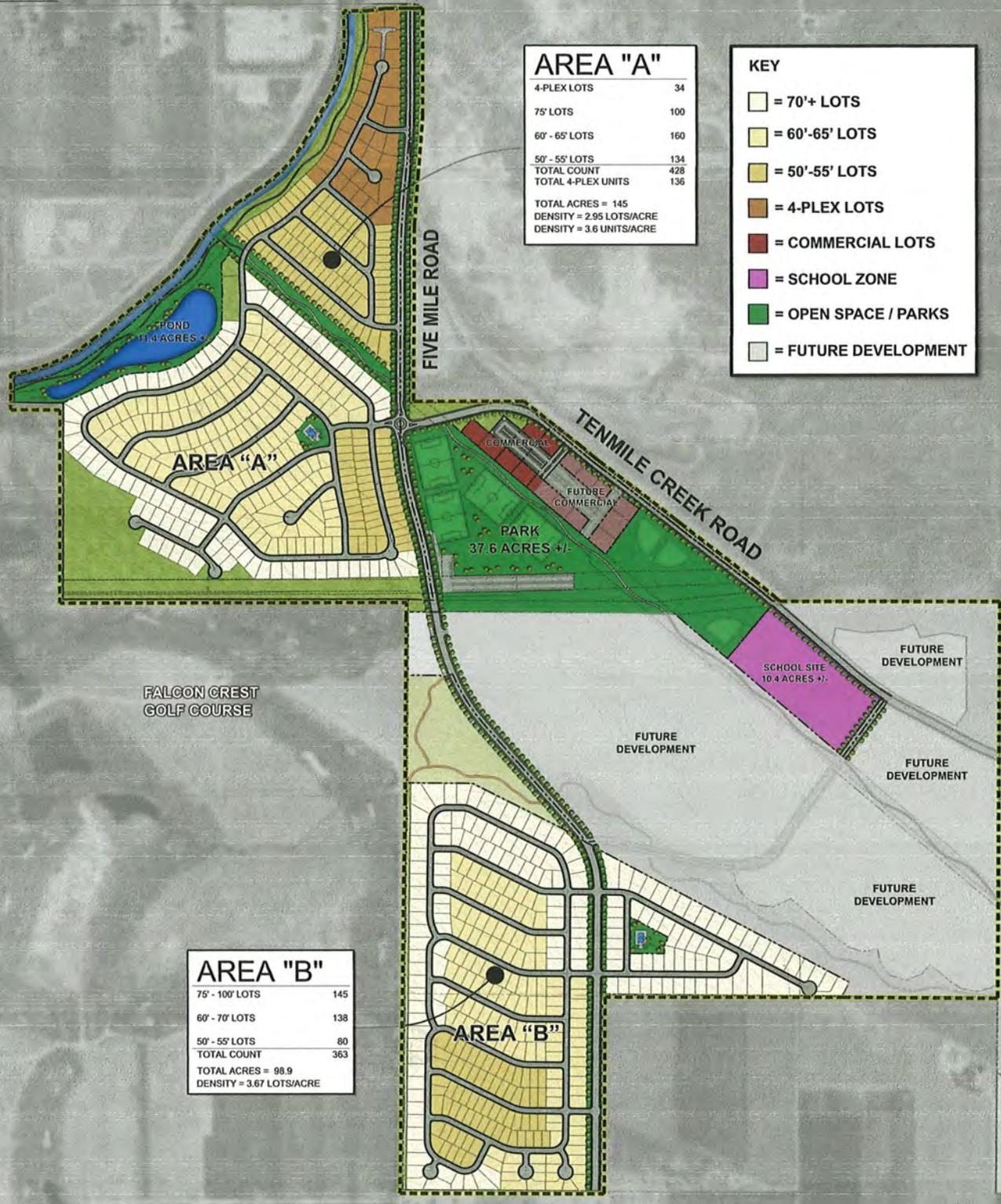
HUBBARD ROAD

AREA "A"

4-PLEX LOTS	34
75' LOTS	100
60' - 65' LOTS	160
50' - 55' LOTS	134
TOTAL COUNT	428
TOTAL 4-PLEX UNITS	136
TOTAL ACRES =	145
DENSITY =	2.95 LOTS/ACRE
DENSITY =	3.6 UNITS/ACRE

KEY

- = 70'+ LOTS
- = 60'-65' LOTS
- = 50'-55' LOTS
- = 4-PLEX LOTS
- = COMMERCIAL LOTS
- = SCHOOL ZONE
- = OPEN SPACE / PARKS
- = FUTURE DEVELOPMENT

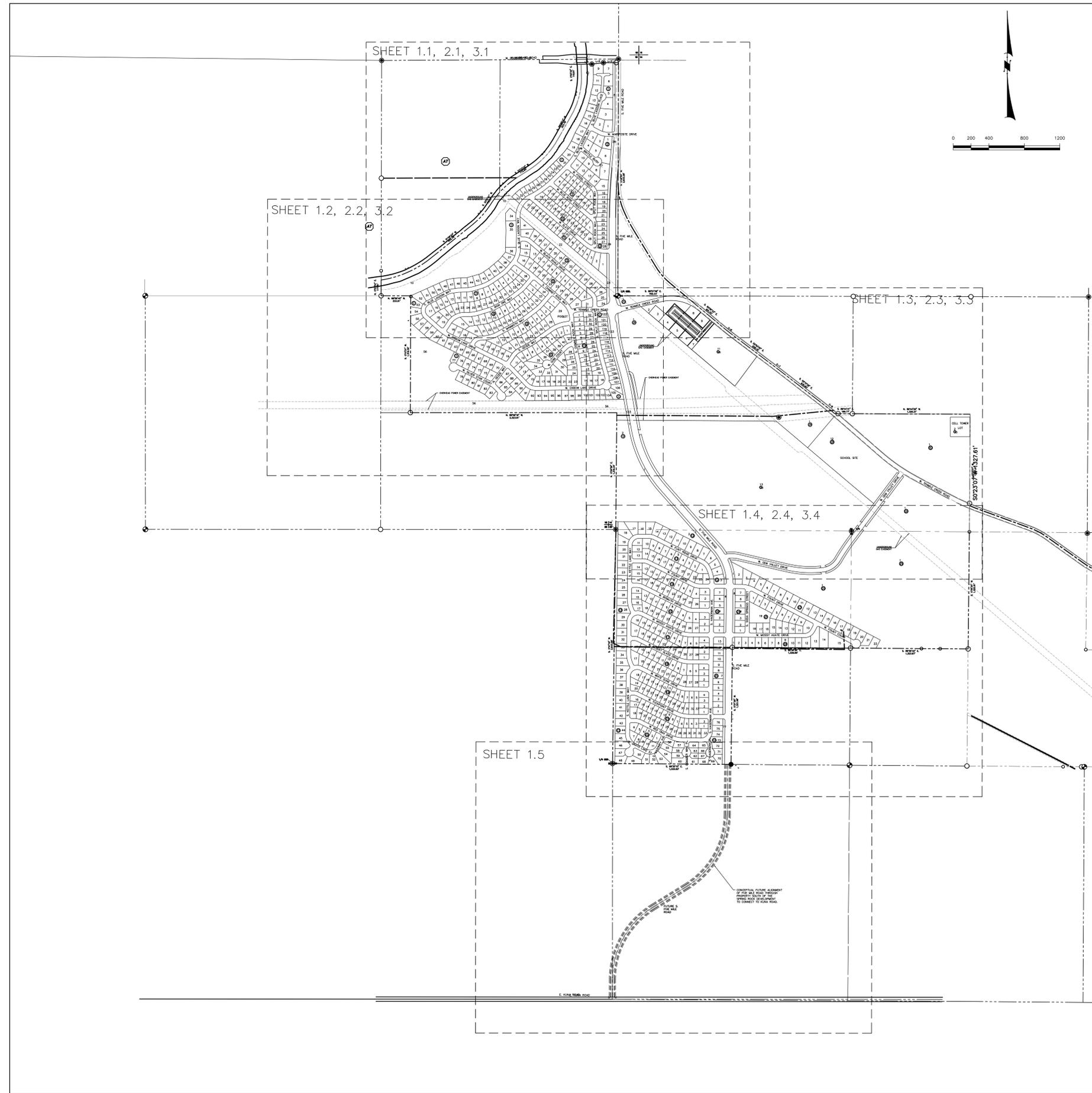


AREA "B"

75' - 100' LOTS	145
60' - 70' LOTS	138
50' - 55' LOTS	80
TOTAL COUNT	363
TOTAL ACRES =	98.9
DENSITY =	3.67 LOTS/ACRE

Spring Rock Subdivision
Preliminary Plat - Phase I





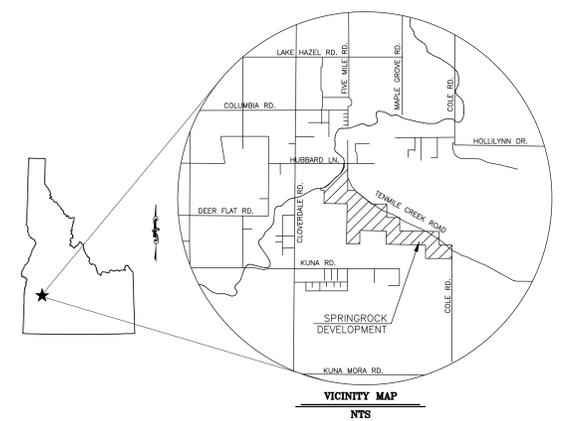
DRAWING INDEX	
SHEET	DESCRIPTION
1.0	COVER SHEET
1.1	AREA 1 SITE PLAN
1.2	AREA 2 SITE PLAN
1.3	AREA 3 SITE PLAN
1.4	AREA 4 SITE PLAN
1.5	AREA 4 SITE PLAN
1.6	TYPICAL ROADWAY DETAILS
2.1	AREA 1 GRADING AND DRAINAGE PLAN
2.2	AREA 2 GRADING AND DRAINAGE PLAN
2.3	AREA 3 GRADING AND DRAINAGE PLAN
2.4	AREA 4 GRADING AND DRAINAGE PLAN
3.1	AREA 1 UTILITY PLAN
3.2	AREA 2 UTILITY PLAN
3.3	AREA 3 UTILITY PLAN
3.4	AREA 4 UTILITY PLAN

ENGINEER:
 RIVERIDGE ENGINEERING COMPANY
 2447 S. Vista Avenue
 Boise, Idaho 83705
 (208) 344-1180

SURVEYOR:
 IDAHO SURVEY GROUP
 9955 W. Emerald Street
 Boise, Idaho 83704
 (208) 846-8570

DEVELOPER:
 TENMILE CREEK LLC
 1211 Happy Drive
 Boise, Idaho 83706
 (208) 850-1070

LEGEND	
○	FOUND 1/2" IRON PIN
○	FOUND 5/8" IRON PIN
●	FOUND BRASS CAP
●	FOUND ALUMINUM CAP MONUMENT
●	SET ALUMINUM CAP MONUMENT
●	SET 5/8" IRON PIN WITH CAP
△	CALCULATED POINT
---	PROPERTY BOUNDARY
---	PARCEL LINE
---	SECTION LINE
---	RIGHT-OF-WAY LINE
---	CENTERLINE
---	EASEMENT LINE
●	BLOCK NUMBER
●	LOT NUMBER



NO.	REVISIONS	DATE	BY	CHKD	APP'D



SPRING ROCK PRELIMINARY PLAT

COVER SHEET

LOCATED IN THE S1/2 OF SECTION 14, THE E1/2 OF SECTION 15 AND THE N1/2 OF SECTION 23 TOWNSHIP 1 NORTH, RANGE 1 EAST, EDGE-MERIDIAN, ADA COUNTY, IDAHO



**SPRING ROCK
 PRELIMINARY PLAT**



NO.	REVISIONS	DATE	FILE NAME
	DESIGNED		
	DRAWN		
	CHECKED		
	APPROVED		



**SPRING ROCK
 PRELIMINARY PLAT**



NO.	REVISIONS	DATE	BY	FILE NAME
	DESIGNED			
	DRAWN			
	CHECKED			
	APPROVED			

1/4 COR
22 23

S. 89°35'15" E.
1,333.83'

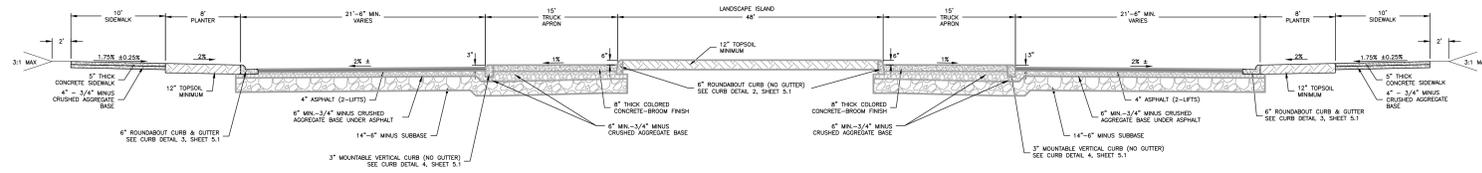
FIGURE 5. FIVE MILE ROAD

CONCEPTUAL FUTURE ALIGNMENT
OF FIVE MILE ROAD THROUGH
PROPERTY SOUTH OF THE
SPRING ROCK DEVELOPMENT
TO CONNECT TO KUNA ROAD.

E. KUNA ROAD

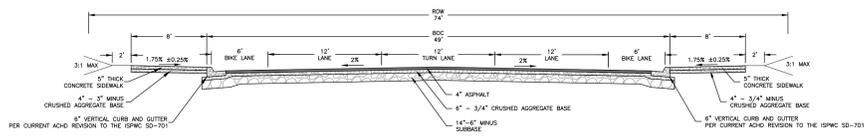


NO.	REVISIONS	DATE	E-FILE NAME			
			DESIGNED	DRAWN	CHECKED	APPROVED



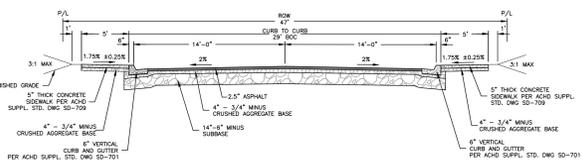
TYPICAL ROUNDABOUT SECTION
N. FIVE MILE ROAD AND E. TEN MILE ROAD

SCALE: NONE



TRAILWOOD WAY
S. FIVE MILE ROAD, E. TENMILE ROAD,
W. GEM VALLEY DRIVE

SCALE: NONE



ALL INTERNAL STREETS

SCALE: NONE

© COPYRIGHT RIVERIDGE ENGINEERING CO. THIS INSTRUMENT IS THE PROPERTY OF RIVERIDGE ENGINEERING CO. ANY REPRODUCTION, REUSE OR MODIFICATION OF THIS INSTRUMENT OR ITS CONTENTS WITHOUT WRITTEN PERMISSION OF RIVERIDGE ENGINEERING CO. IS STRICTLY PROHIBITED.

DATE	DESIGNED	DRAWN	CHECKED	APPROVED



SPRING ROCK
PRELIMINARY PLAT

ROADWAY TYPICAL SECTIONS
 SHEET 5 OF 6

Annexation Description for
Spring Rock Subdivision
May 29, 2020

A parcel of land situated within the South 1/2 of Section 14, the East 1/2 of Section 15, the North 1/2 of Section 23, and Section 24, Township 2 North, Range 1 East, B.M., Ada County, Idaho, more particularly described as follows:

BEGINNING at an aluminum cap monument, marking the corner common to said Sections 10, 11, 14, and 15;

thence South $00^{\circ}09'54''$ West, 2,673.29 feet to a brass cap monument, marking the 1/4 corner common to said Sections 14 and 15;

thence along the east-west centerline of said Section 14, South $89^{\circ}51'58''$ East, 767.20 feet to the centerline of W. Ten Mile Creek Road;

thence along said centerline the following seven (7) courses and distances:

South $50^{\circ}06'33''$ East, 588.66 feet;

48.13 feet along the arc of curve to the left having a radius of 1,000.00 feet, a central angle of $02^{\circ}45'27''$ and a long chord which bears South $51^{\circ}29'16''$ East, 48.12 feet;

South $52^{\circ}52'00''$ East, 628.18 feet;

60.41 feet along the arc of curve to the right having a radius of 5,000.00 feet, a central angle of $00^{\circ}41'32''$ and a long chord which bears South $52^{\circ}31'14''$ East, 60.41 feet;

South $52^{\circ}10'28''$ East, 559.69 feet;

173.73 feet along the arc of curve to the right having a radius of 3,000.00 feet, a central angle of $03^{\circ}19'05''$ and a long chord which bears South $50^{\circ}30'55''$ East, 173.71 feet

South $48^{\circ}51'23''$ East, 78.09 feet to the North boundary line of the Southeast 1/4 of the Southwest 1/4 of said Section 14;

thence along said North boundary line, South $89^{\circ}44'32''$ East, 199.62 feet to 5/8" iron pin, PLS 5461, marking the Center-South 1/16 corner of said Section 14;

thence South $89^{\circ}44'29''$ East, 1,325.12 feet to the Southeast 1/16 corner of said Section 14;



thence South 00°23'07" West, 1,327.57 feet to a 1/2" iron pin, no cap, marking the East 1/16 corner common to said Sections 14 and 23;

thence South 89°37'22" East, 1,326.43 feet to an aluminum cap monument marking the section corner common to said Sections 13, 14, 23, and 24;

thence South 00°43'11" West, 1,322.80 feet to a 1/2" iron pin, marking the North 1/16 corner common to said Sections 23 and 24;

thence South 89°28'05" East, 2,674.58 feet to the Center-North 1/16 corner of said Section 24;

thence South 89°24'35" East, 1,342.21 feet to a 5/8" iron pin, PLS 4431, marking the Northeast 1/16 corner of said Section 24;

thence South 00°31'46" West, 1,327.37 feet to the Center-East 1/16 corner of said Section 24;

thence South 89°23'00" East, 1,341.67 feet to an aluminum cap monument, marking the 1/4 corner common to Section 19, Township 2 North, Range 2 East, B.M., and said Section 24;

thence South 00°43'12" West, 1,323.20 feet to the South 1/16 corner common to said Sections 24 and 19;

thence North 89°27'22" West, 2,678.41 feet to the Center-South 1/16 corner of said Section 24;

thence North 00°30'23" East, 1,326.60 feet to the Center 1/4 corner of said Section 24;

thence North 89°23'00" West, 2,679.51 feet to a brass cap monument, marking the 1/4 corner common to said Sections 23 and 24;

thence North 89°36'00" West, 1,320.59 feet to a 5/8" iron pin, marking the Center-East 1/16 corner of Section 23;

thence North 00°35'36" East, 1,322.52 feet to a 5/8" iron pin, marking the North-East 1/16 corner of Section 23;

thence North 89°36'42" West, 1,323.87 feet to a 5/8" iron pin, PLS 1923, marking the Center-North 1/16 corner of said Section 23;



thence North $89^{\circ}36'26''$ West, 1,329.66 feet to a $5/8''$ iron pin, marking the North-West $1/16$ corner of said Section 23;

thence South $00^{\circ}37'35''$ West, 1,321.98 feet to the Center-West $1/16$ corner of said Section 23;

thence North $89^{\circ}35'15''$ West, 1,333.83 feet to an aluminum cap monument, marking the $1/4$ corner common to Section 22, Township 2 North, Range 1 East, B.M., and said Section 23;

thence North $00^{\circ}47'19''$ East, 2,643.08 feet to an aluminum cap monument, marking the corner common to said Sections 14, 15, 22, and 23;

thence North $00^{\circ}29'59''$ East, 1,319.34 feet to a $1/2''$ iron pin, PLS 2471, marking the South $1/16$ corner common to said Sections 14 and 15;

thence on the South boundary line of the North $1/2$ of the Southeast $1/4$ of said Section 15, North $89^{\circ}59'19''$ West, 2,323.61 feet to a $5/8''$ iron pin on the East boundary line of the West $1/2$ of the West $1/2$ of the Northwest $1/4$ of the Southeast $1/4$ of said Section 15;

thence on said East boundary line, North $00^{\circ}10'31''$ East, 1,319.06 feet to the East-West centerline of said Section 15;

thence along said East-West centerline, North $89^{\circ}59'40''$ West, 333.01 feet to a $5/8''$ iron pin, PLS 4998, marking the Center $1/4$ of said Section 15;

thence on the North-South centerline of said Section 15, North $00^{\circ}07'54''$ East, 177.81 feet to the centerline of the New York Canal;

thence along said centerline the following ten (10) courses and distances:

613.35 feet along the arc of a curve to the left having a radius of 1,165.00 feet, a central angle of $30^{\circ}09'54''$ and a long chord which bears North $66^{\circ}14'17''$ East, 606.29 feet;

North $51^{\circ}09'23''$ East, 602.78 feet;

288.36 feet along the arc of curve to the left having a radius of 955.00 feet, a central angle of $17^{\circ}18'02''$ and a long chord which bears North $42^{\circ}30'22''$ East, 287.27 feet;

North $33^{\circ}51'21''$ East, 72.22 feet;



370.81 feet along the arc of curve to the right having a radius of 910.00 feet, a central angle of 23°20'49" and a long chord which bears North 45°31'45" East, 368.25 feet;

North 57°12'10" East, 173.84 feet;

464.67 feet along the arc of curve to the left having a radius of 960.00 feet, a central angle of 27°43'58" and a long chord which bears North 43°20'11" East, 460.15 feet;

North 29°28'12" East, 323.78 feet;

475.70 feet along the arc of curve to the left having a radius of 865.00 feet, a central angle of 31°30'34" and a long chord which bears North 13°42'55" East, 469.73 feet;

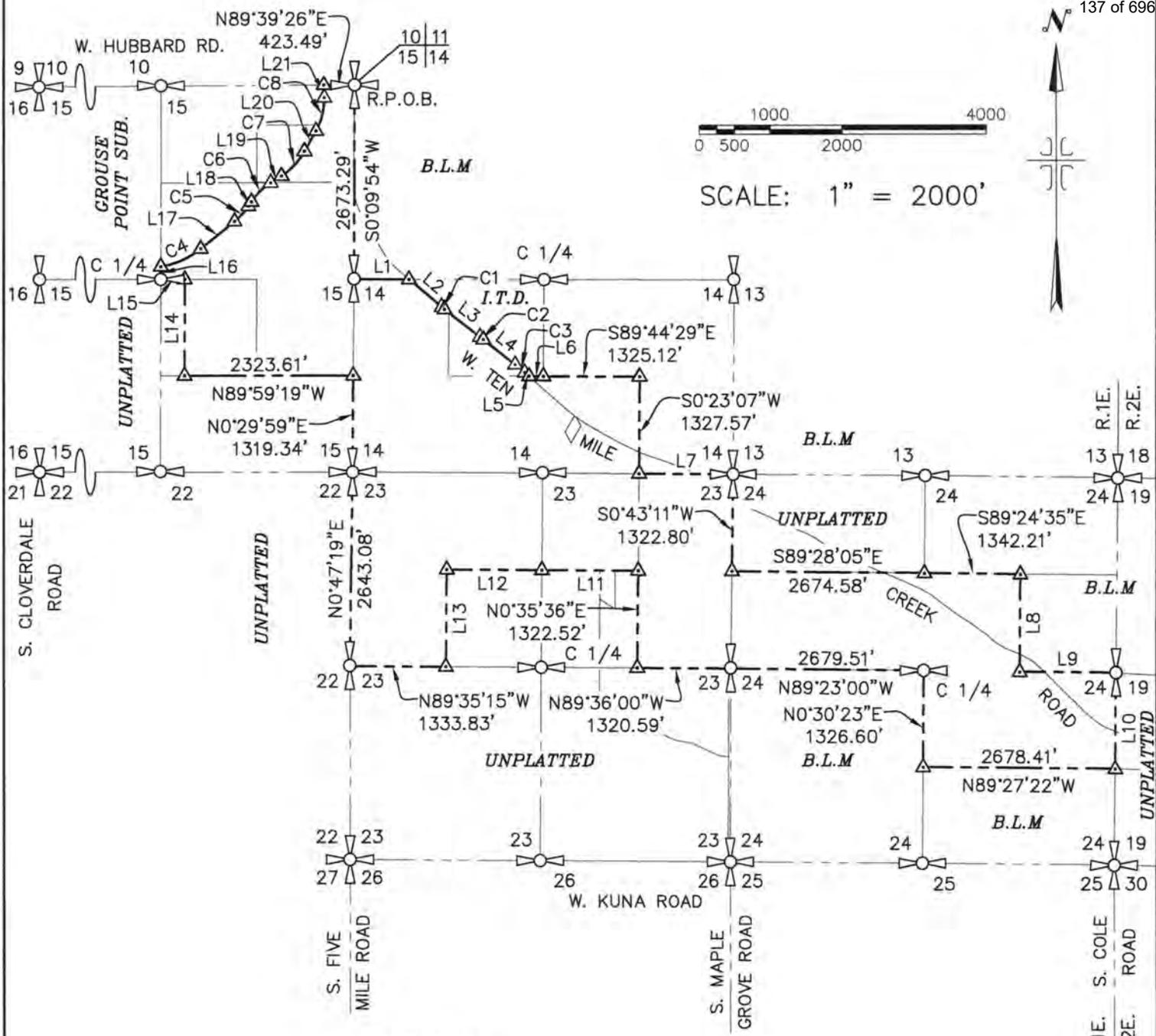
North 02°02'22" West, 173.63 feet to the north boundary line of said Section 15 and the centerline of W. Hubbard Road;

thence along said north boundary line and centerline, North 89°39'26" East, 423.49 feet to the **REAL POINT OF BEGINNING**.

Containing 761.63 acres, more or less.

End of Description.





0 500 1000 2000 4000

SCALE: 1" = 2000'

LEGEND

-  R.P.O.B.
-  SECTION CORNER
-  1/4 SECTION CORNER
-  ANNEXATION BOUNDARY LINE
-  SECTION LINE
-  PARCEL LINE
-  CENTER LINE



C:\Spring Rock Sub 19-192\Draw\Spring Rock Annexation Exhibit.dwg 3/29/2020 1:16:03 PM

ISG IDAHO SURVEY GROUP, LLC

9955 W. EMERALD ST.
BOISE, IDAHO 83704
(208) 846-8570

EXHIBIT MAP FOR
SPRING ROCK SUBDIVISION ANNEXATION

LOCATED IN THE S 1/2 OF SECTION 14, THE E 1/2 OF SECTION 15, THE N 1/2 OF SECTION 23, AND SECTION 24, T.2N., R.1E., B.M., ADA COUNTY, IDAHO

JOB NO. 19-192
SHEET NO. 1 OF 2
DWG. DATE 5/29/2020

LINE TABLE		
LINE	BEARING	LENGTH
L1	S89°51'58"E	767.20
L2	S50°06'33"E	588.66
L3	S52°52'00"E	628.18
L4	S52°10'28"E	559.69
L5	S48°51'23"E	78.09
L6	S89°44'32"E	199.62
L7	S89°37'22"E	1326.43
L8	S0°31'46"W	1327.37
L9	S89°23'00"E	1341.67
L10	S0°43'12"W	1323.20
L11	N89°36'42"W	1323.87

LINE TABLE		
LINE	BEARING	LENGTH
L12	N89°36'26"W	1329.66
L13	S0°37'35"W	1321.98
L14	N0°10'31"E	1319.06
L15	N89°59'40"W	333.01
L16	N0°07'54"E	177.81
L17	N51°09'23"E	602.78
L18	N33°51'21"E	72.22
L19	N57°12'10"E	173.84
L20	N29°28'12"E	323.78
L21	N2°02'22"W	173.63

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BRG.	CHORD DIST.
C1	48.13	1000.00	2°45'27"	S51°29'16"E	48.12
C2	60.41	5000.00	0°41'32"	S52°31'14"E	60.41
C3	173.73	3000.00	3°19'05"	S50°30'55"E	173.71
C4	613.35	1165.00	30°09'54"	N66°14'17"E	606.29
C5	288.36	955.00	17°18'02"	N42°30'22"E	287.27
C6	370.81	910.00	23°20'49"	N45°31'46"E	368.25
C7	464.67	960.00	27°43'58"	N43°20'11"E	460.15
C8	475.70	865.00	31°30'34"	N13°42'55"E	469.73



F:\Spring Rock Sub 19-192\den\Spring Rock Annexation Exhibit\figs_5/29/2020 1:16:13 PM

 IDAHO SURVEY GROUP, LLC	9955 W. EMERALD ST. BOISE, IDAHO 83704 (208) 846-8570
	EXHIBIT MAP FOR SPRING ROCK SUBDIVISION ANNEXATION

LOCATED IN THE S 1/2 OF SECTION 14, THE E 1/2 OF SECTION 15, THE N 1/2 OF SECTION 23, AND SECTION 24, T.2N., R.1E., B.M., ADA COUNTY, IDAHO

JOB NO. 19-192
SHEET NO. 2 OF 2
DWG. DATE 5/29/2020

Preliminary Plat Boundary Description for
Spring Rock Subdivision
 May 29, 2020

A parcel of land situated within the South 1/2 of Section 14, the East 1/2 of Section 15, and the North 1/2 of Section 23, Township 2 North, Range 1 East, B.M., Ada County, Idaho, more particularly described as follows:

Commencing at an aluminum cap monument, marking the corner common to said Sections 10, 11, 14, and 15; thence along the West boundary line of said Section 15, South 00°09'54" West, 40.00 feet to the **REAL POINT OF BEGINNING**;

thence continuing along said West boundary line, South 00°09'54" West, 2,633.29 feet to a brass cap monument, marking the 1/4 corner common to said Sections 14 and 15;

thence along the east-west centerline of said Section 14, South 89°51'58" East, 767.20 feet to the centerline of W. Ten Mile Creek Road;

thence along said centerline the following seven (7) courses and distances:

South 50°06'33" East, 588.66 feet;

48.13 feet along the arc of curve to the left having a radius of 1,000.00 feet, a central angle of 02°45'27" and a long chord which bears South 51°29'16" East, 48.12 feet;

South 52°52'00" East, 628.18 feet;

60.41 feet along the arc of curve to the right having a radius of 5,000.00 feet, a central angle of 00°41'32" and a long chord which bears South 52°31'14" East, 60.41 feet;

South 52°10'28" East, 559.69 feet;

173.73 feet along the arc of curve to the right having a radius of 3,000.00 feet, a central angle of 03°19'05" and a long chord which bears South 50°30'55" East, 173.71 feet

South 48°51'23" East, 78.09 feet to the North boundary line of the Southeast 1/4 of the Southwest 1/4 of said Section 14;



thence along said North boundary line, South 89°44'32" East, 199.62 feet to 5/8" iron pin, PLS 5461, marking the Center-South 1/16 corner of said Section 14;

thence South 89°44'29" East, 1,325.12 feet to the Southeast 1/16 corner of said Section 14;

thence South 00°23'07" West, 1,327.57 feet to a 1/2" iron pin, no cap, marking the East 1/16 corner common to said Sections 14 and 23;

thence South 00°35'36" West, 1,322.53 feet to a 5/8" iron pin, no cap, marking the Northeast 1/16 corner to said Section 23;

thence North 89°36'42" West, 1,323.87 feet to a 5/8" iron pin, PLS 1923, marking the Center-North 1/16 corner of said Section 23;

thence North 89°36'26" West, 1,329.66 feet to a 5/8" iron pin, marking the North-West 1/16 corner of said Section 23;

thence South 00°37'35" West, 1,321.98 feet to the Center-West 1/16 corner of said Section 23;

thence North 89°35'15" West, 1,333.83 feet to an aluminum cap monument, marking the 1/4 corner common to Section 22, Township 2 North, Range 1 East, B.M., and said Section 23;

thence North 00°47'19" East, 2,643.08 feet to an aluminum cap monument, marking the corner common to said Sections 14, 15, 22, and 23;

thence North 00°29'59" East, 1,319.34 feet to a 1/2" iron pin, PLS 2471, marking the South 1/16 corner common to said Sections 14 and 15;

thence on the South boundary line of the North 1/2 of the Southeast 1/4 of said Section 15, North 89°59'19" West, 2,323.61 feet to a 5/8" iron pin on the East boundary line of the West 1/2 of the West 1/2 of the Northwest 1/4 of the Southeast 1/4 of said Section 15;

thence on said East boundary line, North 00°10'31" East, 1,319.06 feet to the East-West centerline of said Section 15;

thence along said East-West centerline, North 89°59'40" West, 333.01 feet to a 5/8" iron pin, PLS 4998, marking the Center 1/4 of said Section 15;

thence on the North-South centerline of said Section 15, North 00°07'54" East, 177.81 feet to the centerline of the New York Canal;



thence along said centerline the following ten (10) courses and distances:

613.35 feet along the arc of a curve to the left having a radius of 1,165.00 feet, a central angle of 30°09'54" and a long chord which bears North 66°14'17" East, 606.29 feet;

North 51°09'23" East, 602.78 feet;

288.36 feet along the arc of curve to the left having a radius of 955.00 feet, a central angle of 17°18'02" and a long chord which bears North 42°30'22" East, 287.27 feet;

North 33°51'21" East, 72.22 feet;

370.81 feet along the arc of curve to the right having a radius of 910.00 feet, a central angle of 23°20'49" and a long chord which bears North 45°31'45" East, 368.25 feet;

North 57°12'10" East, 173.84 feet;

464.67 feet along the arc of curve to the left having a radius of 960.00 feet, a central angle of 27°43'58" and a long chord which bears North 43°20'11" East, 460.15 feet;

North 29°28'12" East, 323.78 feet;

475.70 feet along the arc of curve to the left having a radius of 865.00 feet, a central angle of 31°30'34" and a long chord which bears North 13°42'55" East, 469.73 feet;

North 02°02'22" West, 118.61 feet to the South right-of-way line of W. Hubbard Road;

thence along said South right-of-way line the following three (3) courses and distances:

North 89°39'26" East, 121.85 feet;

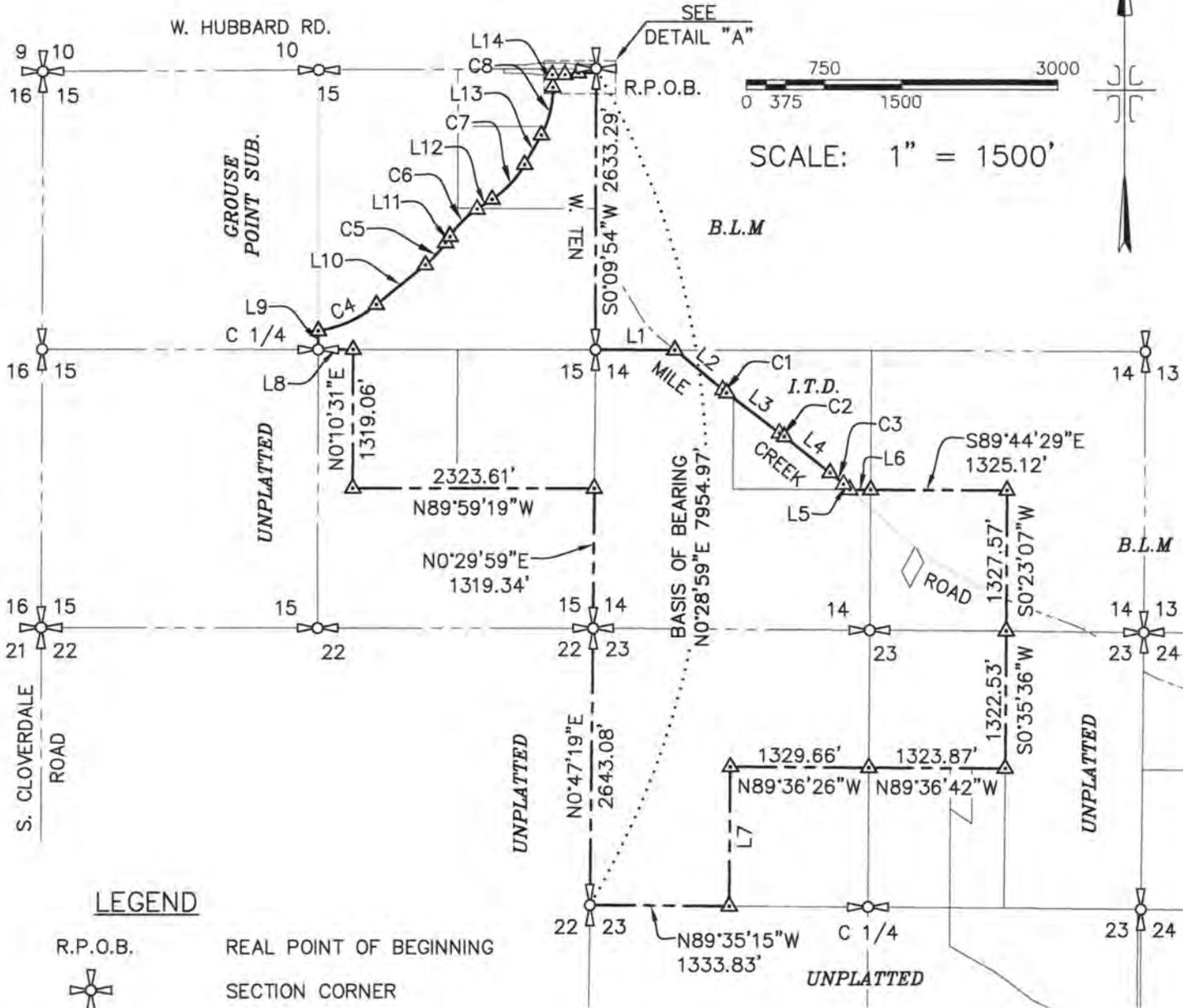
North 83°04'31" East, 130.86 feet;

North 89°39'26" East, 169.66 feet to the **REAL POINT OF BEGINNING**.

Containing 476.97 acres, more or less.

End of Description.



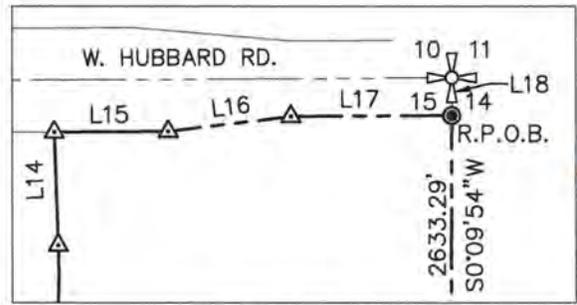


SCALE: 1" = 1500'



LEGEND

- R.P.O.B. REAL POINT OF BEGINNING
- SECTION CORNER
- 1/4 SECTION CORNER
- BOUNDARY LINE
- SECTION LINE
- PARCEL LINE
- CENTER LINE



DETAIL "A"
SCALE: 1" = 200'



C:\Spring Rock Sub 19-192\dwg\Spring Rock Preliminary Plat Exhibit.dwg 5/29/2020 3:01:38 PM

ISG IDAHO SURVEY GROUP, LLC
9955 W. EMERALD ST.
BOISE, IDAHO 83704
(208) 846-8570

PRELIMINARY PLAT BOUNDARY EXHIBIT MAP FOR
SPRING ROCK SUBDIVISION
LOCATED IN THE S 1/2 OF SECTION 14, THE E 1/2 OF SECTION 15, AND
THE N 1/2 OF SECTION 23, T.2N., R.1E., B.M., ADA COUNTY, IDAHO

JOB NO. 19-192
SHEET NO. 1 OF 2
DG. DATE 5/29/2020

LINE TABLE		
LINE	BEARING	LENGTH
L1	S89°51'58"E	767.20
L2	S50°06'33"E	588.66
L3	S52°52'00"E	628.18
L4	S52°10'28"E	559.69
L5	S48°51'23"E	78.09
L6	S89°44'32"E	199.62
L7	S0°37'35"W	1321.98
L8	N89°59'40"W	333.01
L9	N0°07'54"E	177.81

LINE TABLE		
LINE	BEARING	LENGTH
L10	N51°09'23"E	602.78
L11	N33°51'21"E	72.22
L12	N57°12'10"E	173.84
L13	N29°28'12"E	323.78
L14	N2°02'22"W	118.61
L15	N89°39'26"E	121.85
L16	N83°04'31"E	130.86
L17	N89°39'26"E	169.66
L18	S0°09'54"W	40.00

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BRG.	CHORD DIST.
C1	48.13	1000.00	2°45'27"	S51°29'16"E	48.12
C2	60.41	5000.00	0°41'32"	S52°31'14"E	60.41
C3	173.73	3000.00	3°19'05"	S50°30'55"E	173.71
C4	613.35	1165.00	30°09'54"	N66°14'17"E	606.29
C5	288.36	955.00	17°18'02"	N42°30'22"E	287.27
C6	370.81	910.00	23°20'49"	N45°31'46"E	368.25
C7	464.67	960.00	27°43'58"	N43°20'11"E	460.15
C8	475.70	865.00	31°30'34"	N13°42'55"E	469.73



P:\Spring Rock Sub 19-192\den\Spring Rock Preliminary Plat Exhibit.dwg 5/29/2020 4:29:32 PM

 IDAHO SURVEY GROUP, LLC	9955 W. EMERALD ST. BOISE, IDAHO 83704 (208) 846-8570
	PRELIMINARY PLAT EXHIBIT MAP FOR SPRINGROCK SUBDIVISION

LOCATED IN THE S 1/2 OF SECTION 14, THE E 1/2 OF SECTION 15, AND THE N 1/2 OF SECTION 23, T.2N., R.1E., B.M., ADA COUNTY, IDAHO

JOB NO. 19-192
SHEET NO. 2 OF 2
DG. DATE 5/29/2020

C-1 Zone Description for
Spring Rock Subdivision
June 5, 2020

A parcel of land situated within the Southwest 1/4 of Section 14, Township 2 North, Range 1 East, B.M., Ada County, Idaho, more particularly described as follows:

Commencing at a brass cap monument marking the 1/4 corner common to said Section 14 and Section 15, Township 2 North, Range 1 East, B.M., from which an aluminum cap monument marking the corner common to Sections 10, 11, 14 and 15, Township 2 North, Range 1 East, B.M., bears North 00°09'54" East, 2,673.29 feet; thence on the East-West centerline of said Section 14; South 89°51'58" East, 513.30 feet to the **REAL POINT OF BEGINNING**;

thence continuing on said East-West centerline, South 89°51'58" East, 253.90 feet to the centerline of W. Ten Mile Creek Road;

thence on said centerline the following three (3) courses and distances:

South 50°06'33" East, 588.66 feet;

48.13 feet along the arc of a curve to the left, having a radius of 1,000.00 feet, a central angle of 02°45'27" and a long chord which bears South 51°29'16" East, 48.12 feet;

South 52°52'00" East, 412.19 feet;

thence leaving said centerline, South 36°33'37" West, 450.77 feet;

thence North 49°41'09" West, 1,417.19 feet;

thence North 76°09'11" East, 252.92 feet;

thence 32.40 feet along the arc of a curve to the right, having a radius of 500.00 feet, a central angle of 03°42'44" and a long chord which bears North 78°00'33" East, 32.39 feet;

thence North 00°05'38" East, 34.83 feet to the **REAL POINT OF BEGINNING**.

Containing 12.32 acres, more or less.

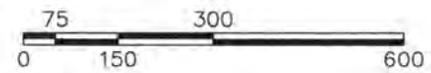
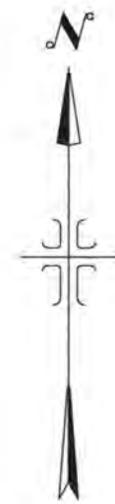
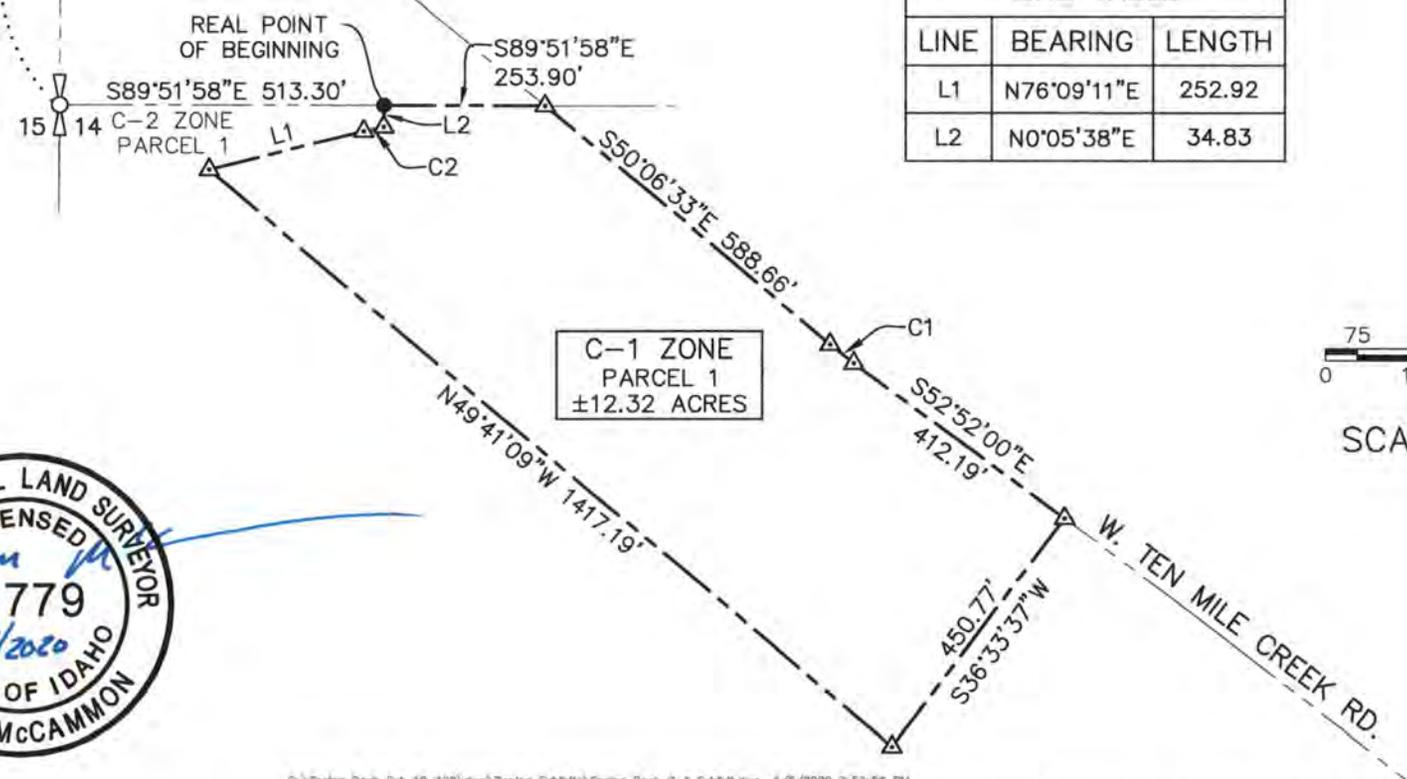
End of Description.





CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BRG.	CHORD DIST.
C1	48.13	1000.00	2°45'27"	S51°29'16"E	48.12
C2	32.40	500.00	3°42'44"	N78°00'33"E	32.39

LINE TABLE		
LINE	BEARING	LENGTH
L1	N76°09'11"E	252.92
L2	N0°05'38"E	34.83



SCALE: 1" = 300'



P:\Spring Rock Sub 19-192\dwg\Zoning Exhibits\Spring Rock C-1 Exhibit.dwg 6/5/2020 3:53:56 PM

ISG IDAHO SURVEY GROUP, LLC
 9955 W. EMERALD ST.
 BOISE, IDAHO 83704
 (208) 846-8570

SPRING ROCK SUBDIVISION
 EXHIBIT ___ DRAWING FOR
C-1 ZONE
 LOCATED IN THE SW 1/4 OF SECTION 14,
 T.2N., R.1E., B.M., ADA COUNTY, IDAHO

JOB NO. 19-192
SHEET NO. 1 OF 1
DWG. DATE 6-5-20

C-2 Zone Description for
Spring Rock Subdivision
June 5, 2020

Parcel 1

A parcel of land situated within the Northwest 1/4 of the Southwest 1/4 of Section 14 and the Northwest 1/4 of the Southeast 1/4 of Section 15, Township 2 North, Range 1 East, B.M., Ada County, Idaho, more particularly described as follows:

BEGINNING at a brass cap monument marking the 1/4 corner common to said Section 14 and Section 15, Township 2 North, Range 1 East, B.M., from which an aluminum cap monument marking the corner common to Sections 10, 11, 14 and 15, Township 2 North, Range 1 East, B.M., bears North 00°09'54" East, 2,673.29 feet;

thence on the east-west centerline of said Section 14, South 89°51'58" East, 513.30 feet;

thence leaving said east-west centerline, South 00°05'38" West, 34.83 feet;

thence 32.40 feet along the arc of a curve to the left, having a radius of 500.00 feet, a central angle of 03°42'44" and a long chord which bears South 78°00'33" West, 32.39 feet;

thence South 76°09'11" West, 371.10 feet;

thence 184.28 feet along the arc of curve to the right having a radius of 860.75 feet, a central angle of 12°16'00" and a long chord which bears South 82°17'11" West, 183.93 feet;

thence 82.27 feet along the arc of a curve to the right having a radius of 2,365.50 feet, a central angle of 01°59'33" and a long chord which bears North 00°49'53" West, 82.26 feet;

thence North 00°09'54" East, 74.15 feet to the North boundary line of the Northwest 1/4 of the Southeast 1/4 of said Section 15;

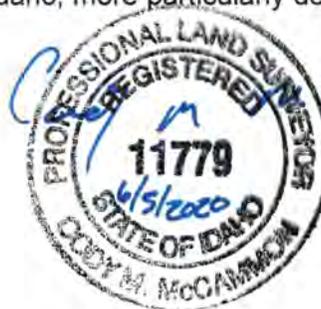
thence on said North boundary line, South 89°51'58" East, 62.00 feet to the **REAL POINT OF BEGINNING**.

Containing 1.36 acres, more or less.

AND

Parcel 2

A parcel of land situated within the Southwest 1/4 of the Southeast 1/4 of Section 14, Township 2 North, Range 1 East, B.M., Ada County, Idaho, more particularly described as follows:



Commencing at an aluminum cap monument marking the corner common to Sections 13, 14, 23 and 24, Township 2 North, Range 1 East, B.M., from which an aluminum cap monument marking the 1/4 corner common to said Sections 14 and 23, bears North 89°37'22" West, 2,652.85 feet; thence North 89°37'22" West, 1,326.43 feet to a 1/2" iron pin, no cap, marking the East 1/16 corner common to said Sections 14 and 23; thence on the East boundary line of the Southwest 1/4 of the Southeast 1/4 of said Section 14, North 00°23'07" East, 1062.99 feet to the **REAL POINT OF BEGINNING**;

thence leaving said East boundary line, South 90°00'00" West, 255.54 feet;

thence North 00°00'00" East, 265.74 feet to the North boundary line of the Southwest 1/4 of the Southeast 1/4 of said Section 14;

thence on said North boundary line, South 89°44'29" East, 257.32 feet to the Southeast 1/16 corner of said Section 14;

thence on the East boundary line of the Southwest 1/4 of the Southeast 1/4 of said Section 14, South 00°23'07" West, 264.58 feet to the **REAL POINT OF BEGINNING**.

Containing 1.56 acres, more or less.

AND

Parcel 3

A parcel of land situated within the Southwest 1/4 of the Northeast 1/4 and the Southeast 1/4 of the Northwest 1/4 of Section 24, Township 2 North, Range 1 East, B.M., Ada County, Idaho, more particularly described as follows:

Commencing at an aluminum cap monument marking the 1/4 corner common to said Section 24 and Section 19, from which a brass cap monument marking the corner common to Sections 19, 24, 25 and 30, bears South 00°44'12" West, 2,646.71 feet; thence on the east-west centerline of said Section 24, North 89°23'00" West, 1341.68 feet to the Center-East 1/16 corner of said Section 24; thence on the East boundary line of the Southwest 1/4 of the Northeast 1/4, North 00°31'46" East, 239.61 feet to the centerline of W. Ten Mile Creek Road and the **REAL POINT OF BEGINNING**;

thence on said centerline the following eight (8) courses and distances:

105.82 feet along the arc of a curve to the left, having a radius of 1,025.00 feet, a central angle of 05°54'54" and a long chord which bears North 69°18'17" West, 105.77 feet;



307.21 feet along the arc of a curve to the right, having a radius of 800.00 feet, a central angle of 22°00'08" and a long chord which bears North 61°15'40" West, 305.32 feet;

466.89 feet along the arc of a curve to the left, having a radius of 3,000.00 feet, a central angle of 08°55'01" and a long chord which bears North 54°43'07" West, 466.42 feet;

252.60 feet along the arc of a curve to the right, having a radius of 2,500.00 feet, a central angle of 05°47'21" and a long chord which bears North 56°16'56" West, 252.50 feet;

North 53°23'16" West, 302.04 feet;

252.98 feet along the arc of a curve to the left, having a radius of 1,093.00 feet, a central angle of 13°15'42" and a long chord which bears North 60°01'06" West, 252.42 feet;

North 66°38'57" West, 323.90 feet;

199.88 feet along the arc of a curve to the left, having a radius of 22,600.00 feet, a central angle of 00°30'24" and a long chord which bears North 66°54'09" West, 199.88 feet to the North boundary line of the Southeast 1/4 of the Northwest 1/4 of Section 24;

thence along said North boundary line, South 89°28'05" East, 567.69 feet to the Center-North 1/16 corner of said Section 24;

thence on the North boundary line of the Southwest 1/4 of the Northeast 1/4, South 89°24'35" East, 1,342.21 feet to a 5/8" iron pin, PLS 4431, marking the Northeast 1/16 corner of said Section 24;

thence on the East boundary line of the Southwest 1/4 of the Northeast 1/4, South 00°31'46" West, 1,087.76 feet to the **REAL POINT OF BEGINNING**.

Containing 22.84 acres, more or less.

AND

Parcel 4

A parcel of land situated within the Northeast 1/4 of the Southeast 1/4 of Section 24, Township 2 North, Range 1 East, B.M., Ada County, Idaho, more particularly described as follows:



BEGINNING at an aluminum cap monument marking the 1/4 corner common to said Section 24 and Section 19, from which a brass cap monument marking the corner common to Sections 19, 24, 25 and 30, bears South 00°44'12" West, 2,646.71 feet;

thence on the section line common to said Sections 19 and 24, South 00°43'12" West, 808.19 feet to the centerline of W. Ten Mile Creek Road;

thence on said centerline the following three (3) courses and distances:

North 69°39'03" West, 33.99 feet;

404.18 feet along the arc of a curve to the right, having a radius of 978.00 feet, a central angle of 23°40'44" and a long chord which bears North 57°48'42" West, 401.31 feet;

North 45°58'20" West, 853.58 feet to the east-west centerline of said Section 24;

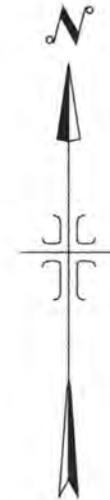
thence on said east-west centerline, South 89°23'00" East, 995.44 feet to the **REAL POINT OF BEGINNING**.

Containing 10.34 acres, more or less.

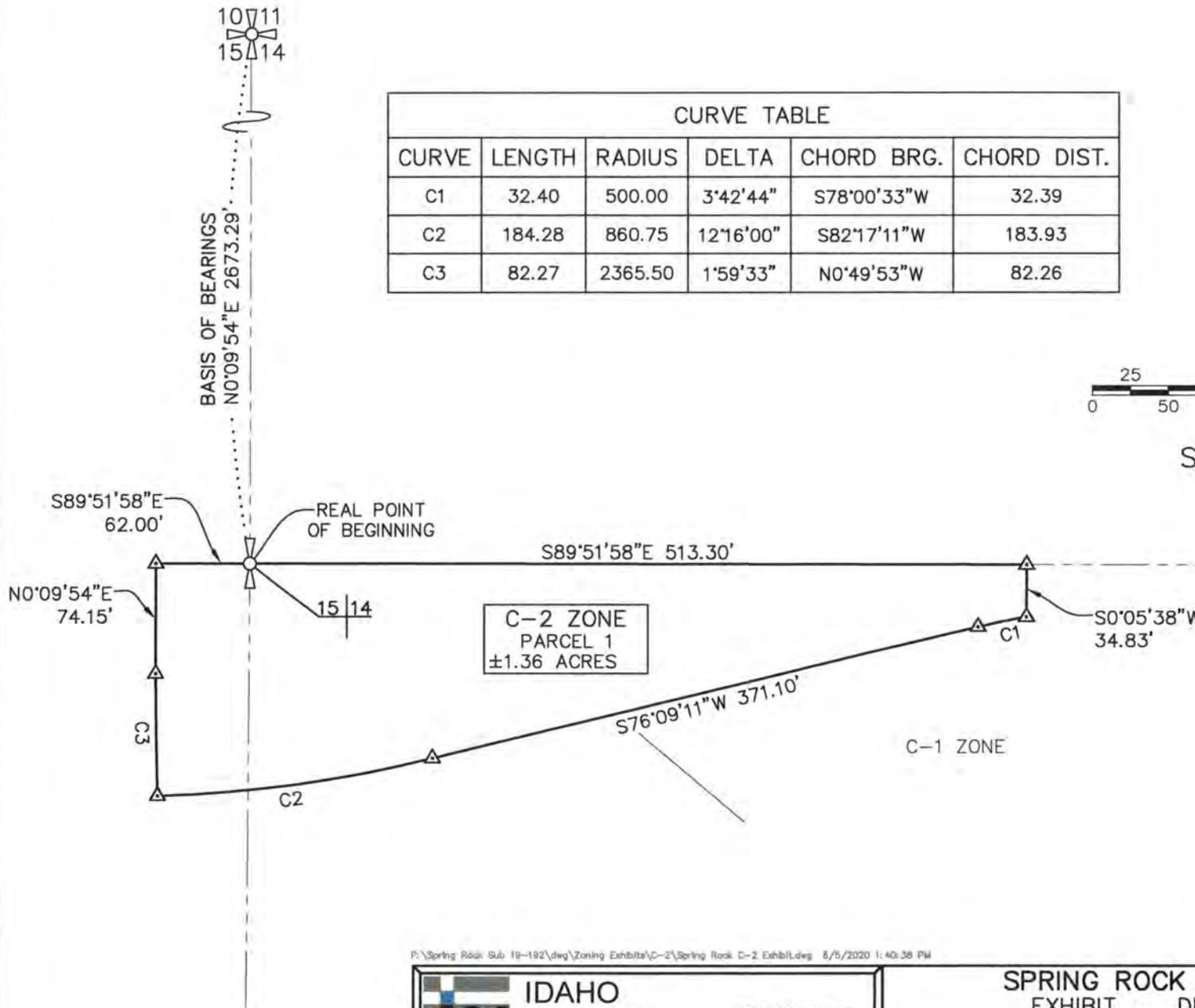
End of Description.



CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BRG.	CHORD DIST.
C1	32.40	500.00	3°42'44"	S78°00'33"W	32.39
C2	184.28	860.75	12°16'00"	S82°17'11"W	183.93
C3	82.27	2365.50	1°59'33"	N0°49'53"W	82.26



SCALE: 1" = 100'

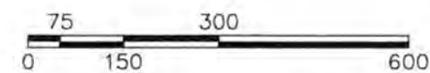
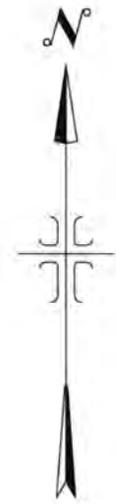
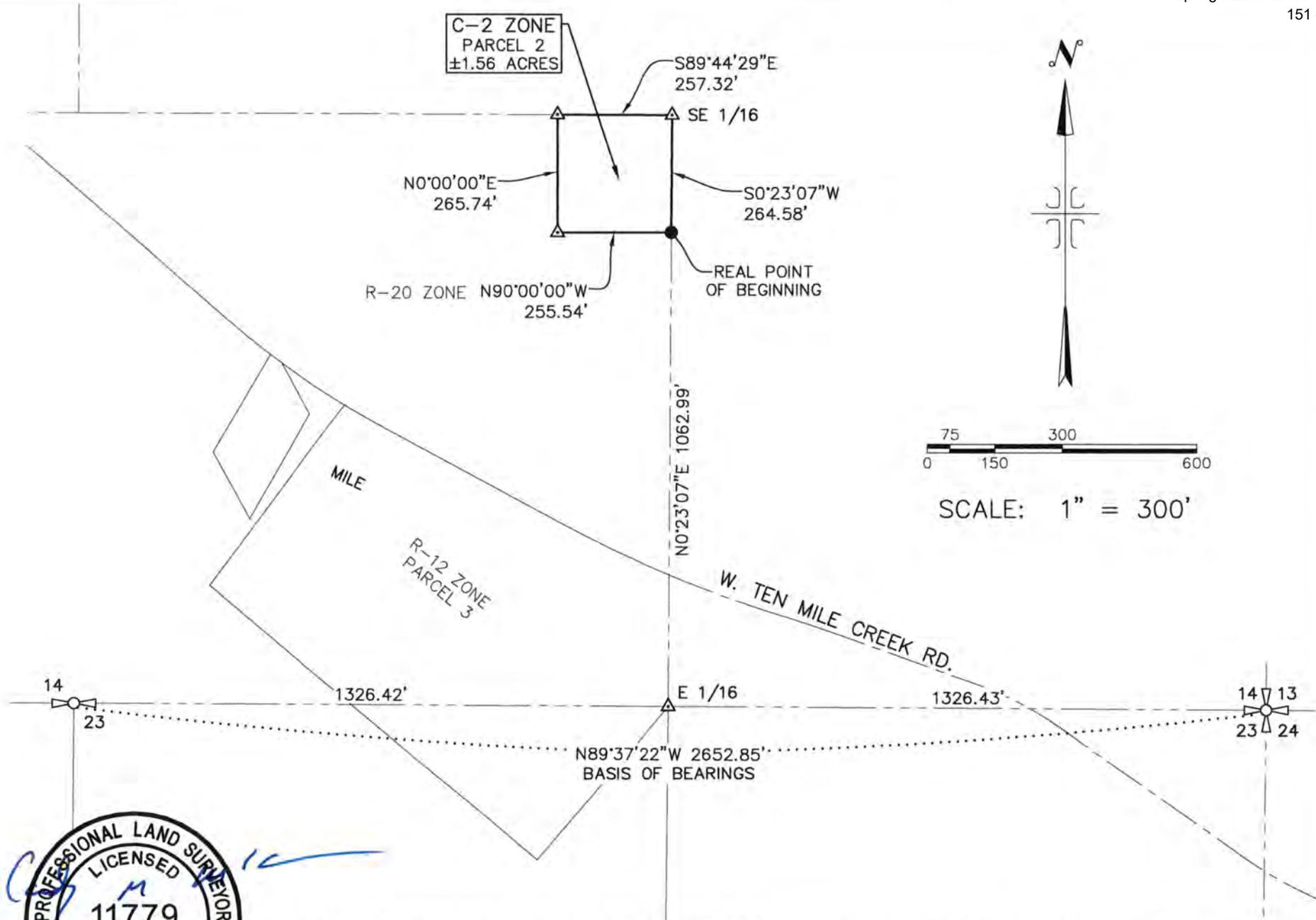


P:\Spring Rock Sub 19-192\dwg\Zoning Exhibits\C-2\Spring Rock C-2 Exhibit.dwg 8/6/2020 1:40:38 PM

ISG IDAHO SURVEY GROUP, LLC
 9955 W. EMERALD ST.
 BOISE, IDAHO 83704
 (208) 846-8570

SPRING ROCK SUBDIVISION
 EXHIBIT ___ DRAWING FOR
C-2 ZONE (PARCEL 1)
 LOCATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 14,
 T.2N., R.1E., B.M., ADA COUNTY, IDAHO

JOB NO. 19-192
SHEET NO. 1 OF 3
DWG. DATE 7-14-19



SCALE: 1" = 300'



F:\Spring Rock Sub 18-192\dwg\Zoning Exhibit\C-2\Spring Rock C-2 Exhibit.dwg 8/5/2020 1:43:50 PM

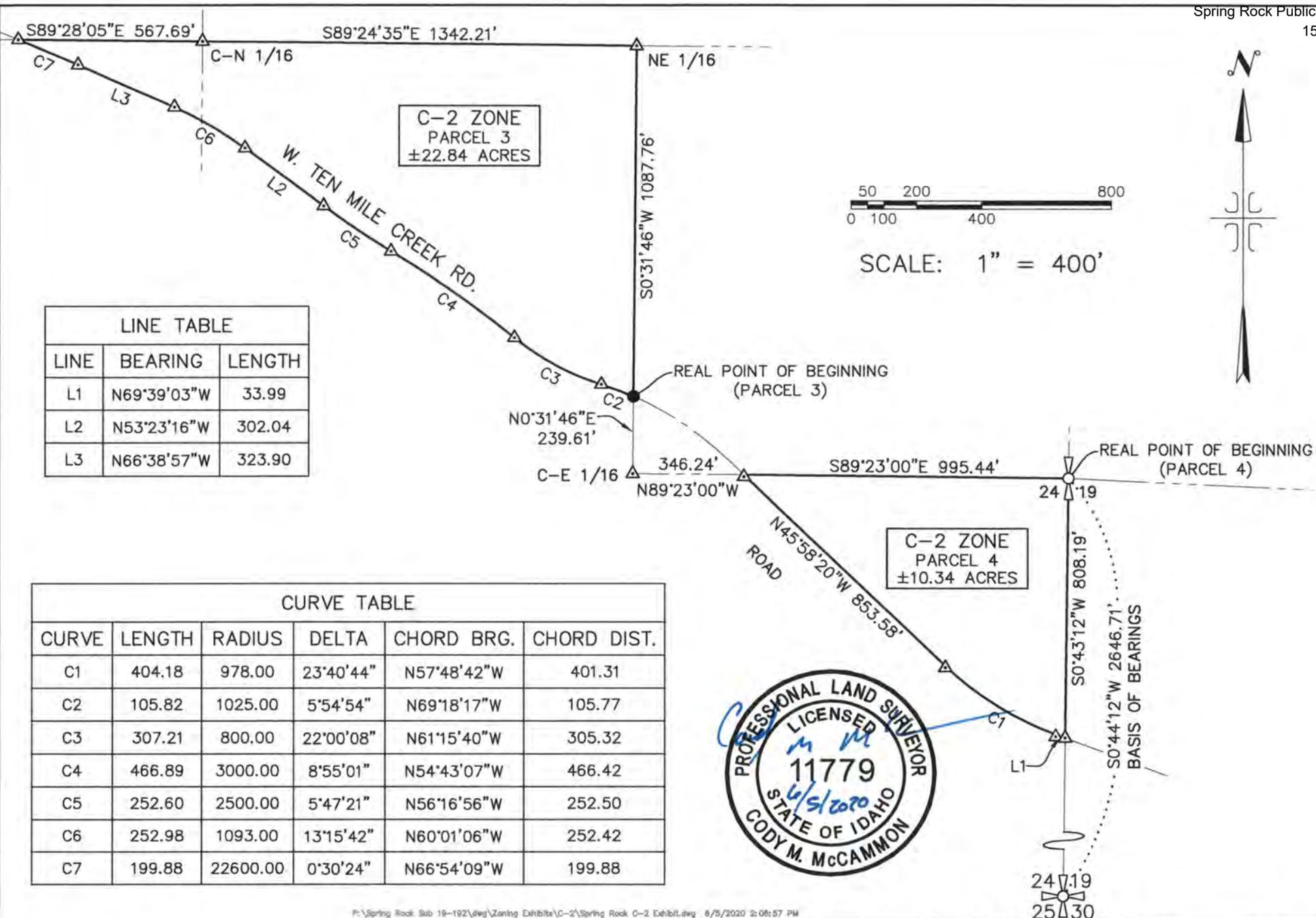
ISG IDAHO SURVEY GROUP, LLC

9955 W. EMERALD ST.
BOISE, IDAHO 83704
(206) 846-8570

SPRING ROCK SUBDIVISION
EXHIBIT ___ DRAWING FOR
C-2 ZONE (PARCEL 2)

LOCATED IN THE SW 1/4 OF THE SE 1/4 OF SECTION 14,
T.2N., R.1E., B.M., ADA COUNTY, IDAHO

JOB NO. 19-192
SHEET NO. 2 OF 3
DWG. DATE 7-12-19



LINE TABLE		
LINE	BEARING	LENGTH
L1	N69°39'03"W	33.99
L2	N53°23'16"W	302.04
L3	N66°38'57"W	323.90

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BRG.	CHORD DIST.
C1	404.18	978.00	23°40'44"	N57°48'42"W	401.31
C2	105.82	1025.00	5°54'54"	N69°18'17"W	105.77
C3	307.21	800.00	22°00'08"	N61°15'40"W	305.32
C4	466.89	3000.00	8°55'01"	N54°43'07"W	466.42
C5	252.60	2500.00	5°47'21"	N56°16'56"W	252.50
C6	252.98	1093.00	13°15'42"	N60°01'06"W	252.42
C7	199.88	22600.00	0°30'24"	N66°54'09"W	199.88



P:\Spring Rock\Sub 19-192\dwg\Zoning Exhibits\C-2\Spring Rock C-2 Exhibit.dwg 6/5/2020 2:08:57 PM

ISG IDAHO SURVEY GROUP, LLC
9955 W. EMERALD ST. BOISE, IDAHO 83704 (208) 846-8570

SPRING ROCK SUBDIVISION
EXHIBIT ___ DRAWING FOR
C-2 ZONE (PARCEL'S 3 AND 4)
LOCATED IN THE NW 1/4, THE NE 1/4 AND THE SE 1/4 OF SECTION 24, T.2N., R.1E., B.M., ADA COUNTY, IDAHO

JOB NO. 19-192
SHEET NO. 3 OF 3
DWG. DATE 7-14-19

R-6 Zone Description for
Spring Rock Subdivision
June 8, 2020

A parcel of land situated within the South 1/2 of Section 14, the East 1/2 of Section 15, the North 1/2 of Section 23, and Section 24, Township 2 North, Range 1 East, B.M., Ada County, Idaho, more particularly described as follows:

BEGINNING at a brass cap monument marking the 1/4 corner common to said Sections 14 and 15, from which an aluminum cap monument marking the corner common to said Sections 10, 11, 14 and 15 bears North 00°09'54" East, 2,673.29 feet;

thence on the North boundary line of the Northwest 1/4 of the Southeast 1/4 of said Section 15, North 89°51'58" West, 62.00 feet to the

thence leaving said North boundary line, South 00°09'54" West, 74.15 feet;

thence 82.27 feet along the arc of a curve to the left having a radius of 2,365.50 feet, a central angle of 01°59'33" and a long chord which bears South 00°49'53" East, 82.26 feet;

thence 184.28 feet along the arc of curve to the left having a radius of 860.75 feet, a central angle of 12°16'00" and a long chord which bears North 82°17'11" East, 183.93 feet;

thence North 76°09'11" East, 118.18 feet;

thence South 49°41'09" East, 1,417.19 feet;

thence North 36°33'37" East, 450.77 feet to the centerline of W. Ten Mile Creek Road;

thence on said centerline the following six (6) courses and distances:

South 52°52'00" East, 215.98 feet;

60.41 feet along the arc of a curve to the right, having a radius of 5,000.00 feet, a central angle of 00°41'32" and a long chord which bears South 52°31'14" East, 60.41 feet;

South 52°10'28" East, 559.69 feet;

173.73 feet along the arc of a curve to the right, having a radius of 3,000.00 feet, a central angle of 03°19'05" and a long chord which bears South 50°30'55" East, 173.71 feet;



South 48°51'37" East, 774.73 feet;

310.00 feet along the arc of a curve to the left, having a radius of 2,100.00 feet, a central angle of 08°27'29" and a long chord which bears South 53°05'21" East, 309.72 feet;

thence leaving said centerline, South 36°45'53" West, 495.07 feet;

thence South 49°41'09" East, 982.84 feet;

thence North 40°17'57" East, 449.02 feet to a 1/2" iron pin, no cap, marking the East 1/16 corner common to said Sections 14 and 23;

thence South 89°37'22" East, 1,326.43 feet to an aluminum cap monument marking the section corner common to said Sections 13, 14, 23, and 24;

thence South 00°43'11" West, 1,322.80 feet to a 1/2" iron pin, marking the North 1/16 corner common to said Sections 23 and 24;

thence on the North boundary of the South 1/2 of the Northwest 1/4 of said Section 24, South 89°28'05" East, 2,106.89 feet to said centerline of W. Ten Mile Creek Road;

thence on said centerline the following eight (8) courses and distances:

199.88 feet along the arc of a curve to the right, having a radius of 22,600.00 feet, a central angle of 00°30'24" and a long chord which bears South 66°54'09" East, 199.88 feet;

South 66°38'57" East, 323.90 feet;

252.98 feet along the arc of a curve to the right, having a radius of 1,093.00 feet, a central angle of 13°15'42" and a long chord which bears South 60°01'06" East, 252.42 feet;

South 53°23'16" East, 302.04 feet;

252.60 feet along the arc of a curve to the left, having a radius of 2,500.00 feet, a central angle of 05°47'21" and a long chord which bears South 56°16'56" East, 252.50 feet;



466.89 feet along the arc of a curve to the right, having a radius of 3,000.00 feet, a central angle of 08°55'01" and a long chord which bears South 54°43'07" East, 466.42 feet;

307.21 feet along the arc of a curve to the left, having a radius of 800.00 feet, a central angle of 22°00'08" and a long chord which bears South 61°15'40" East, 305.32 feet;

105.82 feet along the arc of a curve to the right, having a radius of 1,025.00 feet, a central angle of 05°54'54" and a long chord which bears South 69°18'17" East, 105.77 feet to the West boundary line of the Southeast 1/4 of the Northeast 1/4 of said Section 24;

thence on said West boundary line, South 00°31'46" West, 239.61 feet to the Center-East 1/16 corner of said Section 24;

thence along the South boundary line of the Southeast 1/4 of the Northeast 1/4, South 89°23'00" East, 346.24 feet to said centerline of W. Ten Mile Creek Road;

thence on said centerline the following three (3) courses and distances:

South 45°58'20" East, 853.58 feet;

404.18 feet along the arc of a curve to the left, having a radius of 978.00 feet, a central angle of 23°40'44" and a long chord which bears South 57°48'42" East, 401.31 feet;

South 69°39'03" East, 33.99 feet to the East boundary line of said Section 24;

thence on said East boundary line, South 00°43'12" West, 515.01 feet to the South 1/16 corner common to said Sections 24 and 19;

thence North 89°27'22" West, 2,678.41 feet to the Center-South 1/16 corner of said Section 24;

thence North 00°30'23" East, 1,326.60 feet to the Center 1/4 corner of said Section 24;

thence North 89°23'00" West, 2,679.51 feet to a brass cap monument, marking the 1/4 corner common to said Sections 23 and 24;

thence North 89°36'00" West, 1,320.59 feet to a 5/8" iron pin, marking the Center-East 1/16 corner of Section 23;



thence North 00°35'36" East, 1,322.52 feet to a 5/8" iron pin, marking the North-East 1/16 corner of Section 23;

thence North 89°36'42" West, 1,323.87 feet to a 5/8" iron pin, PLS 1923, marking the Center-North 1/16 corner of said Section 23;

thence North 89°36'26" West, 1,329.66 feet to a 5/8" iron pin, marking the North-West 1/16 corner of said Section 23;

thence South 00°37'35" West, 1,321.98 feet to the Center-West 1/16 corner of said Section 23;

thence North 89°35'15" West, 1,333.83 feet to an aluminum cap monument, marking the 1/4 corner common to Section 22 and Section 23;

thence North 00°47'19" East, 2,643.08 feet to an aluminum cap monument, marking the corner common to said Sections 14, 15, 22, and 23;

thence North 00°29'59" East, 1,319.34 feet to a 1/2" iron pin, PLS 2471, marking the South 1/16 corner common to said Sections 14 and 15;

thence on the South boundary line of the North 1/2 of the Southeast 1/4 of said Section 15, North 89°59'19" West, 2,323.61 feet to a 5/8" iron pin on the East boundary line of the West 1/2 of the West 1/2 of the Northwest 1/4 of the Southeast 1/4 of said Section 15;

thence on said East boundary line, North 00°10'31" East, 1,319.06 feet to the East-West centerline of said Section 15;

thence along said East-West centerline, North 89°59'40" West, 333.01 feet to a 5/8" iron pin, PLS 4998, marking the Center 1/4 of said Section 15;

thence on the North-South centerline of said Section 15, North 00°07'54" East, 177.81 feet to the centerline of the New York Canal;

thence along said centerline the following seven (7) courses and distances:

613.35 feet along the arc of a curve to the left, having a radius of 1,165.00 feet, a central angle of 30°09'54" and a long chord which bears North 66°14'17" East, 606.29 feet;

North 51°09'23" East, 602.78 feet;



288.36 feet along the arc of curve to the left, having a radius of 955.00 feet, a central angle of 17°18'02" and a long chord which bears North 42°30'22" East, 287.27 feet;

North 33°51'21" East, 72.22 feet;

370.81 feet along the arc of curve to the right, having a radius of 910.00 feet, a central angle of 23°20'49" and a long chord which bears North 45°31'46" East, 368.25 feet;

North 57°12'10" East, 173.84 feet;

291.70 feet along the arc of a curve to the left, having a radius of 960.00 feet, a central angle of 17°24'35" and a long chord which bears North 48°29'53" East, 290.58 feet;

thence leaving said centerline, South 44°53'03" East, 254.75 feet;

thence North 45°06'57" East, 33.56 feet;

thence 5.19 feet along the arc of a curve to the right having a radius of 700.00 feet, a central angle of 00°25'28" and a long chord which bears North 44°54'13" East, 5.19 feet;

thence South 49°31'42" East, 365.35 feet;

thence 101.94 feet along the arc of a curve to the left having a radius of 125.00 feet, a central angle of 46°43'31" and a long chord which bears South 26°09'57" East, 99.14 feet;

thence North 87°11'27" East, 253.19 feet to the East boundary line of said Section 15;

thence on the East boundary line of said Section 15, South 00°09'54" West, 1150.02 feet to the **REAL POINT OF BEGINNING**.

EXCEPTING therefrom the following described parcel:

A parcel of land situated within the South 1/2 of the Southwest 1/4 of Section 14, Township 2 North, Range 1 East, B.M., Ada County, Idaho, more particularly described as follows:



Commencing at a brass cap monument marking the 1/4 corner common to said Section 14 and Section 15, Township 2 North, Range 2 East, B.M., from which an aluminum cap monument marking the corner common to Sections 10, 11, 14 and 15, Township 2 North, Range 1 East B.M. bears North 00°09'54" East, 2,673.29 feet; thence South 00°29'59" West, 1,319.34 feet to a 1/2" iron pin, PLS 2471, marking the South 1/16 corner common to said Sections 14 and 15; thence South 66°42'43" East, 198.49 feet to the **REAL POINT OF BEGINNING "B"**;

thence South 89°36'42" East, 1,274.79 feet;

thence South 00°23'18" West, 133.50 feet;

thence North 89°36'42" West, 1,249.99 feet;

thence 36.82 feet along the arc of a curve to the right having a radius of 1,388.20 feet, a central angle of 01°31'11" and a long chord which bears North 10°41'12" West, 36.82 feet;

thence North 09°55'37" West, 98.97 feet to the **REAL POINT OF BEGINNING**.

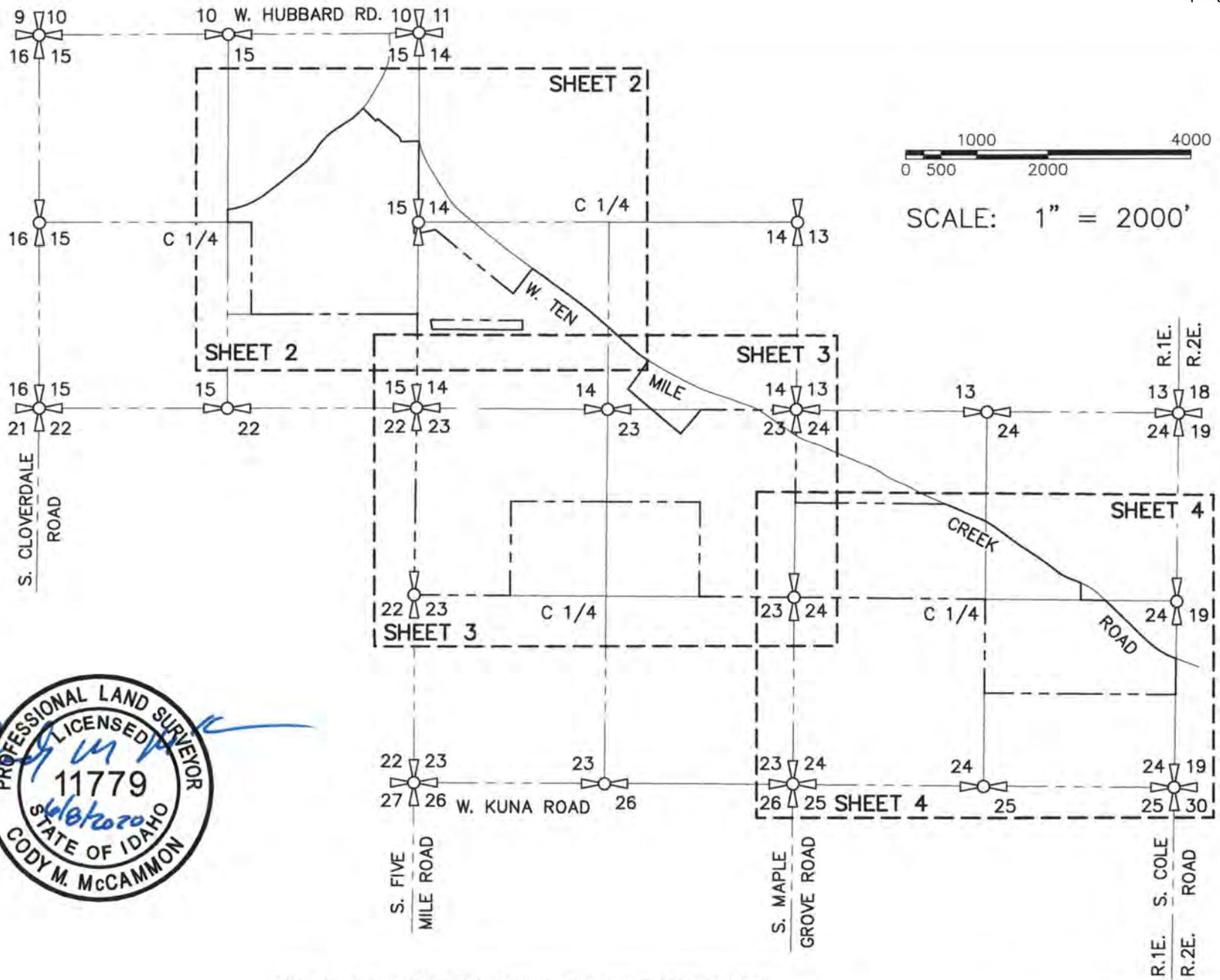
Containing 659.19 acres, more or less.

End of Description.





SCALE: 1" = 2000'

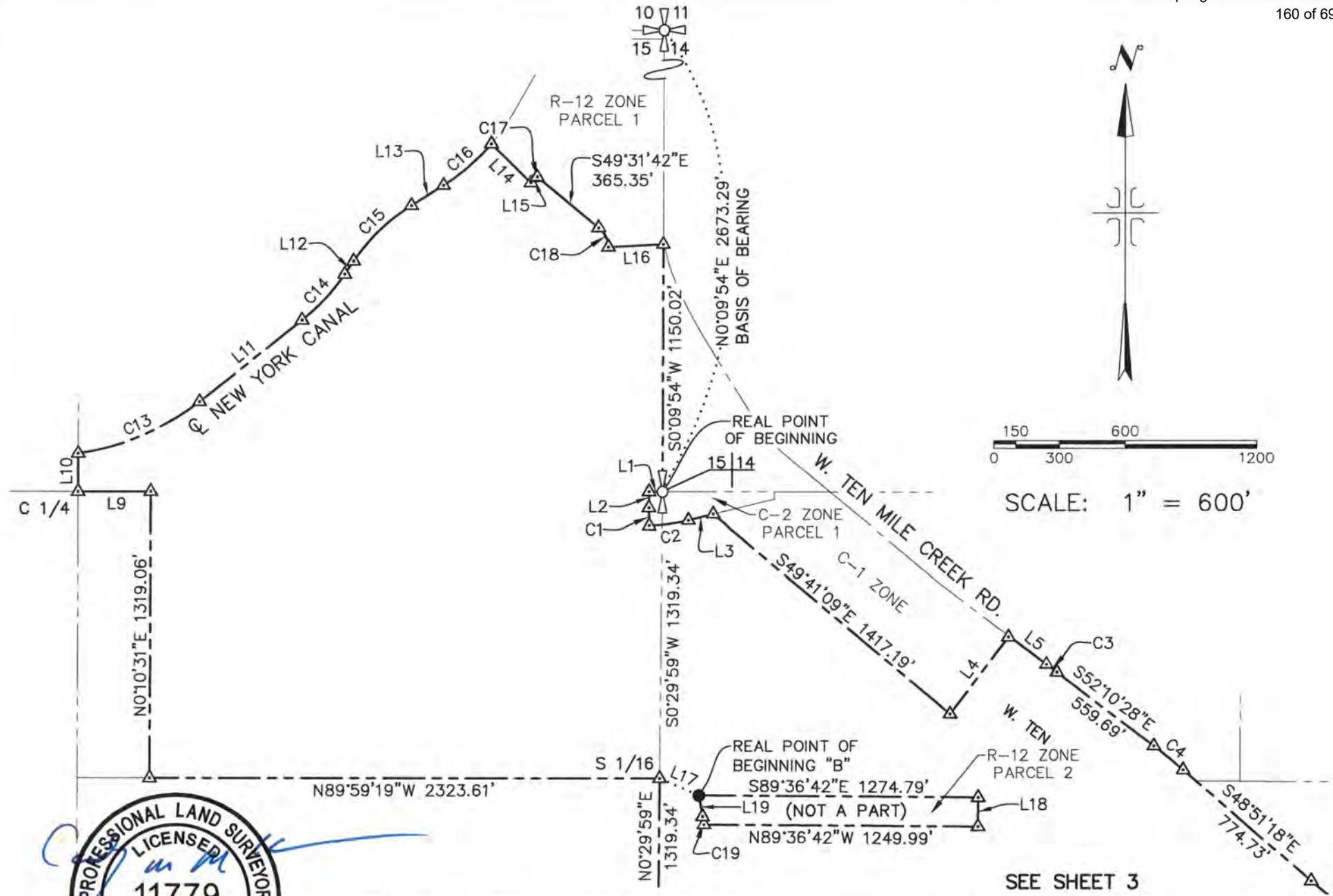


P:\Spring Rock Sub 19-192\dwg\Zoning Exhibit\19-6\Spring Rock R-6 BASE.dwg 8/8/2020 12:21:17 PM

	IDAHO	9955 W. EMERALD ST. BOISE, IDAHO 83704 (208) 846-8570
	SURVEY GROUP, LLC	

SPRING ROCK SUBDIVISION	
EXHIBIT ___ DRAWING FOR	
R-6 ZONE	
LOCATED IN THE S 1/2 OF SEC. 14, THE E 1/2 OF SEC. 15, THE N 1/2 OF SEC. 23 AND SEC. 24, T.2N., R.1E., B.M., ADA COUNTY, IDAHO	

JOB NO. 19-192
SHEET NO. 1 OF 5
DWG. DATE 6-8-20



P:\Spring Rock Sub 18-192\dwg\Zoning Exhibits\R-6\Spring Rock R-6 Exhibits.dwg 3/3/2020 12:01:08 PM

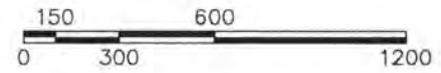
ISG IDAHO SURVEY GROUP, LLC
9955 W. EMERALD ST.
BOISE, IDAHO 83704
(208) 846-8570

SPRING ROCK SUBDIVISION
EXHIBIT ___ DRAWING FOR
R-6 ZONE
LOCATED IN THE S 1/2 OF SEC. 14, THE E 1/2 OF SEC. 15, THE N 1/2 OF SEC. 23 AND SEC. 24, T.2N., R.1E., B.M., ADA COUNTY, IDAHO

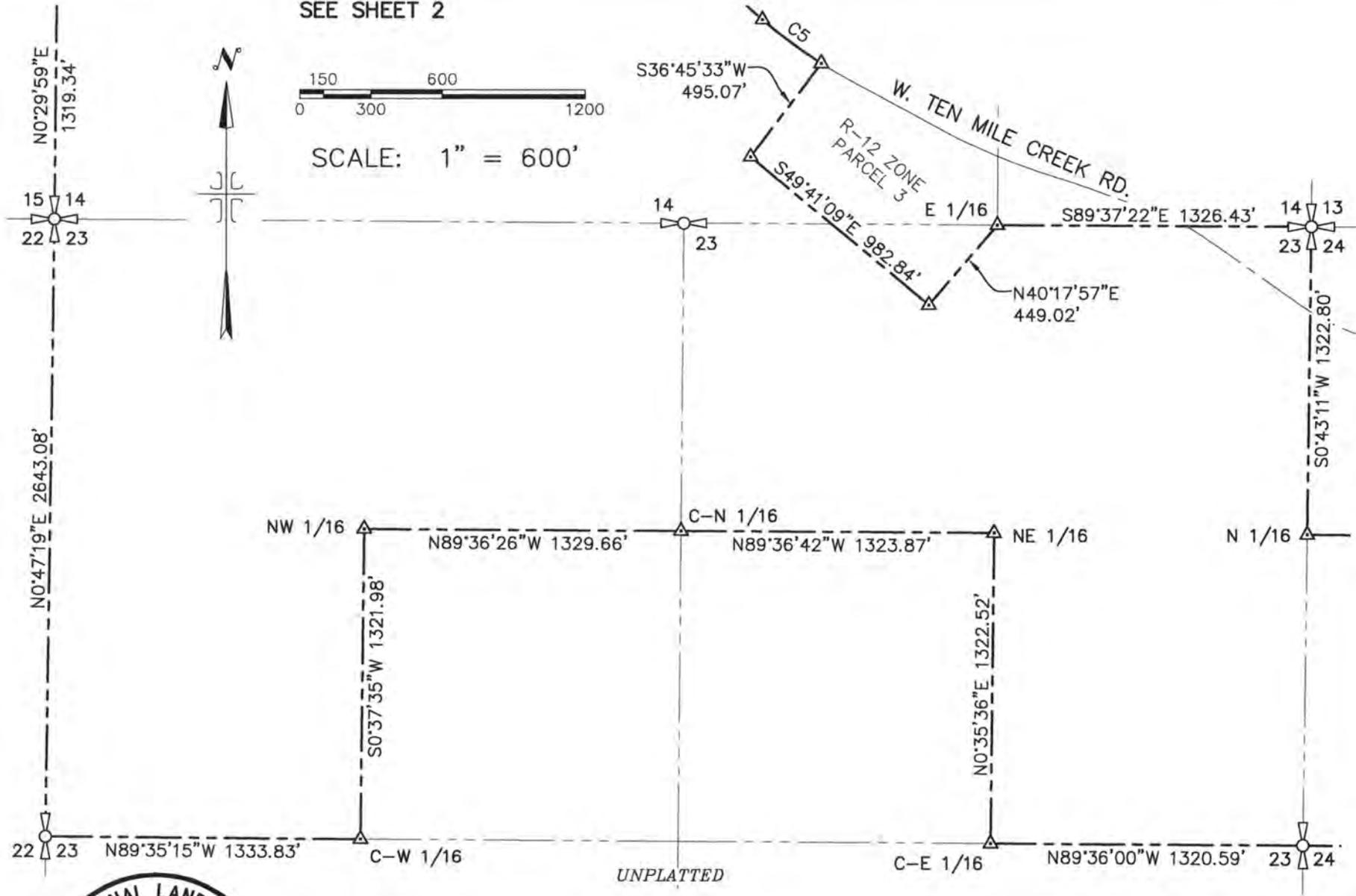
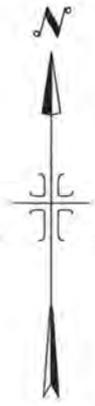
JOB NO.
19-192
SHEET NO.
2 OF 5
DWG. DATE
6-8-20

SEE SHEET 3

SEE SHEET 2



SCALE: 1" = 600'



SEE SHEET 4



P:\Spring Rock Sub 19-192\dwg\Zoning Exhibits\R-6\Spring Rock R-6 Exhibit.dwg 8/8/2020 12:22:00 PM

ISG IDAHO SURVEY GROUP, LLC

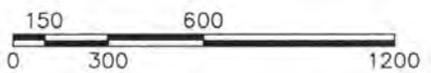
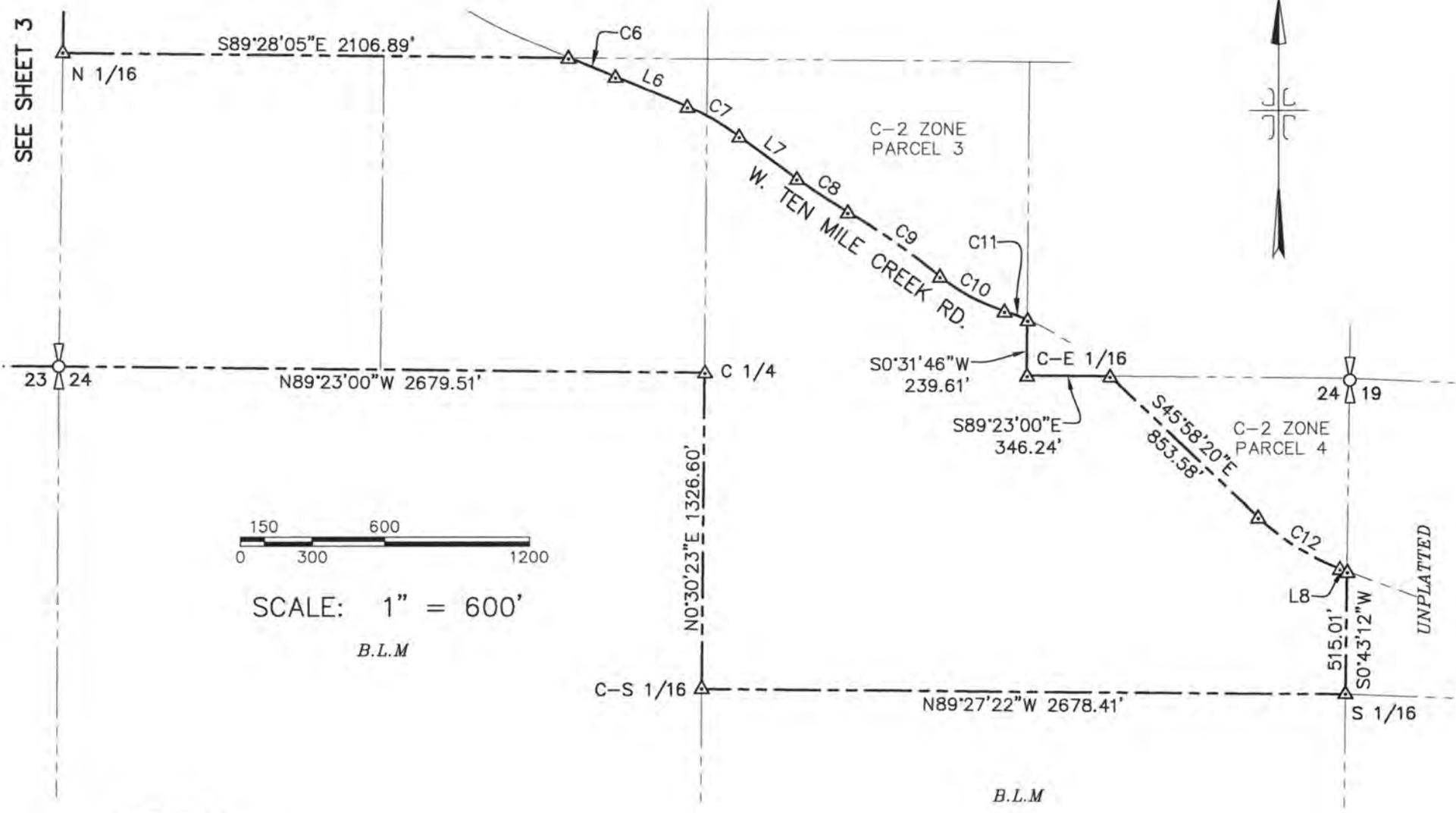
9955 W. EMERALD ST.
BOISE, IDAHO 83704
(208) 846-8570

SPRING ROCK SUBDIVISION
EXHIBIT __ DRAWING FOR
R-6 ZONE

LOCATED IN THE S 1/2 OF SEC. 14, THE E 1/2 OF SEC. 15, THE N 1/2 OF SEC. 23 AND SEC. 24, T.2N., R.1E., B.M., ADA COUNTY, IDAHO

JOB NO. 19-192
SHEET NO. 3 OF 5
DWG. DATE 6-8-20

SEE SHEET 3



SCALE: 1" = 600'

B.L.M

B.L.M



P:\Spring Rock Sub 19-192\dwg\Zoning Exhibit\1-8\Spring Rock R-6 Exhibit.dwg 8/6/2020 12:22:11 PM

ISG IDAHO SURVEY GROUP, LLC
 9955 W. EMERALD ST.
 BOISE, IDAHO 83704
 (208) 846-8570

SPRING ROCK SUBDIVISION
 EXHIBIT ___ DRAWING FOR
R-6 ZONE

LOCATED IN THE S 1/2 OF SEC. 14, THE E 1/2 OF SEC. 15, THE N 1/2 OF SEC. 23 AND SEC. 24, T.2N., R.1E., B.M., ADA COUNTY, IDAHO

JOB NO. 19-192
SHEET NO. 4 OF 5
DWG. DATE 6-8-20

LINE TABLE		
LINE	BEARING	LENGTH
L1	N89°51'58"W	62.00
L2	S0°09'54"W	74.15
L3	N76°09'11"E	118.18
L4	N36°33'37"E	450.77
L5	S52°52'00"E	215.98
L6	S66°38'57"E	323.90
L7	S53°23'16"E	302.04
L8	S69°39'03"E	33.99
L9	N89°59'40"W	333.01
L10	N0°07'54"E	177.81
L11	N51°09'23"E	602.78

LINE TABLE		
LINE	BEARING	LENGTH
L12	N33°51'21"E	72.22
L13	N57°12'10"E	173.84
L14	S44°53'03"E	254.75
L15	N45°06'57"E	33.56
L16	N87°11'27"E	253.19
L17	S66°42'43"E	198.49
L18	S0°23'18"W	133.50
L19	N9°55'37"W	98.97

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BRG.	CHORD DIST.
C1	82.27	2365.50	1°59'33"	S0°49'53"E	82.26
C2	184.28	860.75	12°16'00"	N82°17'11"E	183.93
C3	60.41	5000.00	0°41'32"	S52°31'14"E	60.41
C4	173.73	3000.00	3°19'05"	S50°30'55"E	173.71
C5	310.00	2100.00	8°27'29"	S53°05'21"E	309.72
C6	199.88	22600.00	0°30'24"	S66°54'09"E	199.88
C7	252.98	1093.00	13°15'42"	S60°01'06"E	252.42
C8	252.60	2500.00	5°47'21"	S56°16'56"E	252.50
C9	466.89	3000.00	8°55'01"	S54°43'07"E	466.42
C10	307.21	800.00	22°00'08"	S61°15'40"E	305.32
C11	105.82	1025.00	5°54'54"	S69°18'17"E	105.77
C12	404.18	978.00	23°40'44"	S57°48'42"E	401.31
C13	613.35	1165.00	30°09'54"	N66°14'17"E	606.29
C14	288.36	955.00	17°18'02"	N42°30'22"E	287.27
C15	370.81	910.00	23°20'49"	N45°31'46"E	368.25
C16	291.70	960.00	17°24'35"	N48°29'53"E	290.58
C17	5.19	700.00	0°25'28"	N44°54'13"E	5.19
C18	101.94	125.00	46°43'31"	S26°09'57"E	99.14
C19	36.82	1388.20	1°31'11"	N10°41'12"W	36.82



P:\Spring Rock Sub 19-192\dwg\Zoning Exhibits\VF-6\Spring Rock R-6 Exhibit.dwg 6/8/2020 12:22:23 PM

ISG IDAHO SURVEY GROUP, LLC
 9955 W. EMERALD ST.
 BOISE, IDAHO 83704
 (208) 846-8570

SPRING ROCK SUBDIVISION
 EXHIBIT ___ DRAWING FOR
R-6 ZONE

LOCATED IN THE S 1/2 OF SEC. 14, THE E 1/2 OF SEC. 15, THE N 1/2 OF SEC. 23 AND SEC. 24, T.2N., R.1E., B.M., ADA COUNTY, IDAHO

JOB NO.
19-192
 SHEET NO.
5 OF 5
 DWG. DATE
6-8-20

R-12 Zone Description for
Spring Rock Subdivision
June 5, 2020

Parcel 1

A parcel of land situated in the Northeast 1/4 of Section 15, Township 2 North, Range 1 East, B.M., Ada County, Idaho, more particularly described as follows:

BEGINNING at an aluminum cap monument marking the corner common to Sections 10, 11, 14 and 15, Township 2 North, Range 1 East, B.M., from which a brass cap monument marking the 1/4 corner common to Sections 14 and 15, Township 2 North, Range 1 East, B.M., bears South 00°09'54" West, 2,673.29 feet;

thence on the East boundary line of said Section 15, South 00°09'54" West, 1523.27 feet;

thence South 87°11'27" West, 253.19 feet;

thence 101.94 feet along the arc of a curve to the left having a radius of 125.00 feet, a central angle of 46°43'31" and a long chord which bears North 26°09'57" West, 99.14 feet;

thence North 49°31'42" West, 365.35 feet;

thence 5.19 feet along the arc of a curve to the right having a radius of 700.00 feet, a central angle of 00°25'28" and a long chord which bears South 44°54'13" West, 5.19 feet;

thence South 45°06'57" West, 33.56 feet;

thence North 44°53'03" West, 254.75 feet to the centerline of the New York Canal;

thence on said centerline the following four (4) courses and distances:

172.97 feet along the arc of a curve to the left, having a radius of 960.00 feet, a central angle of 10°19'23" and a long chord which bears North 34°37'53" East, 172.73 feet;

North 29°28'12" East, 323.78 feet;

475.70 feet along the arc of a curve to the left, having a radius of 865.00 feet, a central angle of 31°30'34" and a long chord which bears North 13°42'55" East, 469.73 feet;



R-20 Zone Description for
Spring Rock Subdivision
 June 8, 2020

A parcel of land situated within the South 1/2 of Section 14, Township 2 North, Range 1 East, B.M., Ada County, Idaho, more particularly described as follows:

Commencing at an aluminum cap monument marking the corner common to Sections 13, 14, 23 and 24, Township 2 North, Range 1 East, B.M., from which an aluminum cap monument marking the 1/4 corner common to said Sections 14 and 23, bears North 89°37'22" West, 2,652.85 feet; thence North 89°37'22" West, 1,326.43 feet to a 1/2" iron pin, no cap, marking the East 1/16 corner common to said Sections 14 and 23; thence North 00°23'07" East, 294.83 feet to the centerline of W. Ten Mile Creek Road and the **REAL POINT OF BEGINNING**;

thence on said centerline the following four (4) courses and distances:

280.54 feet along the arc of a curve to the right, having a radius of 2,800.00 feet, a central angle of 05°44'26" and a long chord which bears North 64°22'10" West, 280.42 feet;

North 61°29'57" West, 410.41 feet;

463.38 feet along the arc of a curve to the right, having a radius of 2,100.00 feet, a central angle of 12°38'34" and a long chord which bears North 55°10'40" West, 462.44 feet;

North 48°51'23" West, 696.69 feet to the North boundary line of the Southeast 1/4 of the Southwest 1/4 of said Section 14;

thence on said North boundary line, South 89°44'32" East, 199.62 feet to 5/8" iron pin, PLS 5461, marking the Center-South 1/16 corner of said Section 14;

thence on the North boundary line of the Southwest 1/4 of the Southeast 1/4 of said Section 14, South 89°44'29" East, 1,067.80 feet;

thence leaving said North boundary line, South 00°00'00" East, 265.74 feet;

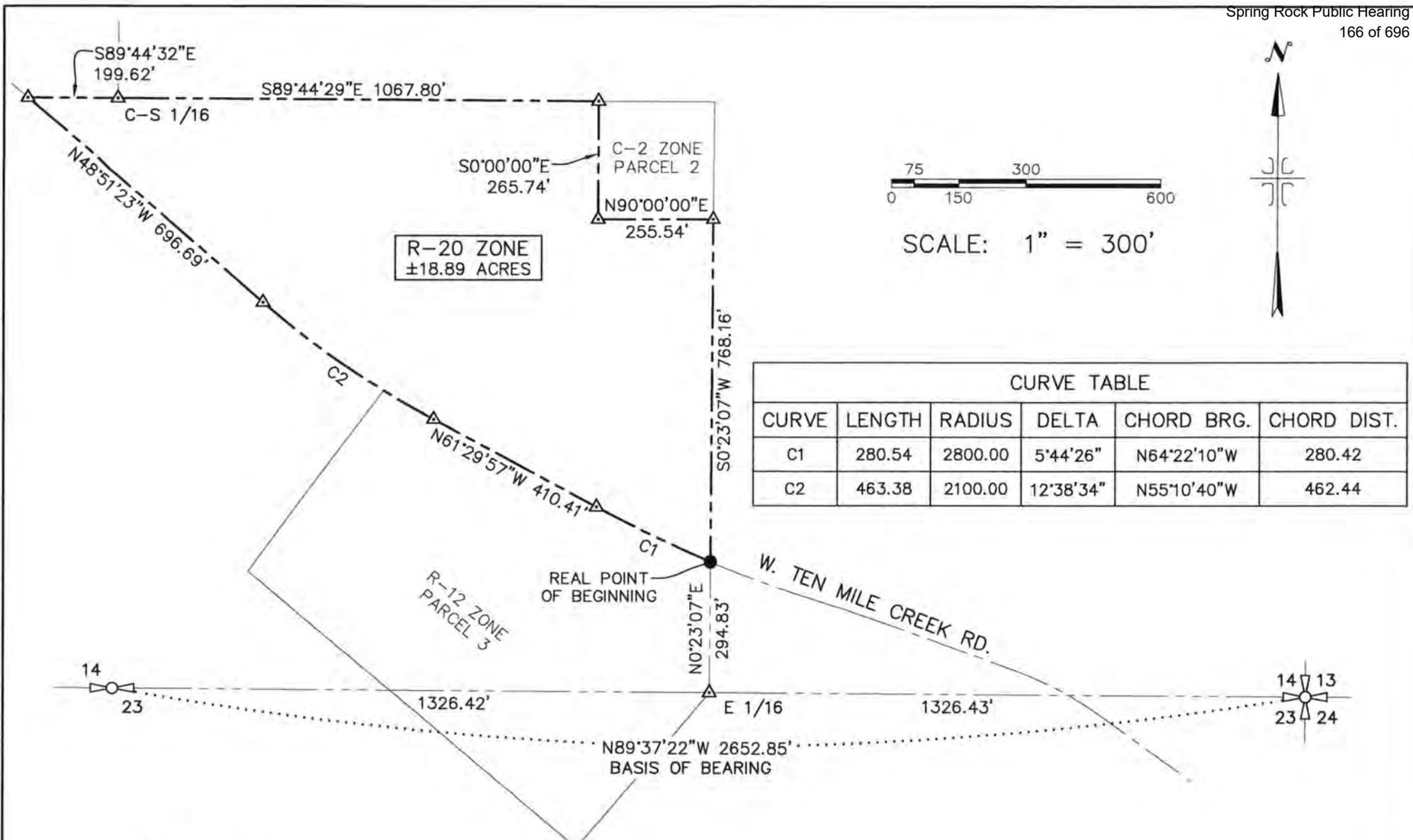
thence North 90°00'00" East, 255.54 feet to the East boundary line of the Southwest 1/4 of the Southeast 1/4 of said Section 14;

thence on said East boundary line, South 00°23'07" West, 768.16 feet to the **REAL POINT OF BEGINNING**.

Containing 18.89 acres, more or less.

End of Description.





P:\Spring Rock Sub 19-192\dwg\Zoning Exhibits\Spring Rock R-20 Exhibit.dwg, 4/8/2023 2:22:37 PM

ISG IDAHO SURVEY GROUP, LLC
 9955 W. EMERALD ST.
 BOISE, IDAHO 83704
 (208) 848-8570

SPRING ROCK SUBDIVISION
 EXHIBIT ___ DRAWING FOR
R-20 ZONE
 LOCATED IN THE S 1/2 OF SECTION 14,
 T.2N., R.1E., B.M., ADA COUNTY, IDAHO

JOB NO. 19-192
SHEET NO. 1 OF 1
DWG. DATE 6-8-20

North 02°02'22" West, 173.63 feet to the North boundary line of said Section 15;

thence on said North Boundary line, North 89°39'26" East, 423.49 feet the **REAL POINT OF BEGINNING**.

Containing 18.09 acres, more or less.

AND

Parcel 2

A parcel of land situated within the South 1/2 of the Southwest 1/4 of Section 14, Township 2 North, Range 1 East, B.M., Ada County, Idaho, more particularly described as follows:

Commencing at a brass cap monument marking the 1/4 corner common to said Section 14 and Section 15, Township 2 North, Range 2 East, B.M., from which an aluminum cap monument marking the corner common to Sections 10, 11, 14 and 15, Township 2 North, Range 1 East B.M. bears North 00°09'54" East, 2,673.29 feet; thence South 00°29'59" West, 1,319.34 feet to a 1/2" iron pin, PLS 2471, marking the South 1/16 corner common to said Sections 14 and 15; thence South 66°42'43" East, 198.49 feet to the **REAL POINT OF BEGINNING**;

thence South 89°36'42" East, 1,274.79 feet;

thence South 00°23'18" West, 133.50 feet;

thence North 89°36'42" West, 1,249.99 feet;

thence 36.82 feet along the arc of a curve to the right having a radius of 1,388.20 feet, a central angle of 01°31'11" and a long chord which bears North 10°41'12" West, 36.82 feet;

thence North 09°55'37" West, 98.97 feet to the **REAL POINT OF BEGINNING**.

Containing 3.87 acres, more or less.

AND



Parcel 3

A parcel of land situated within the Southwest 1/4 of the Southeast 1/4 of Section 14 and the Northwest 1/4 of the Northeast 1/4 of Section 23, Township 2 North, Range 1 East, B.M., Ada County, Idaho, more particularly described as follows:

Commencing at an aluminum cap monument marking the corner common to Sections 13, 14, 23 and 24, Township 2 North, Range 1 East, B.M., from which an aluminum cap monument marking the 1/4 corner common to said Sections 14 and 23, bears North 89°37'22" West, 2,652.85 feet; thence North 89°37'22" West, 1,326.43 feet to a 1/2" iron pin, no cap, marking the East 1/16 corner common to said Sections 14 and 23 and the **REAL POINT OF BEGINNING**;

thence South 40°17'57" West, 449.02 feet;

thence North 49°41'09" West, 982.84 feet;

thence North 36°45'33" East, 495.07 feet to the centerline of W. Ten Mile Creek Road;

thence on said centerline the following three (3) courses and distances:

153.38 feet along the arc of a curve to the left, having a radius of 2,100.00 feet, a central angle of 04°11'05" and a long chord which bears South 59°24'38" East, 153.35 feet;

South 61°30'11" East, 410.41 feet;

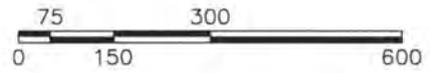
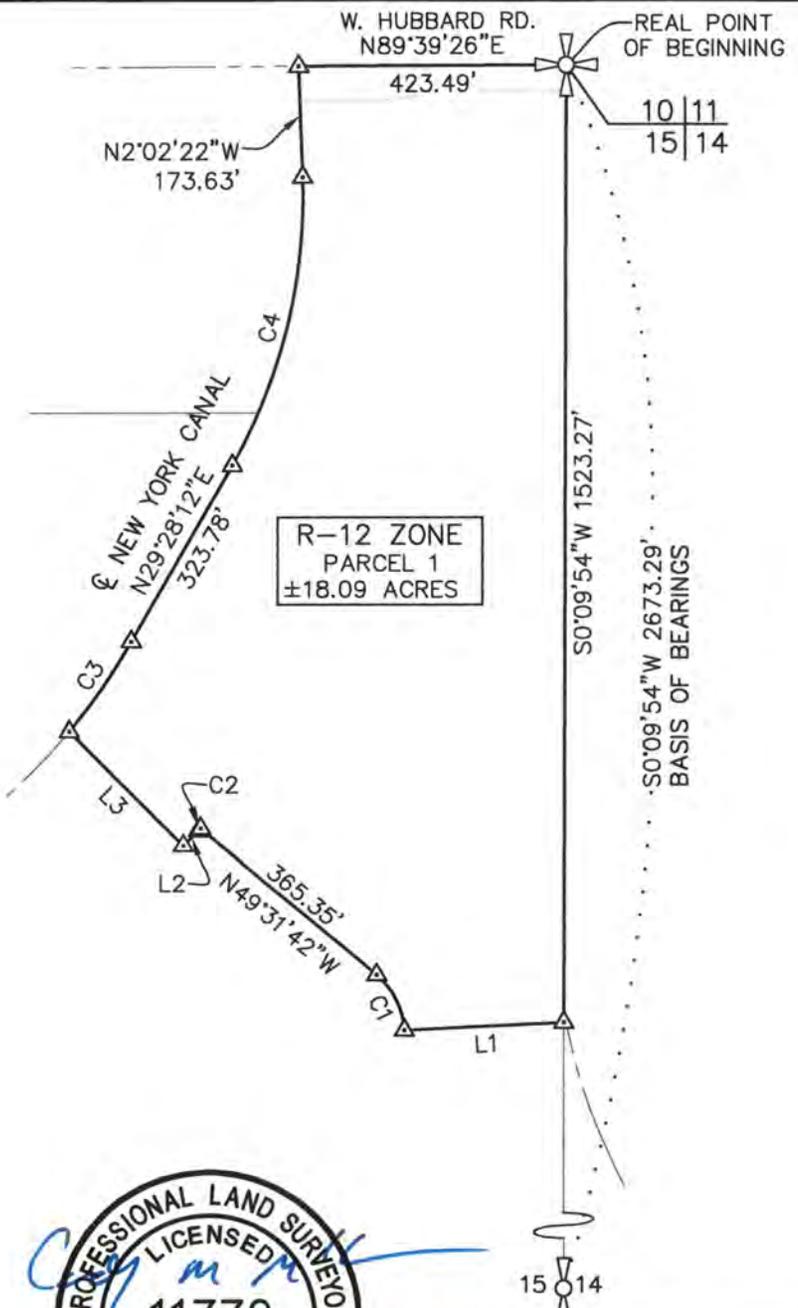
280.56 feet along the arc of a curve to the left, having a radius of 2,800.00 feet, a central angle of 05°44'28" and a long chord which bears South 64°22'24" East, 280.44 feet to the East boundary line of the Southwest 1/4 of the Southeast 1/4 of said Section 14;

thence on said East boundary line, South 00°23'07" West, 294.91 feet to the **REAL POINT OF BEGINNING**.

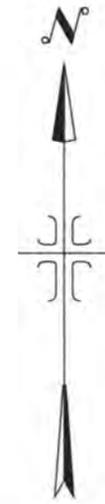
Containing 13.18 acres, more or less.

End of Description.





SCALE: 1" = 300'



R-12 ZONE
PARCEL 1
±18.09 ACRES

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BRG.	CHORD DIST.
C1	101.94	125.00	46°43'31"	N26°09'57"W	99.14
C2	5.19	700.00	0°25'28"	S44°54'13"W	5.19
C3	172.97	960.00	10°19'23"	N34°37'53"E	172.73
C4	475.70	865.00	31°30'34"	N13°42'55"E	469.73

LINE TABLE		
LINE	BEARING	LENGTH
L1	S87°11'27"W	253.19
L2	S45°06'57"W	33.56
L3	N44°53'03"W	254.75

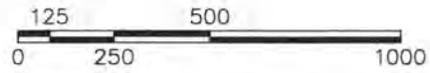
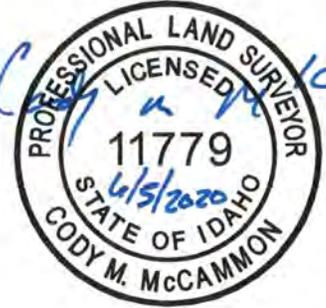


P:\Spring Rock Sub 19-192\dwg\Zoning Exhibits\R-12\Spring Rock R-12 Exhibit.dwg 6/5/2020 3:16:52 PM

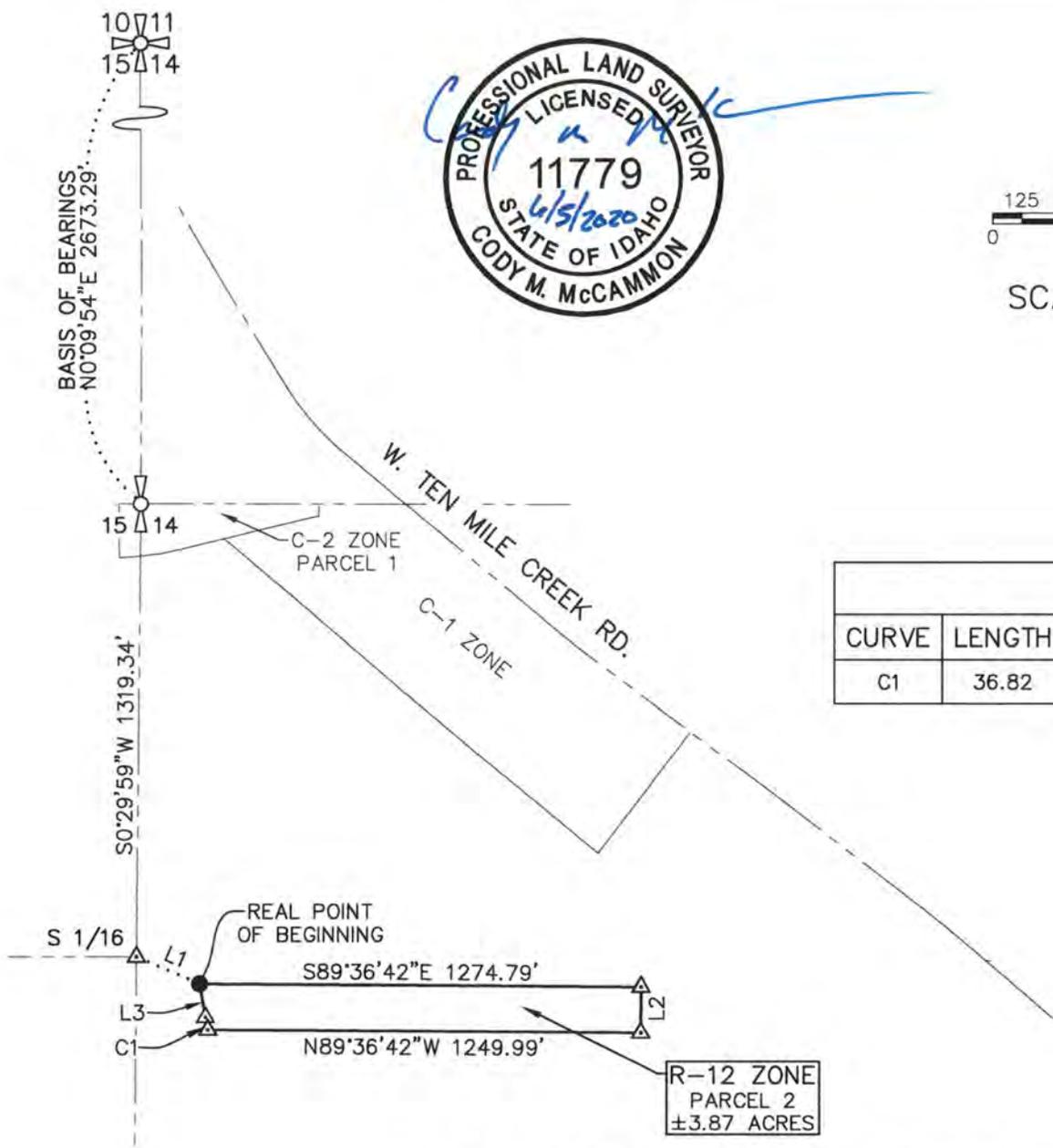
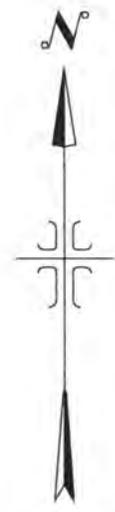
ISG IDAHO SURVEY GROUP, LLC
9965 W. EMERALD ST.
BOISE, IDAHO 83704
(208) 846-8570

SPRING ROCK SUBDIVISION
EXHIBIT ___ DRAWING FOR
R-12 ZONE (PARCEL 1)
LOCATED IN THE NE 1/4 OF SECTION 15,
T.2N., R.1E., B.M., ADA COUNTY, IDAHO

JOB NO.
19-192
SHEET NO.
1 OF 3
DWG. DATE
7-14-19



SCALE: 1" = 500'



CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BRG.	CHORD DIST.
C1	36.82	1388.20	1°31'11"	N10°41'12"W	36.82

LINE TABLE		
LINE	BEARING	LENGTH
L1	S66°42'43"E	198.49
L2	S0°23'18"W	133.50
L3	N9°55'37"W	98.97

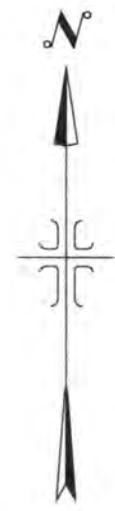
R:\Spring Rock Sub 18-192\dwg\Zoning Exhibits\R-12\Spring Rock R-12 Exhibit.dwg 6/5/2020 3:08:48 PM

ISG IDAHO SURVEY GROUP, LLC
 9955 W. EMERALD ST.
 BOISE, IDAHO 83704
 (208) 846-8570

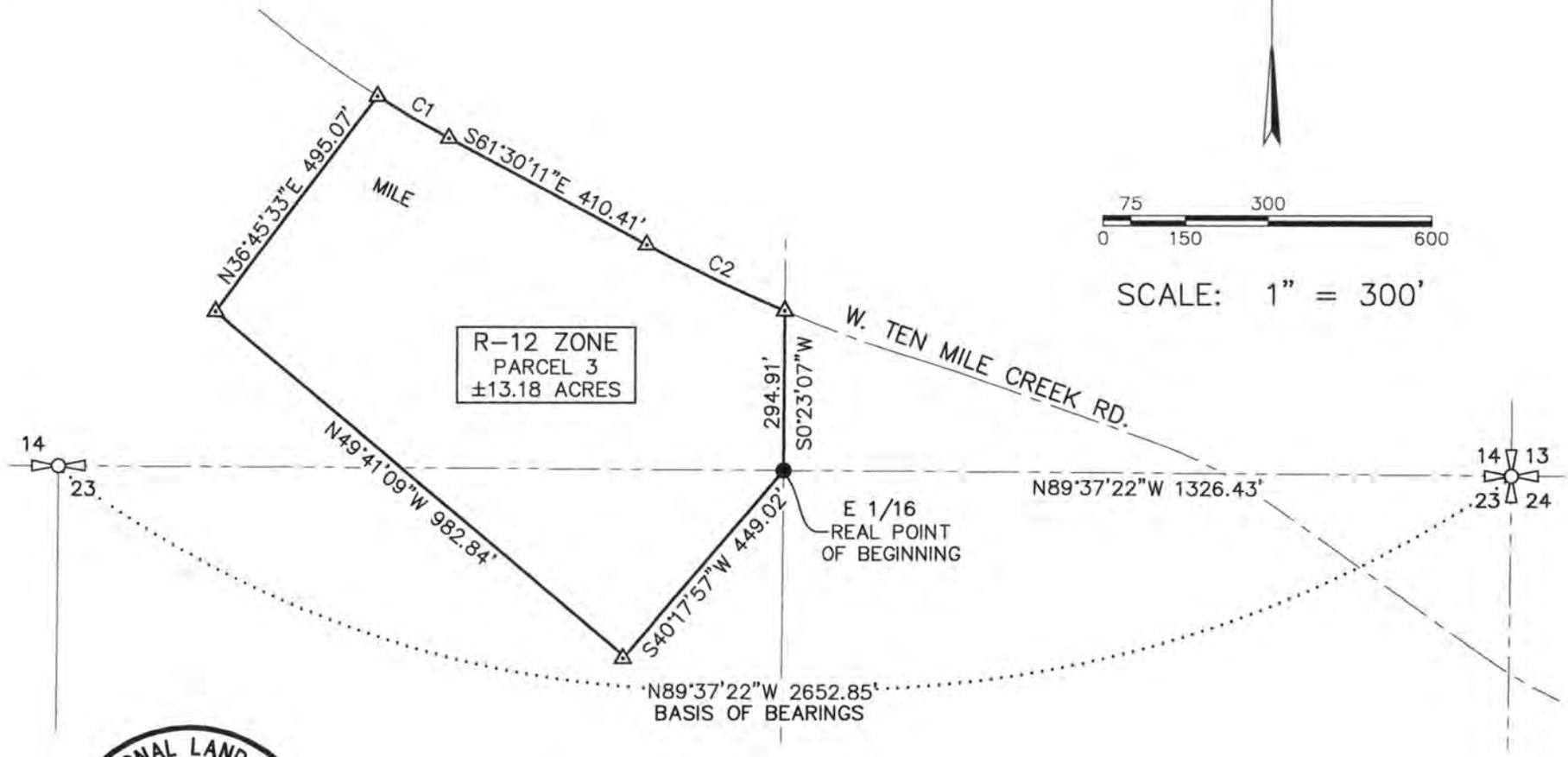
SPRING ROCK SUBDIVISION
 EXHIBIT ___ DRAWING FOR
R-12 ZONE (PARCEL 2)
 LOCATED IN THE SOUTH 1/2 OF THE SOUTHWEST 1/4
 OF SECTION 14, T.2N., R.1E., B.M., ADA COUNTY, IDAHO

JOB NO. 19-192
SHEET NO. 2 OF 3
DWG. DATE 7-14-19

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BRG.	CHORD DIST.
C1	153.38	2100.00	4°11'05"	S59°24'38"E	153.35
C2	280.56	2800.00	5°44'28"	S64°22'24"E	280.44



SCALE: 1" = 300'



P:\Spring Rock Sub 19-192\dwg\Zoning Exhibits\R-12\Spring Rock R-12 Exhibit.dwg 6/5/2020 3:19:24 PM

ISG IDAHO SURVEY GROUP, LLC

9955 W. EMERALD ST.
BOISE, IDAHO 83704
(208) 846-8570

SPRING ROCK SUBDIVISION
EXHIBIT ___ DRAWING FOR
R-12 ZONE (PARCEL 3)

LOCATED IN THE SE 1/4 OF SECTION 14 AND THE NE 1/4 OF SECTION 23, T.2N., R.1E., B.M., ADA COUNTY, IDAHO

JOB NO. 19-192
SHEET NO. 3 OF 3
DWG. DATE 7-14-19



- Environmental Services
- Geotechnical Engineering
- Construction Materials Testing
- Special Inspections

Mr. Chris Findlay
Ten Mile Creek LLC
1211 Happy Drive
Boise, ID 83706
208-867-3884

Re: Limited Geotechnical Engineering Report
Ten Mile Creek Development
South of Ten Mile Creek Road & Hubbard Road
Kuna, ID

Dear Mr. Findlay:

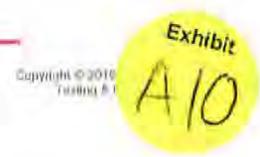
In compliance with your instructions, MTI has conducted a limited soils exploration for the above referenced development. Fieldwork for this investigation was conducted on 12 and 19 February 2019. The proposed development is in the eastern portion of the City of Kuna, Ada County, ID, and occupies portions of Sections 14, 23, and 24, Township 2 North, Range 1 East, Boise Meridian. This project is expected to consist of a new master plan community with 2,500 to 3,000 building lots. Currently, the total area planned for development is roughly 709 acres in size. The development will consist of approximately 500 acres of single-family residential land, 125 acres of parks and/or pathways, 20 acres of commercial lots, 15 acres of multi-family apartments, and a 30 acre school site.

Authorization

Authorization to perform this exploration and analysis was given in the form of a written authorization to proceed from Mr. Chris Findlay of Ten Mile Creek LLC to Nick Stevens of Materials Testing and Inspection (MTI), on 13 November 2018. Said authorization is subject to terms, conditions, and limitations described in the Professional Services Contract entered into between Ten Mile Creek LLC and MTI. Our scope of services for the proposed development has been provided in our proposal dated 7 November 2018 and repeated below.

Regional Geology

The project site is located within the western Snake River Plain of southwestern Idaho and eastern Oregon. The plain is a northwest trending rift basin, about 45 miles wide and 200 miles long, that developed about 14 million years ago (Ma) and has since been occupied sporadically by large inland lakes. Geologic materials found within and along the plain's margins reflect volcanic and fluvial/lacustrine sedimentary processes that have led to an accumulation of approximately 1 to 2 km of interbedded volcanic and sedimentary deposits within the plain. Along the margins of the plain, streams that drained the highlands to the north and south provided coarse to fine-grained sediments eroded from granitic and volcanic rocks, respectively. About 2 million years ago the last of the lakes was drained and since that time fluvial erosion and deposition has dominated the evolution of the landscape.





Environmental Services Geotechnical Engineering Construction Materials Testing Special Inspections

The northern (lower) portion of the project site is underlain by “Sandy Alluvium of Side-Stream Valleys and Gulches” as mapped by Othberg and Stanford (1993). Locally, these deposits are composed of medium to coarse sand interbedded with silty fine sand and silt and are mostly derived from weathered granite and reworked Tertiary sediments of the Boise Foothills. The thickness of this unit is variable. Because of the relative youthfulness of these deposits they contain only minor pedogenic clay and calcium carbonate.

The southern (upper) portion of the project site is underlain by “Tenmile Gravel” (Othberg and Stanford, 1993) thought to have been deposited at about the time of the Pliocene-Pleistocene boundary (~5 Ma). Deposits consist of sandy pebble and cobble gravel grading westward to sandy pebble gravel and pebbly sand at depth and extending to a unit thickness of about 45 feet. Tenmile Gravel makes up the eighth terrace above the modern Boise River floodplain in the eastern Boise Valley whereas remnants in the western Boise Valley form the fifth terrace above the floodplain. Side slopes of terrace remnants expose underlying Glens Ferry Fm. Several normal faults offset these deposits and are exposed in local gravel pits and road cuts. The surface of the terrace shows prominent NW-trending gulches and gently sloping fault-line escarpments. Much of the Tenmile Gravel is mantled with loess that can be 3-6 feet thick, contains up to 50% pedogenic clay, and exhibits a well developed duripan horizon up to 6 feet thick.

The very southwest extent of the project site may be underlain by “Basalt Flows of Indian Creek, Undivided” as mapped by Othberg and Stanford (1993). This volcanic deposit is composed of multiple flows of medium to dark gray olivine basalt. These flows erupted from numerous vents found south of the Boise River and north of the Snake River, southeast of the City of Boise, Idaho. At the time of eruption lavas flowed into and down ancestral Indian Creek and Boise River valleys. Northwest-trending, gently sloping escarpments suggest faulting of the basalt. These basalts are mantled with loess 2-12 feet thick that contains about 35% pedogenic clay and a duripan that can be 3 feet thick.

General Site Characteristics

This proposed development is approximately 709 acres in size. Roughly 465 acres of the site encompasses a near level to gently sloping, northwest trending valley that contains the braided channel of Ten Mile Creek. Ten Mile Creek is a perennial stream that is comprised of multiple dry channel beds and numerous year-round springs. The creek is fed by Blacks Creek Reservoir and crosses the New York Canal at the northwest corner of the site. The New York Canal is generally southwest trending and follows the northwest site boundary. The drainage valley portion of the property is currently used for ranching and surficial soils mostly consist of sandy lean clays. Vegetation throughout the drainage floor consists of mature trees, shrubs, bunchgrass, and other native grass varieties typical of arid to semi-arid environments.

The Ten Mile Creek drainage is bordered to the south by a near level plateau throughout the southern portion of the property. Slopes rise to the south above the drainage floor and range from 2.5 feet horizontal to 1 foot vertical (2.5:1) to 8:1, gradually leveling out onto the bench. Within the southwest portion of the site, land use is predominantly agricultural and is currently planted with winter wheat crops. Slopes above the drainage floor and portions of the bench further to the south and east within the project site are relatively undisturbed and vegetated with native sagebrush, bunchgrass, and other native grass varieties typical of arid to semi-arid environments.



AN ATLAS COMPANY

Environmental Services Geotechnical Engineering Construction Materials Testing Special Inspections

An east to west trending ridgeline rises above the project site and Ten Mile Creek Road to the north. Sections of the project site ranging from 1.98 to 20.47 acres in size are located to the north of Ten Mile Creek Road. These portions of the project site are predominantly sloping terrain, with slopes rising above Ten Mile Creek Road at 2:1 to 4:1 gradients. A majority of this land is currently undeveloped and is covered with native vegetation.

Regional drainage is north and west toward the Boise River via Ten Mile Creek. Stormwater drainage for the site is achieved by both sheet runoff and percolation through surficial soils. Runoff predominates for the steeper slopes while percolation prevails across the gently sloping and near level areas. From the north, northeast, and southeast, intermittent off-site stormwater may drain onto the project site. Natural stormwater drainage collection is achieved on the project site via Ten Mile Creek and is limited to culvert crossing along Ten Mile Creek Road.

Exploration and Sampling Procedures

Field exploration conducted to determine engineering characteristics of subsurface materials included a reconnaissance of the project site and investigation by test pit. Test pit locations were selected by Chris Findlay of Ten Mile Creek LLC and provided to MTI via a site map. Actual test pit sites were located in the field by means of a Global Positioning System (GPS) device and are reportedly accurate to within ten feet. Upon completion of investigation, each test pit was backfilled with loose excavated materials. Re-excavation and compaction of these test pit areas are required prior to construction of overlying structures.

In addition, samples were obtained from representative soil strata encountered. Samples obtained have been visually classified in the field by professional staff, identified according to test pit number and depth, placed in sealed containers, and transported to our laboratory for additional testing. Subsurface materials have been described in detail on logs provided in the **Enclosures** section. Results of field and laboratory tests are also presented in the **Enclosures** section. MTI recommends that these logs **not** be used to estimate fill material quantities.

Laboratory Testing Program

Along with our field investigation, a supplemental laboratory testing program was conducted to determine additional pertinent engineering characteristics of subsurface materials necessary in an analysis of anticipated behavior of the proposed structures. Laboratory tests were conducted in accordance with current applicable American Society for Testing and Materials (ASTM) specifications, and results of these tests are to be found on the accompanying logs located in the **Enclosures** section. The laboratory testing program for this report included: Atterberg Limits Testing – ASTM D4318 and Grain Size Analysis – ASTM C117/C136.

Soil and Sediment Profile

The profile below represents a generalized interpretation for the project site. Note that on site soils strata, encountered between test pit locations, may vary from the individual soil profiles presented in the logs, which can be found in the **Enclosures** section.



AN ATLAS COMPANY

Environmental Services Geotechnical Engineering Construction Materials Testing Special Inspections

Ten Mile Creek Drainage (Lower Portion)

The materials encountered during exploration were quite typical for the geologic area mapped as Sandy Alluvium of Side-Stream Valleys and Gulches. Surficial soils were predominately sandy lean clays and borderline lean clays with sand/sandy lean clays. Clays were brown to dark brown, dry to slightly moist, and soft to very stiff, with fine to medium-grained sand. In test pits 6 and 7, sandy lean clays also contained fine to coarse gravels. Sandy silt soils were encountered beneath surficial soils in test pit 1. These fine-grained soils were gray to light brown, slightly moist to moist, and stiff to very stiff, with fine to medium-grained sand. Intermittent weak calcium carbonate cementation was noted throughout this horizon. Organic materials were often noted to depths of roughly 1.6 feet if encountered, and frozen soils usually reached a depth of 0.4 foot if present.

At depth, various sand/gravel sediments with varying silt and clay content were noted across the site. Poorly graded sands were tan to gray, moist to saturated, and medium dense to dense, with fine to coarse-grained sand and 4-inch minus cobbles. Poorly graded gravels were tan to brown or gray in color. These sediments ranged from dry to saturated and medium dense to very dense. Fine to coarse-grained sand and 14-inch minus boulders were noted throughout. Varying amounts of silt and clay were observed throughout poorly graded gravel and sand sediments.

Southern Bench (Upper Portion)

The materials encountered during exploration were quite typical for the geologic area mapped as Tenmile Gravel and at the southwest extent (near test pit 12) as Basalt Flows of Indian Creek, Undivided. Surficial materials were predominately sandy lean clay with gravel fills. In test pit 9, silty sand with gravel fill materials were noted below these surficial fills. Fill materials were tan to dark brown and gray, dry to slightly moist, and soft to very stiff/medium dense. Fine to coarse-grained sand, 6-inch minus cobbles, and some garbage debris were noted within these materials. Organic materials were noted at limited test pit sites, and reached depths up to 1.0 foot below ground surface where encountered. Lean clay soils were encountered beneath fill materials within test pits 11 through 13. Lean clays were brown to dark brown, dry to slightly moist, and stiff to very stiff. Across the site, sandy silt with gravel soils were encountered below fill materials and lean clay soils. Sandy silts with gravel varied from tan to whitish-tan and whitish-pink. These fine-grained soils were dry throughout. The consistency of this horizon was hard and contained some degree of calcium carbonate cementation (hardpan).

In many of the more deeply developed soils, poorly graded gravel with sand sediments were encountered. Poorly graded gravels with sand were most often classified as orangish-tan to gray, dry, and varied in relative density from dense to very dense. Hardpan cementation also extended through the upper zone of this horizon. Lenses of poorly graded sand with silt sediments were noted throughout the poorly graded gravels and were also encountered at depth in test pit 13. These sediments were tan, dry, and loose to medium dense, with fine to coarse-grained sand. Some fine to coarse gravel and excessive sidewall caving was observed throughout. In test pit 12, basalt rock was noted at depth. Basalt was noted as black to gray, fresh to slightly weathered, widely to closely fractured, and moderately strong to very strong. Hand specimens contained calcic veining and some vesicles.



AN ATLAS COMPANY

 Environmental Services Geotechnical Engineering Construction Materials Testing Special Inspections

Competency of test pit walls varied little across the site. In general, fine-grained soils remained stable while more granular sediments readily sloughed. However, moisture contents will also affect wall competency with saturated soils having a tendency to readily slough when under load and unsupported.

Groundwater

Ten Mile Creek Drainage (Lower Portion)

During this field investigation, groundwater was encountered in test pits throughout the Ten Mile Creek drainage (test pits 1 through 8) at depths ranging from 5.0 to 7.1 feet bgs. Soil moistures in the test pits were generally dry to slightly moist within surficial soils. Within the varying poorly graded sands and poorly graded gravel sediments, soil moistures graded from slightly moist to saturated as the water table was approached and penetrated. In the vicinity of the lower portion of the site, groundwater levels are controlled in large part by the stage and flow of Ten Mile Creek and seasonal precipitation. Ten Mile Creek is considered a perennial stream and will have continuous, variable flow in portions of the drainage year-round. In the proximity of the Ten Mile Creek drainage, groundwater levels could be as shallow as ground surface during portions of the year. Since this is an estimated depth and seasonal groundwater levels fluctuate, actual levels should be confirmed by periodic groundwater data collected from piezometers installed in test pits 1 through 8. If desired, MTI is available to perform this monitoring.

Southern Plateau (Upper Portion)

During this field investigation, groundwater was not encountered in the southern (upper) portion of the site (test pits 9 through 13) in test pits excavated to depths up to 17.4 feet bgs. Soil moistures in test pits were generally dry to slightly moist throughout. In the vicinity of the upper portion of the project site, groundwater levels are controlled in large part by commercial (agricultural) irrigation activity and leakage from nearby canals. Maximum groundwater elevations likely occur during the later portion of the irrigation season. According to Idaho Department of Water Resources (IDWR) well logs and United States Geological Survey (USGS) monitoring well data within approximately ¼-mile of the project site, groundwater was measured at depths ranging between 107 to 324 feet bgs. For construction purposes, groundwater depth can be assumed to remain greater than 20 feet bgs throughout the year.

Soil Infiltration Rates

Soil permeability, which is a measure of the ability of a soil to transmit a fluid, was not tested in the field. Given the absence of direct measurements, for this report an estimation of infiltration is presented using generally recognized values for each soil type and gradation. Of soils comprising the generalized soil profile for this study, lean clay soils generally offer little permeability, with typical hydraulic infiltration rates of less than 2 inches per hour. Sandy silt with gravel soils will commonly exhibit infiltration rates from 2 to 4 inches per hour; though calcium carbonate cementation may reduce this value to near zero. Poorly graded sand and gravel sediments typically exhibit infiltration values in excess of 12 inches per hour. However, varying clay and silt content within these sediments may reduce infiltration rates variably. Infiltration rates through basalt rock can be highly variable, ranging from nearly zero to greater than 6 inches per hour in some cases.



Warranty and Limiting Conditions

MTI warrants that findings and conclusions contained herein have been formulated in accordance with generally accepted professional engineering practice in the fields of foundation engineering, soil mechanics, and engineering geology only for the site and project described in this report. These engineering methods have been developed to provide the client with information regarding apparent or potential engineering conditions relating to the site within the scope cited above and are necessarily limited to conditions observed at the time of the site visit and research. Field observations and research reported herein are considered sufficient in detail and scope to form a reasonable basis for the purposes cited above.

Exclusive Use

This report was prepared for exclusive use of the property owner(s), at the time of the report, and their retained design consultants ("Client"). Conclusions and recommendations presented in this report are based on the agreed-upon scope of work outlined in this report together with the Contract for Professional Services between the Client and Materials Testing and Inspection ("Consultant"). Use or misuse of this report, or reliance upon findings hereof, by parties other than the Client is at their own risk. Neither Client nor Consultant make representation of warranty to such other parties as to accuracy or completeness of this report or suitability of its use by such other parties for purposes whatsoever, known or unknown, to Client or Consultant. Neither Client nor Consultant shall have liability to indemnify or hold harmless third parties for losses incurred by actual or purported use or misuse of this report. No other warranties are implied or expressed.

Report Recommendations are Limited and Subject to Misinterpretation

There is a distinct possibility that conditions may exist that could not be identified within the scope of the investigation or that were not apparent during our site investigation. Findings of this report are limited to data collected from noted explorations advanced and do not account for unidentified fill zones, unsuitable soil types or conditions, and variability in soil moisture and groundwater conditions. To avoid possible misinterpretations of findings, conclusions, and implications of this report, MTI should be retained to explain the report contents to other design professionals as well as construction professionals.

Since actual subsurface conditions on the site can only be verified by earthwork, note that construction recommendations are based on general assumptions from selective observations and selective field exploratory sampling. Upon commencement of construction, such conditions may be identified that require corrective actions, and these required corrective actions may impact the project budget. Therefore, construction recommendations in this report should be considered preliminary, and MTI should be retained to observe actual subsurface conditions during earthwork construction activities to provide additional construction recommendations as needed.

Since geotechnical reports are subject to misinterpretation, **do not** separate the soil logs from the report. Rather, provide a copy of, or authorize for their use, the complete report to other design professionals or contractors. Locations of exploratory sites referenced within this report should be considered approximate locations only. For more accurate locations, services of a professional land surveyor are recommended.



27 February 2019
Page # 7 of 23
b181928g_limitedgeo

- Environmental Services
- Geotechnical Engineering
- Construction Materials Testing
- Special Inspections

This report is also limited to information available at the time it was prepared. In the event additional information is provided to MTI following publication of our report, it will be forwarded to the client for evaluation in the form received.

Environmental Concerns

Comments in this report concerning either onsite conditions or observations, including soil appearances and odors, are provided as general information. These comments are not intended to describe, quantify, or evaluate environmental concerns or situations. Since personnel, skills, procedures, standards, and equipment differ, a geotechnical investigation report is not intended to substitute for a geoenvironmental investigation or a Phase II/III Environmental Site Assessment. If environmental services are needed, MTI can provide, via a separate contract, those personnel who are trained to investigate and delineate soil and water contamination.

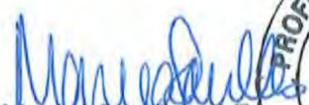
General Comments

Often, questions arise concerning soil conditions because of design and construction details that occur on a project. MTI would be pleased to continue our role as geotechnical engineers during project implementation. Additionally, MTI can provide materials testing and special inspection services during construction of this project. If you will advise us of the appropriate time to discuss these engineering services, we will meet with you at your convenience.

MTI appreciates this opportunity to be of service to you and looks forward to working with you in the future. If you have questions, please call (208) 376-4748.

Respectfully Submitted,
Materials Testing & Inspection


Nick Stevens, G.I.T.
Staff Geologist


Reviewed by: Monica Saculles, P.E.
Senior Geotechnical Engineer




Reviewed by: Clint Wyllie, G.I.T.
Staff Geologist

- Enclosures:
- Geotechnical General Notes*
 - Geotechnical Investigation Test Pit Logs*
 - Vicinity Map*
 - Site Map*



- Environmental Services
- Geotechnical Engineering
- Construction Materials Testing
- Special Inspections

GEOTECHNICAL GENERAL NOTES

RELATIVE DENSITY AND CONSISTENCY CLASSIFICATION			
Coarse-Grained Soils	SPT Blow Counts (N)	Fine-Grained Soils	SPT Blow Counts (N)
Very Loose:	< 4	Very Soft:	< 2
Loose:	4-10	Soft:	2-4
Medium Dense:	10-30	Medium Stiff:	4-8
Dense:	30-50	Stiff:	8-15
Very Dense:	>50	Very Stiff:	15-30
		Hard:	>30

Moisture Content	
Description	Field Test
Dry	Absence of moisture, dusty, dry to touch
Moist	Damp but not visible moisture
Wet	Visible free water, usually soil is below water table

Cementation	
Description	Field Test
Weakly	Crumbles or breaks with handling or slight finger pressure
Moderately	Crumbles or breaks with considerable finger pressure
Strongly	Will not crumble or break with finger pressure

PARTICLE SIZE					
Boulders:	>12 in.	Coarse-Grained Sand:	5 to 0.6 mm	Silts:	0.075 to 0.005 mm
Cobbles:	12 to 3 in.	Medium-Grained Sand:	0.6 to 0.2 mm	Clays:	<0.005 mm
Gravel:	3 in. to 5 mm	Fine-Grained Sand:	0.2 to 0.075 mm		

UNIFIED SOIL CLASSIFICATION SYSTEM			
Major Divisions	Symbol	Soil Descriptions	
Coarse-Grained Soils <50% passes No.200 sieve	Gravel & Gravelly Soils <50% coarse fraction passes No.4 sieve	GW	Well-graded gravels; gravel/sand mixtures with little or no fines
		GP	Poorly-graded gravels; gravel/sand mixtures with little or no fines
		GM	Silty gravels; poorly-graded gravel/sand/silt mixtures
		GC	Clayey gravels; poorly-graded gravel/sand/clay mixtures
	Sand & Sandy Soils >50% coarse fraction passes No.4 sieve	SW	Well-graded sands; gravelly sands with little or no fines
		SP	Poorly-graded sands; gravelly sands with little or no fines
		SM	Silty sands; poorly-graded sand/gravel/silt mixtures
		SC	Clayey sands; poorly-graded sand/gravel/clay mixtures
Fine Grained Soils >50% passes No.200 sieve	Silts & Clays LL < 50	ML	Inorganic silts; sandy, gravelly or clayey silts
		CL	Lean clays; inorganic, gravelly, sandy, or silty, low to medium-plasticity clays
		OL	Organic, low-plasticity clays and silts
	Silts & Clays LL > 50	MH	Inorganic, elastic silts; sandy, gravelly or clayey elastic silts
		CH	Fat clays; high-plasticity, inorganic clays
		OH	Organic, medium to high-plasticity clays and silts
Highly Organic Soils	PT	Peat, humus, hydric soils with high organic content	



- Environmental Services
- Geotechnical Engineering
- Construction Materials Testing
- Special Inspections

GEOTECHNICAL INVESTIGATION TEST PIT LOG

Test Pit Log #: TP-1 **Date Advanced:** 12 Feb 2019 **Logged by:** Nick Stevens, G.I.T.
Excavated by: Struckman's Backhoe Service **Location:** See Site Map Plates
Latitude: 43.51015 **Longitude:** -116.32144
Depth to Water Table: 6.5 Feet bgs **Total Depth:** 7.7 Feet bgs
Notes: Piezometer installed to 7.7 feet bgs.

Depth (Feet bgs)	Field Description and USCS Soil and Sediment Classification	Sample Type	Sample Depth (Feet bgs)	Qp	Lab Test ID
0.0-2.7	Sandy Lean Clay (CL): <i>Brown to dark brown, dry to slightly moist, stiff to very stiff, with fine to medium-grained sand.</i> --Frozen soils noted to 0.4 foot bgs. --Organic materials noted to 0.9 foot bgs.			2.0-2.25	
2.7-4.1	Sandy Silt (ML): <i>Gray to light brown, slightly moist to moist, stiff to very stiff, with fine to medium-grained sand.</i> --Intermittent weak calcium carbonate cementation noted throughout.				
4.1-7.7	Poorly Graded Sand with Gravel (SP): <i>Tan to gray, moist to saturated, medium dense to dense, with fine to coarse-grained sand and 4-inch minus cobbles.</i>				

27 February 2019
Page # 10 of 23

b181928g_limitedgeo

Environmental Services Geotechnical Engineering Construction Materials Testing Special Inspections

GEOTECHNICAL INVESTIGATION TEST PIT LOG

Test Pit Log #: TP-2 **Date Advanced:** 12 Feb 2019 **Logged by:** Nick Stevens, G.I.T.

Excavated by: Struckman's Backhoe Service

Location: See Site Map Plates

Latitude: 43.51161

Longitude: -116.31945

Depth to Water Table: 5.0 Feet bgs

Total Depth: 5.5 Feet bgs

Notes: Piezometer installed to 5.5 feet bgs.

Depth (Feet bgs)	Field Description and USCS Soil and Sediment Classification	Sample Type	Sample Depth (Feet bgs)	Qp	Lab Test ID
0.0-1.6	Sandy Lean Clay (CL): <i>Brown to dark brown, dry to slightly moist, soft to medium stiff, with fine to medium-grained sand.</i> <i>--Frozen soils noted to 0.3 foot bgs.</i> <i>--Organic materials noted throughout.</i>			0.25-0.5	
1.6-5.5	Poorly Graded Gravel with Sand (GP): <i>Tan to gray, slightly moist to saturated, medium dense to dense, with fine to coarse-grained sand and 10-inch minus cobbles.</i>				

27 February 2019
Page # 11 of 23

b181928g_limitedgeo

Environmental Services Geotechnical Engineering Construction Materials Testing Special Inspections

GEOTECHNICAL INVESTIGATION TEST PIT LOG

Test Pit Log #: TP-3 **Date Advanced:** 12 Feb 2019 **Logged by:** Nick Stevens, G.I.T.
Excavated by: Struckman's Backhoe Service **Location:** See Site Map Plates
Latitude: 43.50944 **Longitude:** -116.31553
Depth to Water Table: 5.0 Feet bgs **Total Depth:** 5.9 Feet bgs
Notes: Piezometer installed to 5.9 feet bgs.

Depth (Feet bgs)	Field Description and USCS Soil and Sediment Classification	Sample Type	Sample Depth (Feet bgs)	Qp	Lab Test ID
0.0-2.9	Borderline Lean Clay with Sand/Sandy Lean Clay (CL): <i>Brown to dark brown, dry to slightly moist, soft to medium stiff, with fine to medium-grained sand.</i> --Frozen soils noted to 0.2 foot bgs. --Organic materials noted to 1.0 foot bgs.	GS	0.5-1.0	0.25-0.5	A
2.9-5.9	Poorly Graded Gravel with Silt and Sand (GP-GM): <i>Light brown to brown, gray, slightly moist to saturated, medium dense to dense, with fine to coarse-grained sand and 8-inch minus cobbles.</i> --Intermittent 6 to 20-inch thick lenses of silty sand sediments noted throughout.				

Lab Test ID	M	LL	PI	Sieve Analysis				
				#4	#10	#40	#100	#200
-	%	-	-					
A	24.8	29	12	100	100	97	87	69.2



27 February 2019

Page # 12 of 23

b181928g_limitedgeo

Environmental Services Geotechnical Engineering Construction Materials Testing Special Inspections

GEOTECHNICAL INVESTIGATION TEST PIT LOG

Test Pit Log #: TP-4 **Date Advanced:** 12 Feb 2019 **Logged by:** Nick Stevens, G.I.T.

Excavated by: Struckman's Backhoe Service

Location: See Site Map Plates

Latitude: 43.50944

Longitude: -116.31553

Depth to Water Table: 5.4 Feet bgs

Total Depth: 6.2 Feet bgs

Notes: Piezometer installed to 6.2 feet bgs.

Depth (Feet bgs)	Field Description and USCS Soil and Sediment Classification	Sample Type	Sample Depth (Feet bgs)	Qp	Lab Test ID
0.0-4.2	Sandy Lean Clay (CL): <i>Brown to dark brown, dry to moist, soft to stiff, with fine to medium-grained sand.</i> --Frozen soils noted to 0.2 foot bgs. --Organic materials noted to 1.0 foot bgs.			0.5-1.75	
4.2-6.2	Poorly Graded Sand with Silt (SP-SM): <i>Tan to gray, moist to saturated, medium dense to dense, with fine to coarse-grained sand.</i>				



- Environmental Services
- Geotechnical Engineering
- Construction Materials Testing
- Special Inspections

GEOTECHNICAL INVESTIGATION TEST PIT LOG

Test Pit Log #: TP-5 **Date Advanced:** 12 Feb 2019 **Logged by:** Nick Stevens, G.I.T.
Excavated by: Struckman's Backhoe Service **Location:** See Site Map Plates
Latitude: 43.50203 **Longitude:** -116.30441
Depth to Water Table: 7.1 Feet bgs **Total Depth:** 7.8 Feet bgs
Notes: Piezometer installed to 7.8 feet bgs.

Depth (Feet bgs)	Field Description and USCS Soil and Sediment Classification	Sample Type	Sample Depth (Feet bgs)	Qp	Lab Test ID
0.0-1.4	Sandy Lean Clay (CL): <i>Brown to dark brown, dry to moist, stiff to very stiff, with fine to medium-grained sand.</i> --Frozen soils noted to 0.1 foot bgs. --Organic materials noted to 0.4 foot bgs.			1.75-2.25	
1.4-7.8	Poorly Graded Gravel with Clay and Sand (GP-GC): <i>Light brown to brown, gray, dry to saturated, medium dense to very dense, with fine to coarse-grained sand and 8-inch minus cobbles.</i>				



AN ATLAS COMPANY

27 February 2019

Page # 14 of 23

b181928g_limitedgeo

 Environmental Services Geotechnical Engineering Construction Materials Testing Special Inspections

GEOTECHNICAL INVESTIGATION TEST PIT LOG

Test Pit Log #: TP-6 **Date Advanced:** 12 Feb 2019 **Logged by:** Nick Stevens, G.I.T.

Excavated by: Struckman's Backhoe Service

Location: See Site Map Plates

Latitude: 43.49877

Longitude: -116.29747

Depth to Water Table: 6.8 Feet bgs

Total Depth: 16.6 Feet bgs

Notes: Piezometer installed to 16.6 feet bgs.

Depth (Feet bgs)	Field Description and USCS Soil and Sediment Classification	Sample Type	Sample Depth (Feet bgs)	Qp	Lab Test ID
0.0-2.1	Sandy Lean Clay with Gravel (CL): <i>Brown to dark brown, dry to slightly moist, soft to stiff, with fine to medium-grained sand and fine to coarse gravel.</i> --Frozen soils noted to 0.2 foot bgs. --Organic materials noted to 1.3 feet bgs.			0.25-1.0	
2.1-16.6	Poorly Graded Gravel with Clay and Sand (GP-GC): <i>Light brown or gray, dry to saturated, medium dense to dense, with fine to coarse-grained sand and 14-inch minus boulders.</i> --Varying clay content noted throughout. --Lens of clayey gravel with sand sediments noted from 6.1 to 6.6 feet bgs. --Groundwater was observed slowly seeping through sidewalls as test pit was advanced.				



**MATERIALS
TESTING &
INSPECTION**

AN ATLAS COMPANY

27 February 2019

Page # 15 of 23

b181928g_limitedgeo

Environmental Services Geotechnical Engineering Construction Materials Testing Special Inspections

GEOTECHNICAL INVESTIGATION TEST PIT LOG

Test Pit Log #: TP-7 **Date Advanced:** 12 Feb 2019 **Logged by:** Nick Stevens, G.I.T.
Excavated by: Struckman's Backhoe Service **Location:** See Site Map Plates
Latitude: 43.49859 **Longitude:** -116.29214
Depth to Water Table: 6.1 Feet bgs **Total Depth:** 7.8 Feet bgs
Notes: Piezometer installed to 7.8 feet bgs.

Depth (Feet bgs)	Field Description and USCS Soil and Sediment Classification	Sample Type	Sample Depth (Feet bgs)	Qp	Lab Test ID
0.0-2.2	Sandy Lean Clay with Gravel (CL): <i>Brown to dark brown, dry to moist, stiff to very stiff, with fine to medium-grained sand and fine to coarse gravel.</i> --Frozen soils noted to 0.1 foot bgs. --Organic materials noted to 0.7 foot bgs.			1.5-2.25	
2.2-7.8	Poorly Graded Gravel with Silt and Sand (GP-GM): <i>Light brown to gray, slightly moist to saturated, medium dense to very dense, with fine to coarse-grained sand and 14-inch minus boulders.</i>				



**MATERIALS
TESTING &
INSPECTION**

AN ATLAS COMPANY

27 February 2019

Page # 16 of 23

b181928g_limitedgeo

Environmental Services Geotechnical Engineering Construction Materials Testing Special Inspections

GEOTECHNICAL INVESTIGATION TEST PIT LOG

Test Pit Log #: TP-8 **Date Advanced:** 12 Feb 2019 **Logged by:** Nick Stevens, G.I.T.

Excavated by: Struckman's Backhoe Service

Location: See Site Map Plates

Latitude: 43.49577

Longitude: -116.28413

Depth to Water Table: 6.9 Feet bgs

Total Depth: 8.3 Feet bgs

Notes: Piezometer installed to 8.3 feet bgs.

Depth (Feet bgs)	Field Description and USCS Soil and Sediment Classification	Sample Type	Sample Depth (Feet bgs)	Qp	Lab Test ID
0.0-2.6	Sandy Lean Clay (CL): <i>Dark brown, slightly moist to moist, soft to medium stiff, with fine to medium-grained sand.</i> --Frozen soils noted to 0.2 foot bgs. --Organic materials noted to 1.3 feet bgs.	GS	1.0-1.5	0.25-0.75	B
2.6-8.3	Poorly Graded Gravel with Clay and Sand (GP-GC): <i>Light brown to brown to gray, slightly moist to saturated, medium dense to very dense, with fine to coarse-grained sand and 10-inch minus cobbles.</i>				

Lab Test ID	M	LL	PI	Sieve Analysis				
				#4	#10	#40	#100	#200
-	%	-	-					
B	23.0	31	16	88	86	78	66	56.9



Environmental Services Geotechnical Engineering Construction Materials Testing Special Inspections

GEOTECHNICAL INVESTIGATION TEST PIT LOG

Test Pit Log #: TP-9 **Date Advanced:** 19 Feb 2019 **Logged by:** Nick Stevens, G.I.T.

Excavated by: Struckman's Backhoe Service

Location: See Site Map Plates

Latitude: 43.50286

Longitude: -116.31264

Depth to Water Table: Not Encountered

Total Depth: 12.4 Feet bgs

Depth (Feet bgs)	Field Description and USCS Soil and Sediment Classification	Sample Type	Sample Depth (Feet bgs)	Qp	Lab Test ID
0.0-1.4	Sandy Lean Clay with Gravel Fill (CL-FILL): <i>Dark brown, dry to slightly moist, soft to medium stiff, with fine to medium-grained sand and fine to coarse-gravel.</i> --Organic materials noted to 1.0 foot bgs.			0.5-0.75	
1.4-3.0	Silty Sand with Gravel Fill (SM-FILL): <i>Tan to gray, dry, medium dense, with fine to coarse-grained sand and fine to coarse gravel.</i>				
3.0-5.2	Sandy Silt with Gravel (ML): <i>Tan, dry, hard, with fine to medium-grained sand and 8-inch minus cobbles.</i> --Weak to moderate calcium carbonate cementation noted throughout.				
5.2-12.4	Poorly Graded Gravel with Sand (GP): <i>Tan to gray, dry, dense to very dense, with fine to coarse-grained sand and 11-inch minus cobbles.</i> --Weak to moderate calcium carbonate cementation noted from 5.2 to 6.2 feet bgs. --Layer of loose to medium dense poorly graded sand with silt sediments from 7.2 to 9.1 feet bgs. --Excessive sidewall caving noted from 7.2 to 9.1 feet bgs.				



AN ATLAS COMPANY

- Environmental Services
- Geotechnical Engineering
- Construction Materials Testing
- Special Inspections

GEOTECHNICAL INVESTIGATION TEST PIT LOG

Test Pit Log #: TP-10 **Date Advanced:** 19 Feb 2019 **Logged by:** Nick Stevens, G.I.T.

Excavated by: Struckman's Backhoe Service

Location: See Site Map Plates

Latitude: 43.50289

Longitude: -116.312439

Depth to Water Table: Not Encountered

Total Depth: 12.9 Feet bgs

Depth (Feet bgs)	Field Description and USCS Soil and Sediment Classification	Sample Type	Sample Depth (Feet bgs)	Qp	Lab Test ID
0.0-2.1	Sandy Lean Clay with Gravel Fill (CL-FILL): <i>Dark brown to tan, dry to slightly moist, medium stiff to stiff, with fine to medium-grained sand and 6-inch minus cobbles.</i> --Organic materials noted to 0.5 foot bgs.			0.75-1.75	
2.1-4.2	Sandy Silt with Gravel (ML): <i>Whitish-pink, dry, hard, with fine to coarse-grained sand and fine to coarse gravel.</i> --Strong calcium carbonate cementation noted throughout.				
4.2-12.9	Poorly Graded Gravel with Sand (GP): <i>Tan to gray, dry, dense to very dense, with fine to coarse-grained sand and 10-inch minus cobbles.</i> --Intermittent weak calcium carbonate cementation noted from 4.2 to 4.5 feet bgs. --Intermittent 10 to 16 inch thick lenses of loose to medium dense poorly graded sand with silt sediments noted throughout. --Excessive sidewall caving noted within poorly graded sand with silt and gravel sediments.				



AN ATLAS COMPANY

27 February 2019

Page # 19 of 23

b181928g_limitedgeo

 Environmental Services Geotechnical Engineering Construction Materials Testing Special Inspections

GEOTECHNICAL INVESTIGATION TEST PIT LOG

Test Pit Log #: TP-11 **Date Advanced:** 19 Feb 2019 **Logged by:** Nick Stevens, G.I.T.

Excavated by: Struckman's Backhoe Service

Location: See Site Map Plates

Latitude: 43.49864

Longitude: -116.31435

Depth to Water Table: Not Encountered

Total Depth: 17.4 Feet bgs

Depth (Feet bgs)	Field Description and USCS Soil and Sediment Classification	Sample Type	Sample Depth (Feet bgs)	Qp	Lab Test ID
0.0-1.4	Sandy Lean Clay with Gravel Fill (CL-FILL): <i>Dark brown to tan, dry to slightly moist, stiff to very stiff, with fine to medium-grained sand and fine to coarse gravel.</i>			1.25-2.5	
1.4-2.9	Lean Clay (CL): <i>Brown to dark brown, dry to slightly moist, stiff to very stiff.</i>	GS	1.6-2.1	2.0-3.0	C
2.9-4.5	Sandy Silt with Gravel (ML): <i>Whitish-tan, dry, hard, with fine to coarse-grained sand and fine to coarse gravel.</i> --Strong calcium carbonate cementation noted throughout.				
4.5-17.4	Poorly Graded Gravel with Sand (GP): <i>Orangish-tan to gray, dry, very dense, with fine to coarse-grained sand and 12-inch minus cobbles.</i> --Intermittent weak calcium carbonate cementation noted from 4.5 to 6.7 feet bgs. --Some clay content noted from 4.5 to 9.0 feet bgs. --Intermittent 20-inch minus boulders noted throughout.				

Lab Test ID	M	LL	PI	Sieve Analysis				
				#4	#10	#40	#100	#200
-	%	-	-	#4	#10	#40	#100	#200
C	25.2	35	20	98	97	92	89	85.8

27 February 2019
Page # 20 of 23

b181928g_limitedgeo

Environmental Services Geotechnical Engineering Construction Materials Testing Special Inspections

GEOTECHNICAL INVESTIGATION TEST PIT LOG

Test Pit Log #: TP-12 **Date Advanced:** 19 Feb 2019 **Logged by:** Nick Stevens, G.I.T.

Excavated by: Struckman's Backhoe Service

Location: See Site Map Plates

Latitude: 43.49572

Longitude: -116.31439

Depth to Water Table: Not Encountered

Total Depth: 11.8 Feet bgs

Depth (Feet bgs)	Field Description and USCS Soil and Sediment Classification	Sample Type	Sample Depth (Feet bgs)	Qp	Lab Test ID
0.0-1.8	Sandy Lean Clay with Gravel Fill (CL-FILL): <i>Dark brown to tan, dry to slightly moist, stiff to very stiff, with fine to medium-grained sand and 4-inch minus cobbles</i>			1.75-3.0	
1.4-2.9	Lean Clay (CL): <i>Brown to dark brown, dry to slightly moist, very stiff.</i>			2.5-3.5	
3.4-11.8	Sandy Silt with Gravel (ML): <i>Whitish-tan, dry, very stiff to hard, with fine to coarse-grained sand and fine to coarse gravel. --Moderate to strong calcium carbonate cementation noted from 3.4 to 10.6 feet bgs.</i>				
Below 11.8	Basalt: <i>Black to gray, fresh to slightly weathered, widely to closely fractured, moderately strong to very strong. --Calcic veining and some vesicles noted on hand specimens.</i>				



AN ATLAS COMPANY

27 February 2019

Page # 21 of 23

b181928g_limitedgeo

 Environmental Services
 Geotechnical Engineering
 Construction Materials Testing
 Special Inspections

GEOTECHNICAL INVESTIGATION TEST PIT LOG

Test Pit Log #: TP-13
Date Advanced: 19 Feb 2019
Logged by: Nick Stevens, G.I.T.

Excavated by: Struckman's Backhoe Service

Location: See Site Map Plates

Latitude: 43.49924

Longitude: -116.30942

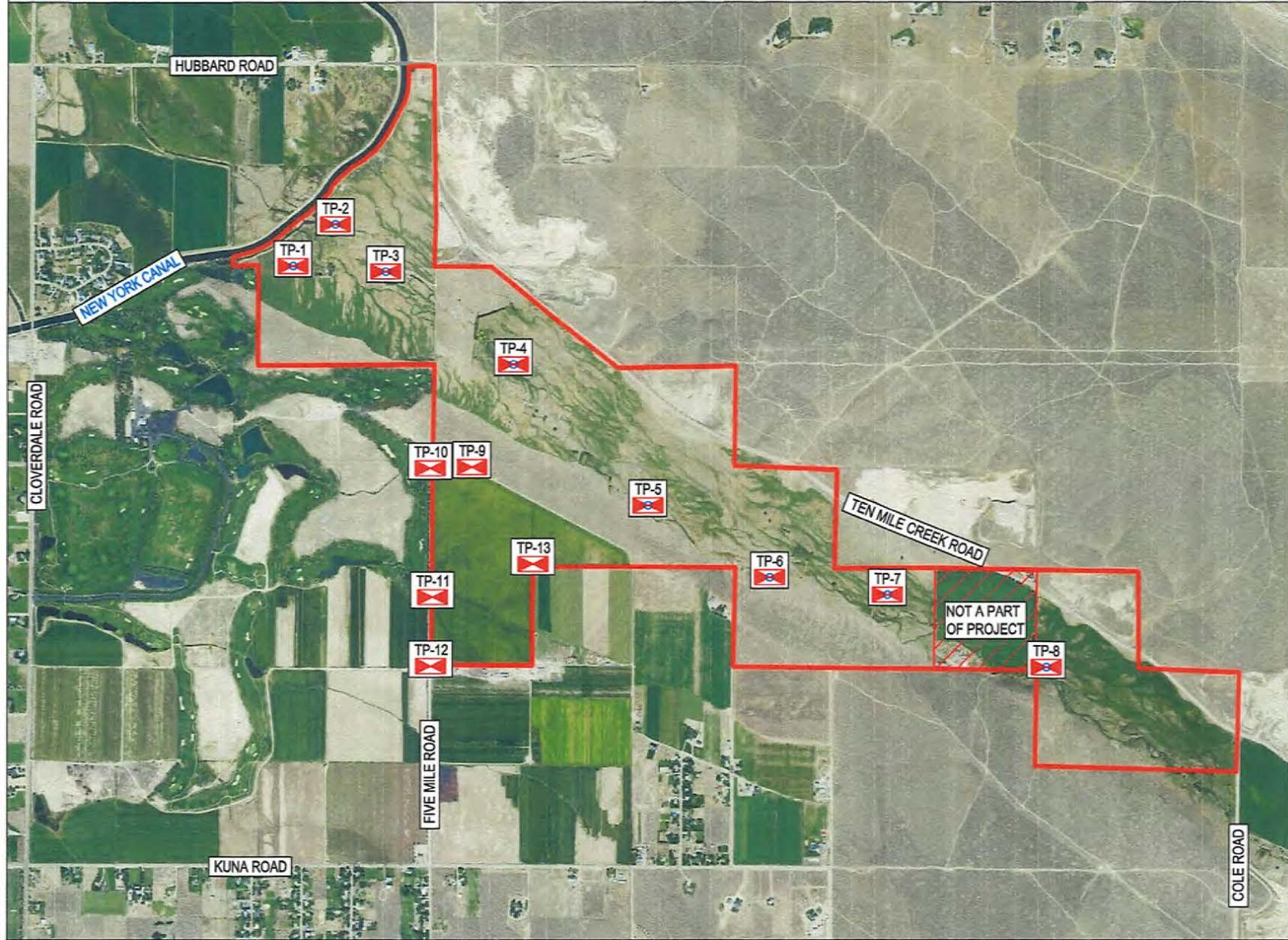
Depth to Water Table: Not Encountered

Total Depth: 13.2 Feet bgs

Depth (Feet bgs)	Field Description and USCS Soil and Sediment Classification	Sample Type	Sample Depth (Feet bgs)	Qp	Lab Test ID
0.0-0.8	Sandy Lean Clay with Gravel Fill (CL-FILL): <i>Dark brown to tan, dry to slightly moist, stiff to very stiff, with fine to medium-grained sand and 4-inch minus cemented clasts.</i> --Some garbage and debris noted throughout.				
0.8-2.4	Lean Clay (CL): <i>Brown to dark brown, dry to slightly moist, stiff to very stiff.</i>			1.5-2.25	
2.4-5.6	Sandy Silt with Gravel (ML): <i>Whitish-tan, dry, hard, with fine to coarse-grained sand and fine to coarse gravel.</i> --Moderate to strong calcium carbonate cementation noted throughout.				
5.6-7.9	Poorly Graded Gravel with Sand (GP): <i>Tan to gray, dry, very dense, with fine to coarse-grained sand and 10-inch minus cobbles.</i> --Strong calcium carbonate cementation noted from 5.6 to 7.9 feet bgs.				
7.9-13.2	Poorly Graded Sand with Silt (SP-SM): <i>Tan, dry, loose to medium dense, with fine to coarse-grained sand.</i> --Some fine to coarse gravel noted throughout. --Excessive sidewall caving noted throughout.				

Site Map

Plate 2



NOTES:

- Not to Scale
- Aerial photography by USDA-FSA

LEGEND

Approximate Site Boundary

Approximate MTI Test Pit Location

Approximate MTI Test Pit Location with Piezometer



Ten Mile Creek Development
South of Ten Mile Creek Road
and Hubbard Road
Kuna, ID

Modified by: NGS
25 February 2019
Drawing: B181928g

MATERIALS TESTING & INSPECTION
AN ATLAS COMPANY

2791 S Victory View Way Phone: 208 376-4748
Boise, ID 83709 Fax: 208 322-6515
E-mail: mt@mti-id.com

Jerry Hastings

From: Sub Name Mail
Sent: Friday, March 22, 2019 5:04 PM
To: David Yorgason
Cc: codym@idahosurvey.com
Subject: Spring Rock Subdivision Name Reservation

March 25, 2019

Cody McCammon, Idaho Survey Group
 Dave Yorgason, Ten Mile Creek LLC

RE: Subdivision Name Reservation: **SPRING ROCK SUBDIVISION**

At your request, I will reserve the name **Spring Rock Subdivision** for your project.

Due to the size of this development, the name reservation is subject to conditions. The use of this name is subject to the current Ada County Subdivision Name Policy & requirements of Idaho Code 50-1307.

The following items are included in the current policy, but are reiterated herein for emphasis.

1. Subsequent phases of this development must be adjoining. If the plat boundary phases are not adjoining, the primary name "**SPRING ROCK**" may be used but a new secondary name must be chosen and reserved prior to the plat being submitted to the Ada County Surveyor's office.
2. The use of this name across Ten Mile Creek Road may not be allowed, unless the Ten Mile Creek Road right-of-way is included in the plat. Without a review of all of the deeds, it would appear that Ten Mile Creek Road appears to be a prescriptive (as opposed to dedicated) right-of-way.

I can honor this reservation only as long as your project is in the approval process. Final approval can only take place when the final plat is recorded.

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

Sincerely,



Jerry L. Hastings, PLS 5359
County Surveyor
Deputy Clerk Recorder
Ada County Development Services
 200 W. Front St., Boise, ID 83702
 (208) 287-7912 office
 (208) 287-7909 fax
 E-mail: jhastings@adacounty.id.gov

-----Original Message-----

From: David Yorgason [<mailto:dyorgason6@gmail.com>]
Sent: Thursday, March 21, 2019 11:31 AM
To: Sub Name Mail
Cc: Dave Yorgason
Subject: Subdivision Name Request: Springrock

Subdivision Naming:

We are requesting the name Springrock for a subdivision name. Please let us know if this is approved. Here is the information you need:

Parcels:	Township Range Sections
S1415110103	T2N R1&2E Sec 15
S1415427805	T2N R1E Sec 15
S1415141900	T2N R1E Sec 15
S1414336000	T2N R1&2E Sec 14
S1414315000	T2N R1E Sec 14
S1414438400	T2N R1E Sec 14
S1414438900	T2N R1E Sec 14
S1423120000	T2N R1E Sec 23
S1423110000	T2N R1E Sec 23
S1423111000	T2N R1E Sec 23
S1424233600	T2N R1E Sec 24
S1424131800	T2N R1E Sec 24
S1424240000	T2N R1E Sec 24 (Davis)
S1423211000	T2N R1E Sec 23 (Gilmore)

Surveyor: Idaho Survey Group (Cody McCammon)

Developer: Ten Mile Creek, LLC (contact Dave Yorgason)

Please advise if you need more info.

Thanks,
Dave Yorgason
208-850-1070

Glen Smallwood

From: Sub Name Mail
To: David Yorgason; Sub Name Mail
Cc: Cody McCammon
Subject: RE: [EXTERNAL] Re: Springrock Subdivision Name Reservation

Since the name was already accepted, we changed the name in our system, adding a space.
 I have modified the original letter and re-attached it.



Glen Smallwood
Surveying Technician
 Ada County Development Services
 200 W. Front St., Boise, ID 83702
 (208) 287-7926 office
 (208) 287-7909 fax

From: David Yorgason [<mailto:dyorgason6@gmail.com>]
Sent: Tuesday, July 2, 2019 4:30 PM
To: Sub Name Mail
Cc: Cody McCammon; Dave Yorgason
Subject: [EXTERNAL] Re: Springrock Subdivision Name Reservation

Jerry / Subdivision Naming Group,

Thank you again for approving the name for our subdivision. We are getting feedback that it would be better to have this name as two words if possible ... can you change the name of our subdivision and approve it as Spring Rock Subdivision?

Thanks,
 Dave Yorgason

On Mar 25, 2019, at 11:50 AM, Sub Name Mail <subnamemail@adacounty.id.gov> wrote:

March 25, 2019

Cody McCammon, Idaho Survey Group
 Dave Yorgason, Ten Mile Creek LLC

RE: Subdivision Name Reservation: **SPRINGROCK SUBDIVISION**

At your request, I will reserve the name **Springrock Subdivision** for your project.
 Due to the size of this development, the name reservation is subject to conditions. The use of this name is subject to the current Ada County Subdivision Name Policy & requirements of Idaho Code 50-1307.
 The following items are included in the current policy, but are reiterated herein for emphasis.

1. Subsequent phases of this development must be adjoining. If the plat boundary phases are not adjoining, the primary name "SPRINGROCK" may be used but a new secondary name must be chosen and reserved prior to the plat being submitted to the Ada County Surveyor's office.
2. The use of this name across Ten Mile Creek Road may not be allowed, unless the Ten Mile Creek Road right-of-way is included in the plat. Without a review of all of the deeds, it would appear that Ten Mile Creek Road appears to be a prescriptive (as opposed to dedicated) right-of-way.

I can honor this reservation only as long as your project is in the approval process. Final approval can only take place when the final plat is recorded.

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

Sincerely,

Jerry L. Hastings, PLS 5359
County Surveyor
Deputy Clerk Recorder
 Ada County Development Services
 200 W. Front St., Boise, ID 83702
 (208) 287-7912 office
 (208) 287-7909 fax
 E-mail: jhastings@adacounty.id.gov

<image001.png>

-----Original Message-----

From: David Yorgason [<mailto:dyorgason6@gmail.com>]
 Sent: Thursday, March 21, 2019 11:31 AM
 To: Sub Name Mail
 Cc: Dave Yorgason
 Subject: Subdivision Name Request: Springrock

Subdivision Naming:

We are requesting the name Springrock for a subdivision name. Please let us know if this is approved. Here is the information you need:

Parcels:	Township Range Sections
S1415110103	T2N R1&2E Sec 15
S1415427805	T2N R1E Sec 15
S1415141900	T2N R1E Sec 15
S1414336000	T2N R1&2E Sec 14
S1414315000	T2N R1E Sec 14
S1414438400	T2N R1E Sec 14
S1414438900	T2N R1E Sec 14
S1423120000	T2N R1E Sec 23
S1423110000	T2N R1E Sec 23
S1423111000	T2N R1E Sec 23
S1424233600	T2N R1E Sec 24
S1424131800	T2N R1E Sec 24
S1424240000	T2N R1E Sec 24 (Davis)
S1423211000	T2N R1E Sec 23 (Gilmore)

Surveyor: Idaho Survey Group (Cody McCammon)

Developer: Ten Mile Creek, LLC (contact Dave Yorgason)

Please advise if you need more info.

Thanks,
Dave Yorgason
208-850-1070

Exhibit B 1



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

Paul A. Stevens, P.E.
Kuna City Engineer

MEMORANDUM

Date: 20 August 2019
From: Paul A. Stevens, P.E.
To: Wendy Howell, Planning and Zoning Director
RE: Spring Rock Subdivision 19-10-AN, 19-01-PUD, 19-06-S, & DEVELOPMENT AGREEMENT.

The Spring Rock 19-10-AN, 19-01-PUD, 19-06-S, DA dated 18 June 2019 has been reviewed. The application provides a preliminary plat, a narrative explaining the developers vision for the subdivision, a landscape plan, various explanatory maps and pictures, and a draft Development Agreement (DA). These comments apply to the preliminary plat and the rezone as they affect public works infrastructure. Landscaping, population density, parking requirements, emergency access, intense pedestrian and vehicular traffic in the proposed R 20 zone and similar topics are evaluated by the Planning and Zoning Department. Review and evaluation of civil design drawings is accomplished separately, when received.

These comments may be expanded or refined based on future land-use actions. The following comments apply considering current, effective requirements:

1. General

- a. The Spring Rock Subdivision site is approximately 761 acres and is currently zoned RR (ADA County Zone Rural Residential).
- b. Rezone requests:
 - a. 660.78 acres R-6 (City of Kuna (COK) Medium Density Residential).
 - b. 13 acres R-12 (COK High Density Residential).
 - c. 18.89 acres R-20 (COK High Density Multi-Family Residential).
 - d. 12.21 acres C-1 (COK Neighborhood Commercial District).
 - e. 10.34 acres C-2 (COK Area Commercial District).
 - f. An average Dwelling Units per Acre (DUA) for the overall project was not provided.
- c. Typical dwelling units are reckoned at approximately 3.18 people per household. At this rate the projected population for this subdivision will be approximately 14,000 people or 21 people per acre.
- d. A commensurate impact on the City of Kuna's, sewer, will result.
- e. Pressurized irrigation will be provided by the development utilizing existing wells.
- f. Potable water is recommended to be furnished by SUEZ because this property lies within their service boundary.
- g. A commensurate impact to traffic volumes and densities will follow.

- h. Access to Spring Rock Subdivision is from W Ten Mile Creek Road.
- i. Areas for outside activities are incorporated into the project. Connection to the City of Kuna pathways presents a long term goal that should be considered.
- j. A plan approval letter will be required if this project affects any local irrigation districts.
- k. Verify that existing and proposed elevations match at property boundaries such that a slope burden is not imposed on adjacent properties.
- l. State the vertical datum used for elevations on all drawings.
- m. Provide engineering certification on all final engineering drawings.

2. Inspection Fees

- a. An inspection fee will be levied for City inspection of water, sewer and irrigation facilities construction associated with this development. The current inspection fee is \$1.00 per lineal foot of sewer, water and pressure irrigation pipe. Payment is due and payable prior to City's approval of final construction plans.
- b. The developer shall retain a qualified responsible, Idaho registered professional engineer to provide sufficient inspection to certify to DEQ that the project was completed in accordance with approved plans and specifications and to provide accurate as-built drawings to the City. IDAPA 10.01.02 lists the professional engineer's project responsibilities.
- c. The developer's engineer and the City's inspector are encouraged to coordinate inspections.

3. Right-of-Way

- a. Spring Rock Subdivision will impact travel on W Ten Mile Creek Road and adjoining roads.
- a. All street construction must meet or exceed ACHD and City of Kuna development standards.
- b. Sufficient right-of-way for existing and future classified streets shall be provided pursuant to City & ACHD standards.
- c. Approaches onto classified streets must comply with ACHD and City of Kuna approach policies.
- d. Sidewalk, curb and gutter, street widening and any related storm drainage facilities, consistent with city code and policies, shall be provided in connection with property development.
- e. All city mainlines crossing proposed lots, running along the back of lots and sides of lots shall have easements that allow the City of Kuna to access and maintain the utilities.
- f. All mainlines owned by the development shall be placed in easements large enough to allow maintenance and repairs.

4. Sanitary Sewer & Potable Water

- a. It is recommended that this application be conditioned to conform to the sewer and water master plans as applicable.
- b. Even though it is recommended that SUEZ will provide water to the development, water system improvements must meet or exceed the quality requirements of the City of Kuna.
- c. If SUEZ is approved to be the water provider, an emergency intertie between SUEZ and City of Kuna with written agreement is required.
- d. The applicant's property is not connected to City services and is subject to connection fees for the ultimate connected sewer load as provided in the City's Standard Tables. City Code (6-4-2) requires connection to the City sewer system for all sanitary sewer needs.
- e. All sewer infrastructure must meet or exceed City of Kuna requirements.

- f. Sewer flows from this development are expected to be substantial and will exceed the capacity of the receiving sewer lift stations (Patagonia then on to Memory). It is expected that the development shall provide the additional lift station capacity needed to serve the property.
- g. Sewer collection pipe shall be evaluated and a determination made regarding adequacy for the projected sewage flows. Upsizing and or participation in a main trunk line construction project may be needed.
- h. Water and sewer flow models will be required to verify adequate water supply and fire suppression and sewage removal.
- i. Sewer and water connection fees apply to each lot containing a home or other facility.
- j. All existing sewage treatment facilities (septic tank and drain field) must be decommissioned in accordance with Idaho Department of Environmental Quality requirements. Documentation shall be provided to the City of Kuna.
- k. Decommission wells as needed, in accordance with Idaho Department of Water Resources (IDWR) requirements. Documentation shall be provided to the City of Kuna.

5. Pressurized Irrigation

- a. It is recommended that this application be conditioned to conform to the Pressure Irrigation Master Plan.
- b. The applicant's property is not connected to the City's pressurized irrigation system. Relying on drinking water for irrigation purposes conflicts with City Code (6-4-2).
- c. All pressurized irrigation infrastructure shall meet or exceed City of Kuna standards.
- d. Irrigation of Spring Rock subdivision shall be from on site, existing irrigation wells.
- e. Existing irrigation ditches (supply & drain) must be relocated as needed and as approved by the irrigation ditch company/users.
- f. Pressurized irrigation flow model will be required to verify adequate pressurized irrigation supply.

6. Grading and Storm Drainage

- a. Verify that existing and proposed elevations match at property boundaries such that a slope burden is not imposed on adjacent properties. Slopes shall not be steeper than 3:1 on lots adjacent to a street or common lot and no steeper than 4:1 for lots with common rear lot lines.
- b. Provide a grading and drainage plan which supports and maintains all upstream drainage rights and all downstream irrigation delivery rights as they presently exist for this property.
- c. The City of Kuna relies on the ACHD Stormwater Policy Manual to establish the requirements for design of private storm water disposal systems.
- d. Provide a storm water disposal & treatment plan which accounts for increased storm water runoff volumes. Provide detailed drawings of drainage & treatment facilities with supporting calculations for review and approval.
- e. Runoff from public right-of-way is regulated by ACHD. On site storm water retention shall be reviewed by the City Engineer in conjunction with the Civil Engineering construction improvements review.

7. As-Built Drawings

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

8. Property Description

- a. The applicant provided a preliminary plat and supporting documents as part of the application.

This report is the Master Plan Report. The Preliminary Plat Report will be a separate report.



Rebecca W. Arnold, President
Mary May, 1st Vice-President
Sara M. Baker, 2nd Vice-President
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner

December 12, 2019

To: Dave Yorgason
Ten Mile Creek, LLC
1211 North Happy Drive
Boise, ID 83706

Subject: MAS19-0002/ Spring Rock Master Plan

On December 12, 2019 the Ada County Highway District Commission acted on your application for the above referenced project.

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

Sincerely,



Mindy Wallace, AICP
Planning Review Supervisor
Development Services

cc: City of Kuna

This report is the Master Plan Report. The Preliminary Plat Report will be a separate report.

Exhibit B 2



Sara M. Baker, President
Rebecca W. Arnold, Vice President
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner
Paul Woods, Commissioner

December 11, 2019

To: Dave Yorgason
Ten Mile Creek, LLC
1211 North Happy Drive
Boise, ID 83706

Subject: Spring Rock Master Plan Community

Application Information & Introduction

The applicant, Ten Mile Creek LLC, is requesting approval of a Master Planned Community, Spring Rock Subdivision.

The Master Plan is for 761 acres and includes all the land that is anticipated to be incorporated into this project. The applicant has requested commercial, high density multi-family and medium and high-density residential designations as part of their application. The site will be divided into various development areas. Those areas include single family and multi-family residential, office, restaurants, mini-self storage, elementary school, pathways, private parks and public parks. The site is located south of and adjacent to Ten Mile Creek Road extending between Pleasant Valley Road west, to west of Five Mile Road to the New York Canal and Falcon Crest Golf Course. The applicant intends to submit preliminary plats for the individual phases of the 761 acres. As individual preliminary plats are submitted under this Plan, the Ada County Highway District (ACHD) will provide detailed analysis of impacts to the transportation system, mitigation, street layout, street design and construction, and will be a signatory on the plat.

For the current application, ACHD is a commenting agency to the City of Kuna. ACHD has no objections to the application and will review preliminary plat applications and provide site specific conditions of approval with each future preliminary plat prior to any roadway construction, or scheduling of a final plat for signature.

ACHD Comments to the City of Kuna

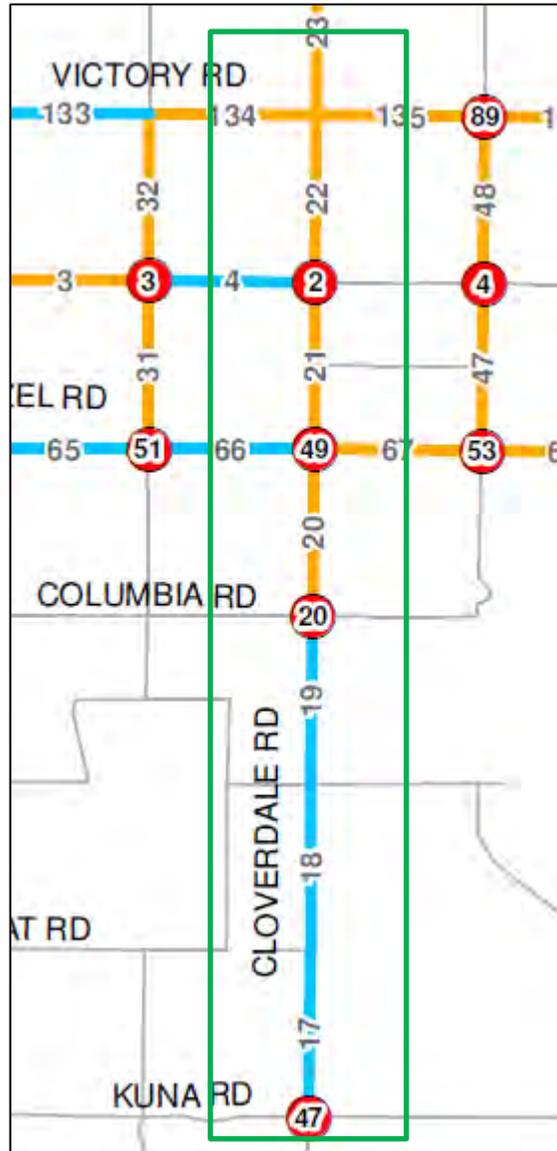
1. Capital Improvement Plan (CIP)/Integrated Five Year Work Plan (IFYWP)

The following improvements are scheduled in ACHD's IFYWP or listed in the CIP:

- The intersection of Lake Hazel Road and Cloverdale Road is scheduled in the IFYWP to be widened to 5-lanes on the north leg, 5-lanes on the south, 6-lanes east, and 5-lanes on the west leg and is scheduled for 2024. (Project #49)
- The intersection of Amity Road and Cloverdale Road is listed in the CIP to be replaced with a multi-lane roundabout with 4-lanes on the north leg, 4-lanes on the south, 2-lanes east, 2-lanes on the west leg between 2021 and 2025. (Project #2)
- The intersection of Cloverdale Road and Columbia Road is listed in the CIP to be replaced with a single-lane roundabout with 3-lanes on the north leg, 2-lanes on the south, 2-lanes east, 3-lanes on the west leg with a westbound right turn bypass lane between 2026 and 2030. (Project #20)
- The intersection of Cloverdale Road and Kuna Road is listed in the CIP to be replaced with a single-lane roundabout with 2-lanes on the north leg, 2-lanes on the south, 2-lanes east, 2-lanes on the west leg with a westbound right turn bypass lane between 2031 and 2035. (Project #47)
- Cloverdale Road is listed in the CIP to be widened to 3-lanes from Kuna Road to Deer Flat Road between 2031 and 2035. (Project #17)
- Cloverdale Road is listed in the CIP to be widened to 3-lanes from Deer Flat Road to Hubbard Road between 2031 and 2035. (Project #18)
- Cloverdale Road is listed in the CIP to be widened to 3-lanes from Hubbard Road to Columbia Road between 2031 and 2035. (Project #19)
- Cloverdale Road is listed in the CIP to be widened to 5-lanes from Columbia Road to Lake Hazel Road between 2026 and 2030. (Project #20)
- Cloverdale Road is listed in the CIP to be widened to 5-lanes from Lake Hazel Road to Amity Road between 2026 and 2030. (Project #21)

Due to current and future budgets forecasts ACHD may be unable to complete the improvements necessary to the north/south corridors.

CIP Project Map



2. Traffic Impact Study

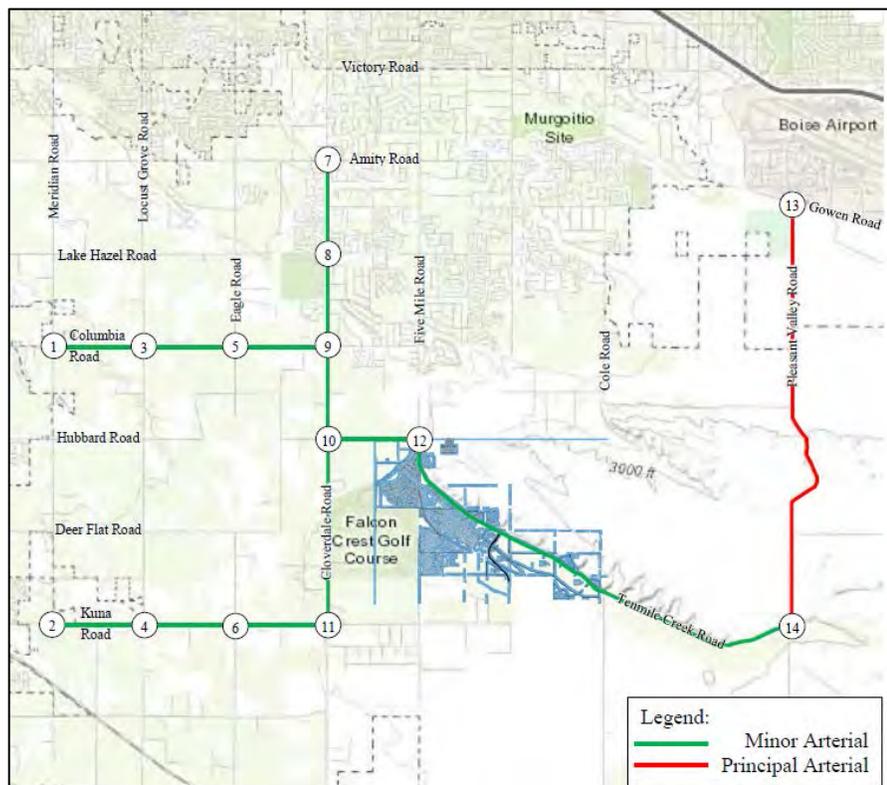
The purpose of the study was to provide a planning level roadway analysis for the full build out of the Spring Rock Master Plan and to highlight roadway improvements due to site generated traffic at full build out of the site.

Traffic Impact Study Area

With the traffic impact study for the Spring Rock Master Plan the study area was extended to beyond the roadways adjacent to the development to allow for analysis of all the traffic impacts. The study area included the following roadway segments:

- Cloverdale Road – Kuna Road to Amity Road
- Columbia Road – Meridian Road to Cloverdale Road
- Kuna Road – Meridian Road to Cloverdale Road
- Hubbard Road – Cloverdale Road to Five Mile Road
- Ten Mile Creek Road – Five Mile Road to Pleasant Valley Road
- Pleasant Valley Road – Gowen Road to Ten Mile Creek Road

A planning level analysis for intersections was not recommended as part of planning level analysis for the Spring Rock Master Plan. There are several intersections in the study area identified for improvements in ACHD's (Capital Improvement Plan) and intersections will be identified and studied as part of future traffic impact studies for individual preliminary plat phases.



The applicant's TIS analyzed the impacts of the subject development alone and identified the street improvements necessary to address the projected impacts. A complete

executive summary of the study is included as Attachment C. Below is an identification of the scope:

- Trip Generation of the proposed developments
- Site traffic distribution and traffic assignment
- Planning level threshold roadway capacity analysis
- Recommended roadway sizes and improvements to serve the site in 2040

ACHD Comment: District Traffic Services and Planning Review staff have reviewed the submitted traffic impact study for accuracy in results and assumptions as well as for completeness. ACHD comments and recommendations are noted below.

- a. Build-Out Year and Off-Site Traffic Projections
The projected build-out year for the Spring Rock Master Plan development is 2040. The study provides an analysis of the 2040 traffic conditions with and without the Spring Rock Master Plan development and provides a comparison of the improvements necessary to mitigate the site generated traffic impacts to the improvements listed in ACHD's CIP.
- b. Offsite Improvements
The planning level roadway analysis includes 14 roadway segments in the study area. The current CIP has roadway improvements planned through 2035 and only has planned improvements for 6 miles of Cloverdale Road between Deer Flat Road and Overland Road. No other study area roadways are currently planned for improvements.

The tables below identify the study roadway segments, the number of lanes the roadways are anticipated to have in 2040 based on the CIP and notes whether the roadways will be over capacity for 2040 total traffic conditions with the background and site generated traffic.

Table 5.5 – Roadway Segment Level of Service Analysis – 2040 Background Plus Build-Out Site Traffic

Roadway	Segment	Functional Classification (No. of Lanes) (CIP Lanes)	ACHD LOS Planning Threshold [vph]	Peak Hour Directional Volume [vph]		Meets LOS Planning Threshold? (Need Lanes)
				AM Peak	PM Peak	
Cloverdale Rd	Amity Rd to Lake Hazel Rd	Minor Arterial (5)	LOS E 1,540	1,700	1,815	No (7)
	Lake Hazel Rd to Columbia Rd	Minor Arterial (5)	LOS E 1,540	1,845	2,067	No (7)
	Columbia Rd to Hubbard Rd	Minor Arterial (3)	LOS E 720	1,757	1,743	No (7)
Pleasant Valley Rd	Gowen Rd to Hollilynn Dr	Principal Arterial (2)	LOS E 690	851	861	No (3)
	Hollilynn Dr to Tenmile Creek Rd	Principal Arterial (2)	LOS E 690	621	785	No (3)
Columbia Rd	Meridian Rd to Locust Grove Rd	Minor Arterial (2)	LOS E 575	594	735	No (5)
	Locust Grove Rd to Eagle Rd	Minor Arterial (2)	LOS E 575	708	785	No (5)
	Eagle Rd to Cloverdale Rd	Minor Arterial (2)	LOS E 575	718	914	No (5)
Hubbard Rd	Five Mile Rd to Cloverdale Rd	Minor Arterial (2)	LOS E 575	995	1,029	No (5)
Five Mile Rd	Tenmile Creek Rd to Hubbard Rd	Minor Arterial (3)	LOS E 720	991	1,027	No (5)
Tenmile Creek Rd	Five Mile Rd to Pleasant Valley Rd	Minor Arterial (3/2)	LOS E 720/575	529	721	Yes
Kuna Rd	Meridian Rd to Locust Grove Rd	Minor Arterial (2)	LOS E 575	589	789	No (5)
	Locust Grove Rd to Eagle Rd	Minor Arterial (2)	LOS E 575	505	731	No (5)
	Eagle Rd to Cloverdale Rd	Minor Arterial (2)	LOS E 575	530	695	No (3)

The following lists roadway segments anticipated to need widening beyond the CIP under 2040 total traffic conditions:

- Cloverdale Road between Amity Road and Hubbard Road – widen from 3/5 to 7 lanes.
- Pleasant Valley Road between Gowen Road and Ten Mile Creek Road – widen from 2 to 3 lanes.
- Columbia Road between Meridian Road and Cloverdale Road – Widen from 2 to 5 lanes.
- Hubbard Road between Five Mile Road and Cloverdale Road – widen from 2 to 5 lanes.
- Five Mile Road between Ten Mile Creek Road and Hubbard Road – widen from 2 to 5 lanes.

- Kuna Road between Meridian Road and Eagle Road – widen from 2 to 5 lanes.
- Kuna Road between Eagle Road and Cloverdale Road – widen from 2 to 3 lanes.

ACHD Comment: Due to the changes in land use assumptions in the City of Kuna and throughout Ada County, changes to ACHD’s CIP may be warranted as part of the next CIP updated, planned for 2020. The current Integrated Five Year Work Plan (IFYWP) does not include any planned roadway improvements in the study area.

The traffic impact study identifies the following roadway segments as needing improvements to accommodate the building of the Spring Rock Master Plan development in 2040:

- Cloverdale Road between Amity Road and Hubbard Road – widen from 3/5 to 7 lanes.
- Pleasant Valley Road between Gowen Road and Ten Mile Creek Road – widen from 2 to 3 lanes.
- Columbia Road between Meridian Road and Cloverdale Road – Widen from 2 to 5 lanes.
- Hubbard Road between Five Mile Road and Cloverdale Road – widen from 2 to 5 lanes.
- Five Mile Road between Ten Mile Creek Road and Hubbard Road – widen from 2 to 5 lanes.
- Kuna Road between Meridian Road and Eagle Road – widen from 2 to 5 lanes.
- Kuna Road between Eagle Road and Cloverdale Road – widen from 2 to 3 lanes.

If improvements are not made to impacted roadway segments and intersections, the applicant may need to make improvements or wait for ACHD to make them.

All roadway improvements necessary to serve the site will be verified through traffic impact studies submitted with future preliminary plat applications.

In Table 5.5 above, the TIS states the future number of lanes needed on Cloverdale Road is 7. At this time ACHD has no plans to widen Cloverdale Road between Columbia Road and Amity Road beyond the 5 lanes currently listed in ACHD’s CIP and Master Street Map.

ACHD has no planned improvements for Ten Mile Creek Road, Pleasant Valley Road, Columbia Road, Hubbard Road, Five Mile Road, or Kuna Road within the study area.

3. Trip Generation and Trip Capture

- a. Land Use Assumptions
 - i. 2,297 dwelling units
 - 1. 1,925 single-family detached housing
 - 2. 252 Multi-family housing (low-rise)
 - 3. 120 Multi-family housing (mid-rise)
 - ii. 83,000 square feet of commercial/office
 - 1. Includes 60,000 square feet of small office uses
 - 2. Includes 23,000 square feet of commercial uses
 - iii. Elementary School – 600 students
- b. Total Trip Generation
 - i. At the time of full build-out in 2040 the Spring Rock Master Plan is anticipated to generate:
 - 1. 26,351 vehicles per day, and
 - 2. 2,563 vehicles per hour during the PM peak hour
- c. Propose Trip Capture Percentages
 - i. The submitted traffic impact study estimates that approximately 12% of the site generated traffic will be retained within the development due to the proposed mixed uses.

ACHD Comment: District Traffic Services staff has reviewed the methodology utilized by CR Engineering, Inc. for the Spring Rock Master Plan trip capture, and is supportive of the methodology utilized, as the applicant's engineer used the procedure outlined in the ITE Trip Generation Handbook for calculating the trip captured as required by ACHD. The applicant's engineer estimated 12% of the daily trips would be captured within the site. ACHD agrees with the 12% trip capture rate presented by the applicant's engineer. The actual trip capture rate will need to be verified with each revised traffic study.

d. ACHD Recommendation for Trip Capture Rates

- i. Each preliminary plat must include actual traffic counts of all phases to date, plus the projected traffic for the proposed phase.
- ii. No assumed trip capture or reductions will be allowed at this time, only actual verified trip capture may be utilized for the existing phases at the time of the future studies. Estimated trip capture will only be allowed for the proposed future phase based on ITE standards. The future evaluation must utilize the trip capture methodology outlined in the ITE Trip Generation Handbook.
- iii. The traffic impacts will be evaluated with the updated traffic impact studies described above and the applicable street improvements will be required with each preliminary plat phase that necessitates the street improvement.

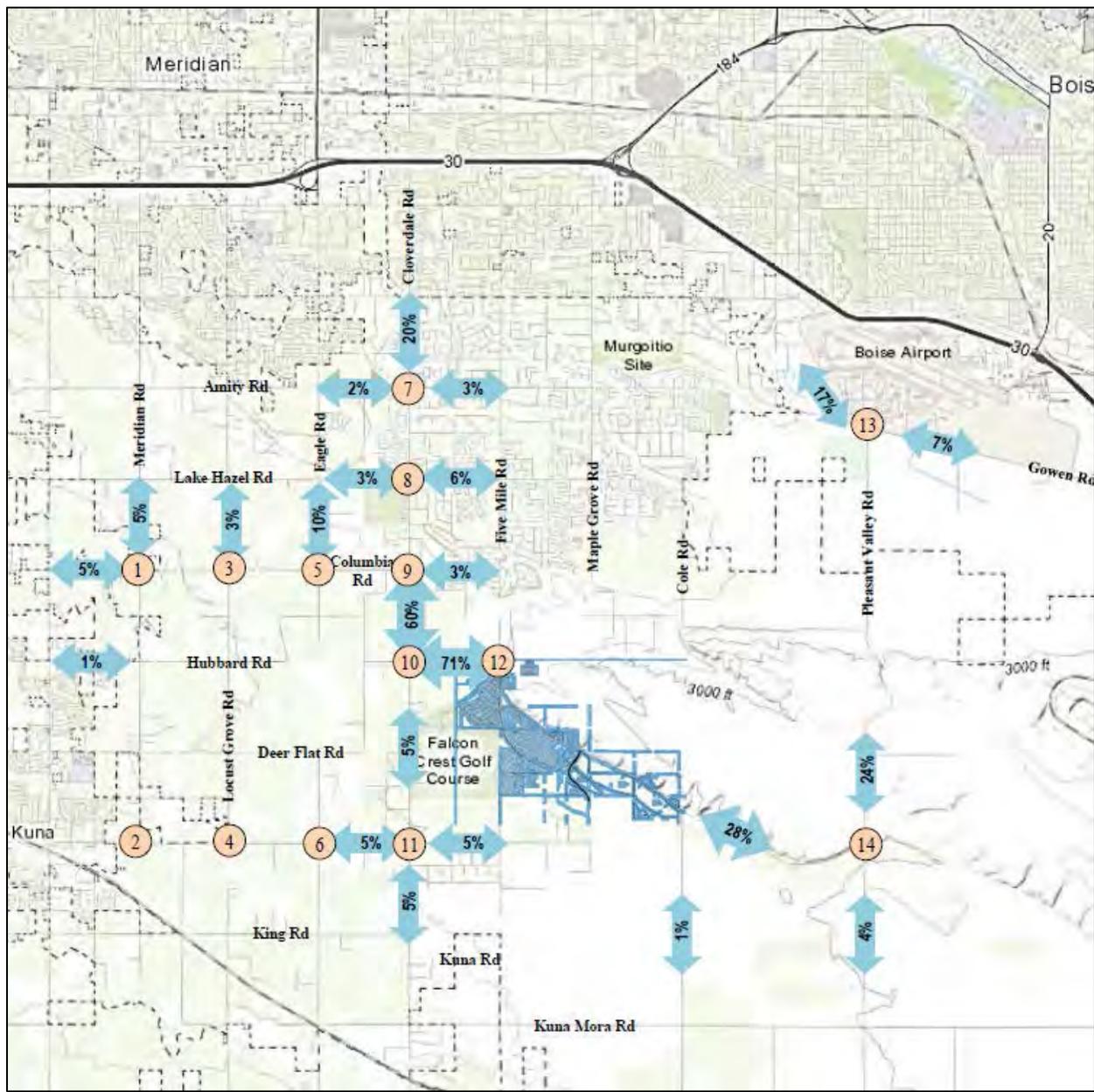
4. Trip Distribution

- a. The submitted traffic impact study estimates that over 70% of site generated traffic will travel east/west on Hubbard Road and north/south on Cloverdale Road, and 30% will travel east/west on Ten Mile Creek Road. From those points, the traffic was distributed based on COMPASS's 2040 regional travel demand model.

This report is the Master Plan Report. The Preliminary Plat Report will be a separate report.

Exhibit B 2

b. **ACHD Comment:** ACHD will require that the site traffic distribution be reviewed with each phase and preliminary plat submittal as part of the required future traffic impact studies. This will allow ACHD to evaluate whether additional mitigation measures are necessary if site traffic distribution is not as estimated in the TIS by the applicant's consultant.



5. Phasing Plan/Future Traffic Impact Studies

a. A phasing plan for the entire Spring Rock Master Plan was not provided as part of this application; however, the application materials indicate that the Spring Rock Master Planned Community is proposed to be constructed in multiple phases over the next 20+ years depending on market conditions. The first preliminary plat within the development consists of 791 residential lots, 7

commercial lots, 23 common lots, 1 school lot, 1 multi-family lot, and 2 public utility lots. A traffic impact study with specific findings and recommendations for the first final plat was submitted to ACHD for review and approval. District policy 7106.7.2 states that for large scale developments, like planned communities or specific area plans, ACHD will require that a phasing analysis be submitted with the initial TIS or with the first preliminary plat submittal. This phasing analysis shall include the size and type of the proposed land uses within each phase and the anticipated mitigation measures necessary with each phase. Prior to the approval for each subsequent phase of the development, the applicant shall submit an updated TIS. The updated TIS shall include information from the built environment to date including actual traffic counts and actual trip capture; projected traffic for the current phase and anticipated trip capture based on development of applicable land uses, and necessary mitigation measures for the current phase. In addition, the updated TIS shall include updated traffic counts for the impacted roadway segments and intersections consistent with Section 7106.6.

- b. Comments/ Recommendations:** Consistent with District policy, the applicant should be required to provide an updated traffic impact study with each phase of the development. In addition, a TIS should be required with all development applications that include a change to the Planned Unit Development that may alter traffic impact projections at the sole discretion of ACHD. All TIS submittals, including updates to the TIS, must meet ACHD policy requirements at the time of submittal.

TIS Update Requirements: An update to the TIS should include the following items:

- Updated traffic counts for the impacted roadway segments and intersections listed in the previous TIS;
- Information from the built development to date including actual traffic counts and actual measured trip capture;
- Projected trip generation, trip distribution and assignment, and anticipated trip capture for the current phase under consideration (preliminary plat application), based on development of the applicable land uses;
- Necessary mitigation measures for the current phase;
- Updates to all analysis, conclusions and recommendation found to be out of date or in need of correction based on the updated information
- Meet all ACHD policy requirements for a TIS at the time of submittal.

6. Arterial Roads – Ten Mile Creek Road, Hubbard Road, and Five Mile Road

- a. 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

Exhibit B 2

This report is the Master Plan Report. The Preliminary Plat Report will be a separate report.

single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

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

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. The segments of Five Mile Road and Ten Mile Creek Road abutting the site are designated in the MSM as Rural Arterials with 3-lanes, a 46-foot street section within 74-feet of right-of-way. The segment of Hubbard Road abutting the site is designated in the MSM as a Residential Arterial with 5-lanes and on-street bike lanes, a 72-foot street section with 96-feet of right-of-way.

b. Comments/Recommendations:

Ten Mile Creek Road: ACHD's MSM identifies Ten Mile Creek Road as a future 3-lane rural arterial roadway between Pleasant Valley Road and Hubbard Road. This is consistent with the traffic impact study, which notes that Pleasant Valley Road is anticipated to be at the maximum level of service planning threshold for a 3-lane arterial at build-out of the development in 2040.

Based on information provided in the traffic impact study and the MSM, if the City approves the rezone, the MSM will need to be modified to change Ten Mile Creek Road to a future 3-lane residential arterial roadway from Pleasant Valley Road to Hubbard Road.

To accommodate the construction of future 3-lane roadway additional right-of-way dedication will be necessary. Due to slope constraints and land ownership (BLM) on the north side of Ten Mile Creek Road across from the site and that the Spring Rock Master Plan development is necessitating the need for the widening of Ten Mile Creek Road to 3-lanes, staff recommends that all of the additional right-of-way dedication come from the south side of the roadway abutting the site. Therefore, the applicant will be required to dedicate 24-feet of additional right-of-way to totaling 49-feet of right-of-way from centerline of Ten Mile Creek Road abutting the site with the first preliminary plat. Preserving right-of-way for future roadways will ensure the roadways will accommodate future traffic volumes and provide design options for the future roadway.

The traffic impact study notes that in 2040 with build-out of the development Pleasant Valley Road is anticipated to be at the maximum level of service planning threshold for a 3-lane arterial. The need for additional roadway widening on Ten Mile Creek Road will need to be evaluated as part of future traffic impact studies to ensure that the roadway operates at an acceptable planning level of service threshold at build-out of the development in 2040.

Hubbard Road: ACHD's MSM identifies Hubbard Road as a future 5-lane residential arterial roadway from the site west to Cloverdale Road. The submitted traffic impact study indicates that Hubbard Road between Five Mile Road and Cloverdale Road will need to be widened to 5-lanes to accommodate the site

generated traffic under 2040 total traffic conditions. This segment of Hubbard Road is not scheduled in the IFYWP or CIP.

To accommodate the construction of future 5 lane roadway, the applicant will be required to dedicate 48-feet of right-of-way from centerline of Hubbard Road abutting the site with the first preliminary plat. Preserving right-of-way for future roadways will ensure the roadways will accommodate future traffic volumes and provide design options for the future roadway.

Five Mile Road: ACHD's MSM identifies Five Mile Road as a future 3-lane residential arterial roadway between the site's south property and Ten Mile Creek Road. North of Ten Mile Creek Road to Hubbard Road the MSM designation changes to a 3-lane rural arterial. However, the submitted traffic impact study indicates that Five Mile Road will need a 5-lane roadway between Ten Mile Creek Road and Hubbard Road to accommodate site generated traffic at build out of the development in 2040.

Based on information provided in the traffic impact study, if the City approves the rezone, the MSM will need to be modified to change Five Mile Road to a future 5-lane residential arterial roadway from Ten Mile Creek Road north to Hubbard Road.

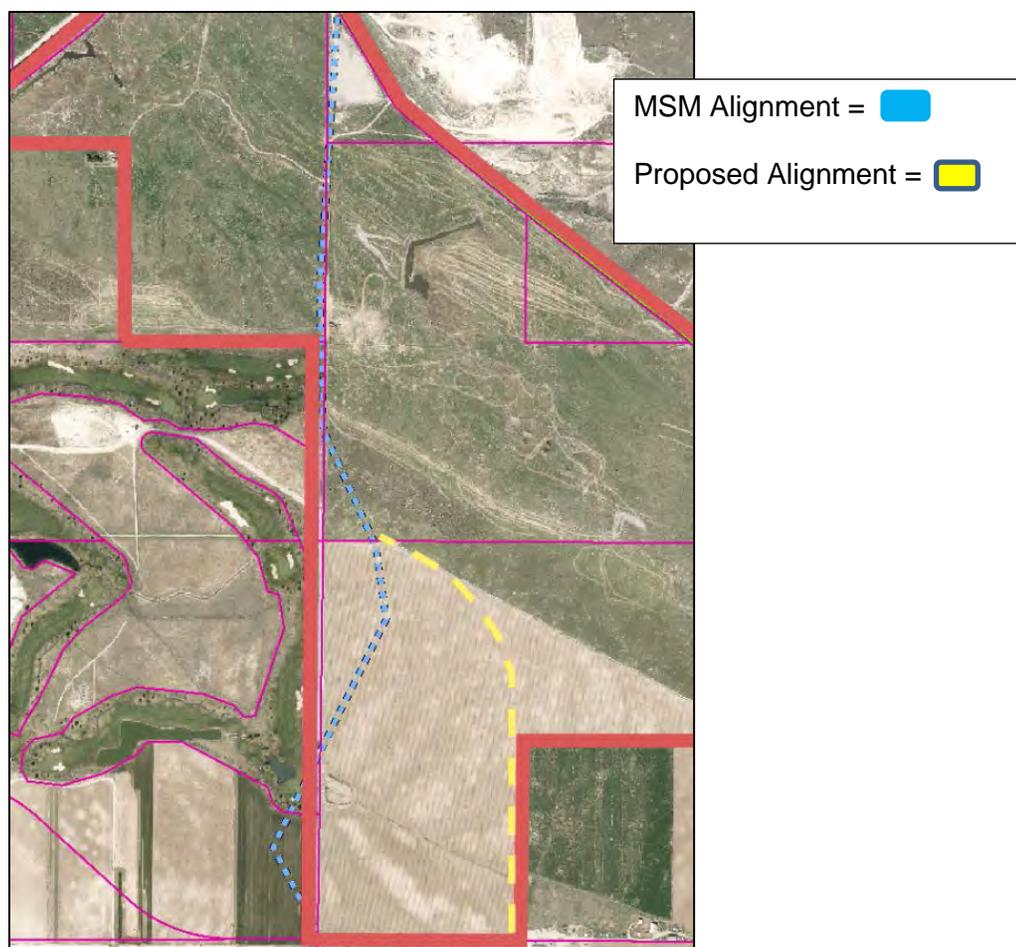
To accommodate the construction of future 5 lane roadway, the applicant will be required to dedicate 48-feet of right-of-way from centerline of Five Mile Road abutting the site between Ten Mile Creek Road and Hubbard Road and to accommodate the construction of a 3 lane roadway, dedicate 37-feet from the centerline of Five Mile Road from Ten Mile Creek Road south to the site's south property line with the first preliminary plat. Preserving right-of-way for future roadways will ensure the roadways will accommodate future traffic volumes and provide design options for the future roadway.

7. Five Mile Road – Alignment

- a. **Applicant's proposal:** The applicant has proposed an alternative alignment for the extension of Five Mile Road though the site stubbing to the south property line. The applicant's proposal is consistent with the re-alignment of Five Mile Road previously approved as part of Falcon Crest Master Plan planning are in 2018.

Exhibit B 2

This report is the Master Plan Report. The Preliminary Plat Report will be a separate report.



- b. Staff Comments/Recommendations:** The applicant's proposal is consistent with the re-alignment of Five Mile Road previously approved as part of Falcon Crest Master Plan planning in 2018 and should be approved, as proposed. The exact alignment and design of Five Mile Road at the south property line should be coordinated with the applicant of the Falcon Crest Master Plan, M3 Companies.

8. Arterial Roadway Extensions – Maple Grove Road and Cole Road

- a. Staff Comments:** ACHD's MSM and the COMPASS 2040 Functional Classification map both identify the extension of Maple Grove Road and Cole Road from their current terminus south of Lake Hazel Road through the site south to Kuna Mora Road.



- b. Maple Grove Road – Staff Recommendations:** The MSM identifies the segment of Maple Grove Road through the site as a future 3-lane residential arterial, north of Ten Mile Creek Road and a future 3-lane rural arterial south of Ten Mile Creek Road. Staff recommends a modification to the MSM to change the designation of Maple Grove Road south of Ten Mile Creek Road to Kuna Road from a rural arterial to a 3-lane residential arterial roadway, a 46-foot street section within 74-feet of right-of-way. Staff’s recommendation is due to land uses proposed within the Spring Rock Master Plan planning area, which include urban residential densities of R-6 and R-4 in the vicinity of the Maple Grove extension area.

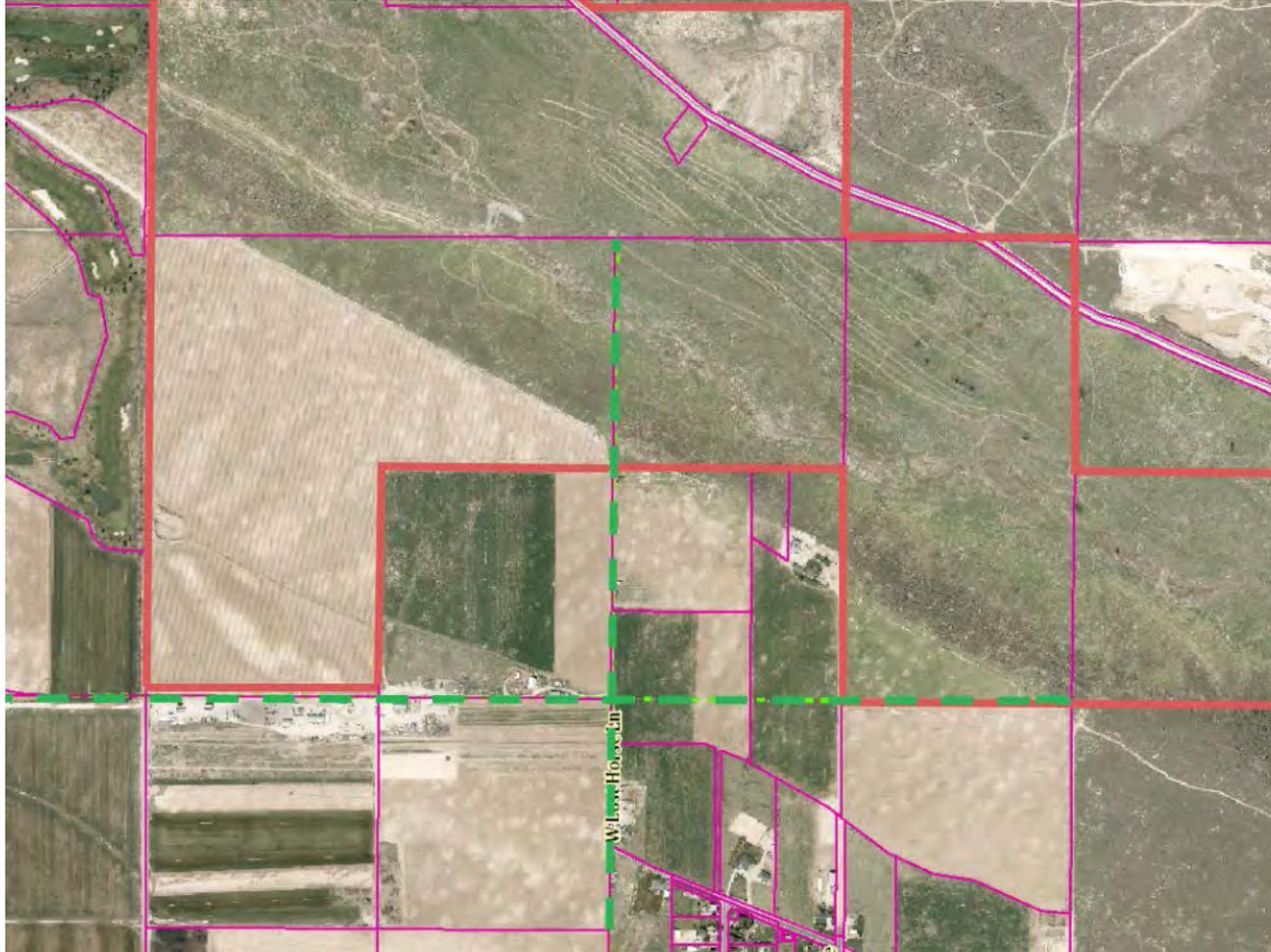
To accommodate the future extension of Maple Grove Road, the applicant should be required to dedicate 74-feet of right-of-way and to construct roadway improvements necessary to serve the site; including, but not limited to 2-travel lanes, gravel shoulder, barrow ditch, and detached concrete sidewalks as part of a future preliminary plat application.

- c. Cole Road – Staff Recommendations:** The MSM identifies the segment of Cole Road through the site as a future 3-lane rural arterial. Staff recommends a modification to the MSM to change the designation of Cole Road south of Ten Mile Creek Road to Kuna Road from a rural arterial to a 3-lane residential arterial roadway, a 46-foot street section within 74-feet of right-of-way. Staff’s recommendation is due to land uses proposed within the Spring Rock Master Plan planning area, which include urban residential densities of R-6 in the vicinity of the Cole Road extension area.

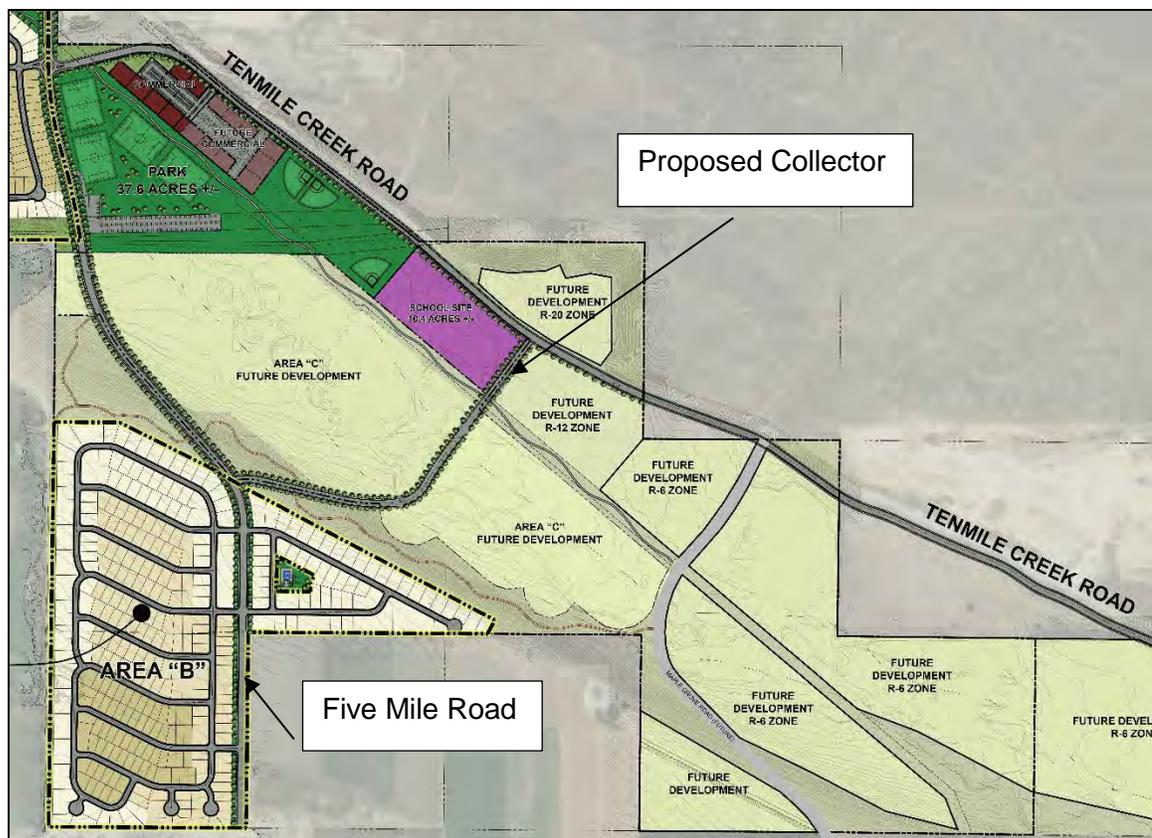
To accommodate the future extension of Cole Road, the applicant should be required to dedicate 74-feet of right-of-way and to construct roadway improvements necessary to serve the site; including, but not limited to 2-travel lanes, gravel shoulder, barrow ditch, and detached concrete sidewalks as part of a future preliminary plat application.

9. Collector Roadways

- a. **Staff Comments:** ACHD's MSM identifies 2 collector roadways within the Spring Rock Master Plan planning area. The east-west collector is proposed to be located at the half-mile between Kuna Road and Deer Flat Road at the south boundary of the site, and the north/south collector is proposed to extend a mile north of Kuna Road. Both collectors are designated as rural collector roadways.



- b. **Applicant's Proposal:** The applicant is proposing to construct one collector roadway, Gem Valley Road, with the first phase of the development. The collector is proposed to run north/south between Ten Mile Creek Road and Five Mile Road and be constructed as 3-lane collector roadway a 46-foot wide street section within 74-feet of right-of-way. No other collector roadways are shown on the master plan for the Spring Rock Master Planned planning area.



- c. **Staff Recommendations:** The applicant's proposal to construct a new collector roadway to extend north/south between Ten Mile Creek Road and Five Mile Road should be approved, as proposed. This collector roadway will provide alternative access between the southern proportion of the site and Five Mile Road.

Consistent with the MSM, the applicant will be required to construct the new east/west collector roadways abutting the site's south property line, as a collector roadway in this alignment is planned to be stubbed to this site as part of the Falcon Crest Master Planned Community. The MSM designates this collector as a rural collector. Staff recommends a modification to the MSM to change the designation of the roadway to a residential collector from the site's west property line to Maple Grove Road due to the urban residential densities of R-6 and R-4 planned in the vicinity of collector roadway extension area.

Staff recommends a modification to the MSM to remove the north/south rural collector proposed to extend a mile north of Kuna Road, as the applicant has proposed to construct a north/south collector to serve the site between Ten Mile Creek Road and Five Mile Road.

This report is the Master Plan Report. The Preliminary Plat Report will be a separate report.

Exhibit B 2



As other areas of the Spring Rock Master Planned planning area are preliminary platted, additional collector roadways maybe need to serve the site. This will be determined through the design of future preliminary plats and traffic impact studies.

10. Internal Local Street Sections

The applicant has not proposed any internal street sections as a part of the master plan application.

11. School Site

A 10-acre school site is proposed at the southwest corner of the Ten Mile Creek Road and Gem Valley Drive intersection. This parcel has approximately 960-feet of frontage on Ten Mile Creek Road, a minor arterial roadway and 450-feet of frontage on Gem Valley Drive, a collector roadway. Staff has concerns regarding the location and configuration of the proposed school parcel, as ACHD policy prohibits direct lot access to arterial roadways (Ten Mile Creek Road) when a site has frontage on a less classified street (Gem Valley Drive). This is the case with the proposed school parcel.

Typically, elementary schools have multiple driveways to separate the parent drop-off/pick-up loop from the bus loop. This creates better on-site circulation and improves the flow of traffic in and out of the school site during the peak drop-off and pick-up time periods. As the proposed school site is currently configured, There would not be enough frontage on Gem Valley Drive to provide enough driveway access to serve the school, as the location of driveways will be limited within the influence area of the Gem Valley Drive/Ten Mile Creek intersection and it is unknown if additional control (roundabout, signalization) of the intersection will be needed in the future. Additionally, staff has concerns with pedestrians possibly needing to walk along Ten Mile Creek Road to access the site, as this roadway will still carry heavy industrial truck traffic due to the near-by gravel pit operations.

Exhibit B 2

This report is the Master Plan Report. The Preliminary Plat Report will be a separate report.

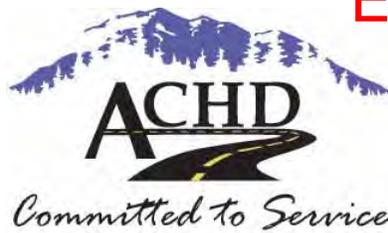
Staff recommends that the school site be relocated to someplace within Lot 28, Block 13 adjacent to Gem Valley Drive. This will allow for the construction of the driveways needed to serve the school site, increases safety by moving the school away from Ten Mile Creek Road, an arterial roadway, and would move the school closer to the single family residential portion of the development which would allow for better pedestrian access to the school.

12. Summary/Disclaimer

- I. Below is a summary of the primary issues that will be required to be addressed with future preliminary plats:
 - a. Traffic Impact Studies – Staff recommends updated traffic impact studies be required with each phase of the development to verify assumptions.
 - b. Disclaimer: No waiver or modification of policy is approved or recommended unless specifically called out by policy section and specifically approved in this report. Additional requirements may be required at each preliminary plat phase.

Attachments:

- A. Vicinity Map
- B. Master Plan
- C. Traffic Impact Study Summary



Mary May, President
Kent Goldthorpe, Vice-President
Rebecca W. Arnold, Commissioner
Sara M. Baker, Commissioner
Jim D. Hansen, Commissioner

January 24, 2020

To: Troy Behunin, Planner III
City of Kuna
751 W. 4th Street
Kuna, ID 83634

Subject: KPP19-0004/19-10-AN/19-01-PUD/19-06-S
Spring Rock Subdivision
This is a preliminary plat application to allow for the development of 825 lots on 477 acres.

On January 22, 2020 the Ada County Highway District Commission acted on the application for the above referenced project. The attached report includes site specific conditions of approval.

Additionally, the Commission had the following comments:

The Commission is very concerned about future growth in this area and the impacts of additional traffic on the existing infrastructure. The Commission cautions the City of Kuna to take a hard look at any future development in this area to make sure that it is consistent with the City's Comprehensive Plan and zoning ordinances and determine if the existing infrastructure and public services can accommodate that future growth. Additionally, due to current and future ACHD budgets forecasts, ACHD may not be able to timely complete improvements to the north/south corridors that may be necessary to accommodate growth that Kuna has approved and any anticipated future growth in this area.

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

Sincerely,

A handwritten signature in blue ink that reads 'Mindy Wallace'.

Mindy Wallace, AICP
Planning Review Supervisor
Development Services

cc: Dave Yorgason



Project/File: **Spring Rock Subdivision/ KPP19-0004/ 19-10-AN/19-01-PUD/19-06-S**
This is a preliminary plat application to allow for the development of 825 lots on 477 acres. This is the first phase of the Spring Rock Master Plan.

Lead Agency: City of Kuna

Site address: SE of Five Mile Road and Hubbard Road and South of Ten Mile Creek Road and Five Mile Road

Commission Meeting: January 22, 2020
Regular Agenda

Commission Approval: January 22, 2020

Applicant: Dave Yorgason
Ten Mile Creek LLC
1211 North Happy Drive
Boise, ID 83706

Representative: David Powell
RiveRidge Engineers
2447 South Vista Avenue
Boise, ID 83705

Staff Contact: Paige Bankhead
Phone: 387-6293
E-mail: pbankhead@achdidaho.org

Mindy Wallace
Phone: 387-6178
E-mail: mwallace@achdidaho.org

A. Findings of Fact

- 1. Description of Application:** This is a preliminary plat application to allow for the development of a 825 lot subdivision consisting of 757 single family building lots, 136 4-plex units, 7 commercial lots, 23 common lots, 1 school lot, 1 multi-family lot, and 2 public utility lots. The property is proposed to be rezoned to Commercial (C-1, C-2), Medium Density Residential (R-6) and High Density Residential (R-12) as a part of the rezoning application for the overall Spring Rock Subdivision development. This is the first phase of a multi-phase development anticipated to be constructed over the next 20+ years.

2. Description of Adjacent Surrounding Area:

Direction	Land Use	Zoning
North	Rural Residential/Rural Preservation (Ada County)	RR/RP
South	Rural Residential (Ada County)/Medium Density Residential	RR/R-6
East	Rural Preservation (Ada County)	RP
West	Medium Density Residential, High Density Residential, Rural Residential (Ada County)	R-6/R-12/RR

- 3. Site History:** ACHD has previously reviewed this site as part of the Spring Rock Master Plan planning area in December of 2019. The conditions of this staff report are consistent with the prior action.
- 4. Adjacent Development:** The following developments are pending or underway in the vicinity of the site:
- Falcon Crest Master Plan planning area located south and west of the site was approved by ACHD in December of 2018. ACHD has approved 2 preliminary plats within the Falcon Crest Master Plan planning area. Falcon Crest Subdivision located at the north east corner of Cloverdale Road and Kuna Road, approved by ACHD in December of 2018 and Robinhood Subdivision located west of the site off Cloverdale Road, approved by ACHD in September of 2019.
- 5. Transit:** Transit services are not available to serve this site.
- 6. Gas Pipeline:** The Williams/Tesoro Pipeline falls within the proposed development. Coordination with the owner of the pipeline prior to final design is recommended to insure that their requirements are met. ACHD requires written approval from the owner of the pipeline prior to plan acceptance if public street improvements are proposed or required within the pipeline easement.
- 7. New Center Line Miles:** The proposed development includes 9.5 centerline miles of new public road.
- 8. Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.
- 9. Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**
- The intersection of Lake Hazel Road and Cloverdale Road is scheduled in the IFYWP to be widened to 5-lanes on the north leg, 5-lanes on the south, 6-lanes east, and 5-lanes on the west leg in 2024. This project is funded.
 - The intersection of Amity Road and Cloverdale Road is listed in the CIP to be replaced with a multi-lane roundabout with 4-lanes on the north leg, 4-lanes on the south, 2-lanes east, 2-lanes on the west leg between 2021 and 2025.
 - The intersection of Cloverdale Road and Columbia Road is listed in the CIP to be replaced with a single-lane roundabout with 3-lanes on the north leg, 2-lanes on the south, 2-lanes east, 3-lanes on the west leg with a westbound right turn bypass lane between 2026 and 2030.
 - The intersection of Cloverdale Road and Kuna Road is listed in the CIP to be replaced with a single-lane roundabout with 2-lanes on the north leg, 2-lanes on the south, 2-lanes east, 2-lanes on the west leg with a westbound right turn bypass lane between 2031 and 2035.

- Cloverdale Road is listed in the CIP to be widened to 3-lanes from Kuna Road to Deer Flat Road between 2031 and 2035.
- Cloverdale Road is listed in the CIP to be widened to 3-lanes from Deer Flat Road to Hubbard Road between 2031 and 2035.
- Cloverdale Road is listed in the CIP to be widened to 3-lanes from Hubbard Road to Columbia Road between 2031 and 2035.
- Cloverdale Road is listed in the CIP to be widened to 5-lanes from Columbia Road to Lake Hazel Road between 2026 and 2030.
- Cloverdale Road is listed in the CIP to be widened to 5-lanes from Lake Hazel Road to Amity Road between 2026 and 2030.

B. Traffic Findings for Consideration

1. **Trip Generation:** This development is estimated to generate 9,718 vehicle trips per day; 1,017 vehicle trips per hour in the PM peak hour, based on the traffic impact study.
2. **Traffic Impact Study**
CR Engineering, Inc. prepared a traffic impact study for the proposed Spring Rock Subdivision Master Plan, that includes the Phase I impacts. An executive summary of the findings **as presented by CR Engineering, Inc** can be found as attachment 3. The 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.
3. **Mitigation/Required Improvements**

a. Policy:

Mitigation Proposals: Mitigation recommendations shall be provided within the report. At a minimum, for each roadway segment and intersection that does not meet the minimum acceptable level of service planning threshold or v/c ratio, the report must discuss feasible measures to avoid or reduce the impact to the system. To be considered adequate, measures should be specific and feasible. Mitigation may also include:

- Revision to the Phasing Plan to coincide with the District's planning Capital Projects.
- Reducing the scope and/or scale of the project.

Alternative Mitigation Measures: 7106.7.3 states that if traditional mitigation measures such as roadway widening and intersection improvements are infeasible as determined by ACHD, the TIS may recommend alternative mitigation measures. Alternative mitigation measures shall demonstrate that impacts from the project will be offset.

- If the impacted roadway segments and/or intersections are programmed as funded in the Integrated Five Year Work Plan (IFYWP) or the Capital Improvements Plan (CIP); no alternative mitigation is required.
- If the impacted roadway segments and/or intersections are not programmed in either the IFYWP or the CIP; the applicant may (i) analyze the shoulder hour and (ii) provide a safety analysis to determine alternative mitigation requirements.
 - If the impacted roadway segments and intersections meet the minimum acceptable level of service planning thresholds in the shoulder hour the applicant may suggest feasible alternative mitigation such as: sidewalks, bike facilities, connectivity, safety improvements, etc. within 1.5 miles of the proposed development.

- If the shoulder hour planning thresholds are exceeded the applicant may request to enter into a Development Agreement and pay into the Priority Corridor Fund an amount determined by the ACHD to offset impacts from the project.
- Alternative Mitigation may also include:
 - Revision to the Phasing Plan to coincide with the District's future Capital Projects.
 - Reducing the scope and/or scale of the project.

Level of Service Planning Thresholds: District Policy 7206.4.1 states that, Level of Service Planning Thresholds have been established for principal arterials and minor arterials within ACHD's Capital Improvement Plan and are also listed in section 7106. Unless otherwise required to provide a Traffic Impact Study under section 7106, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation for a roadway or intersection that currently exceeds the minimum acceptable level of service planning threshold or V/C ratio.

- b. Staff Comments/Recommendations:** The traffic impact study recommends the construction of a dedicated southbound right turn lane at the Cloverdale Road/Hubbard Road intersection and the Pleasant Valley/Ten Mile Creek Road intersection. Site generated traffic does not contribute to the southbound right turn movement at the Cloverdale Road/Hubbard Road intersection; and is not required as part of this application. Consistent with the findings and recommendations of the traffic impact study, staff recommends the construction of a dedicated southbound right turn lane at the Pleasant Valley/Ten Mile Creek Road intersection, as 31% of the total site generated traffic is anticipated to use this intersection to access the site during PM peak.

The traffic impact study notes that the Cloverdale Road/Columbia Road intersection and the Cloverdale Road/Hubbard Road intersection will need to be signalized and that Hubbard Road between Five Mile and Cloverdale Road will need to be widened to 3 lanes when the site generates 900 trips in the PM peak hour. However, staff believes these improvements may be necessary sooner than anticipated in the traffic impact study.

The traffic study notes that there are 225 existing PM peak hour trips on Hubbard Road between Five Mile Road and Cloverdale Road; allowing an additional 350 PM peak hour trips on this segment of Hubbard Road before reaching ACHD's acceptable level of service planning threshold of 575 PM peak hour trips. To ensure that improvements are made when necessary to serve the site staff recommends that the applicant submit an updated traffic impact study prior to plan approval and signature on the final plat that contains the 350th building lot or generates the equivalent of 350 PM peak hour trips.

If it is determined through the review of the updated traffic impact study that improvements are needed at the Cloverdale Road/Columbia Road intersection, Cloverdale Road/Hubbard Road intersection, and the Hubbard Road segment between Five Mile Road and Cloverdale Road then the applicant should be required to install interim signals within the existing right-of-way at both intersections and to widen Hubbard Road to 3-lanes. If it is determined that the installation of interim signals or the widening of Hubbard Road is infeasible, then the applicant will be required to recommend alternative mitigation measures for consideration, or as an alternative they may stop platting and wait for ACHD to make improvements.

At the Pleasant Valley/Ten Mile Creek Road intersection the traffic impact study recommends the construction of an eastbound left-turn lane when the site generates 700 PM peak hour trips and the construction of the northbound left-turn lane when the site generates 950 PM peak hour trips. This intersection should be included as part of the traffic impact study update to determine if the turn lanes or other mitigation is needed at the intersection sooner than

anticipated in the traffic impact study. If it is determined through the review of future traffic impact studies that the turn lanes or other mitigation is warranted, then it should be constructed at that time.

To verify the assumptions of the traffic impact study and to ensure that improvements are made when warranted; prior to ACHD's signature on the final plat which contains the 350th lot the applicant should be required to submit an updated traffic impact study to ACHD. At a minimum the updated traffic impact study should include an analysis of the Cloverdale Road/Columbia Road intersection, Cloverdale Road/Hubbard Road intersection, Hubbard Road segment between Five Mile Road and Cloverdale Road, and a turn lane analysis for the Pleasant Valley/Ten Mile Creek Road intersection. The applicant should be required to coordinate the full scope of work for the updated traffic impact study with staff. ACHD may have additional requirements based on the findings at that time. A subsequent traffic impact study update will be required based on the findings and recommendations of the updated traffic impact study. The timing of the second traffic impact study update will be determined at that time.

The traffic impact study (see attachment 3) identified several off-site intersections and roadway segments that are anticipated to be impacted by the proposed development and exceed ACHD's acceptable level of service planning thresholds under existing, background, and total traffic conditions. The impacted intersections and roadway segments are as follows:

- Lake Hazel Road/Cloverdale Road intersection – IFYWP
- Amity Road/Cloverdale Road intersection – CIP
- Cloverdale Road between Amity Road and Lake Hazel Road – CIP
- Cloverdale Road between Lake Hazel Road and Columbia Road – CIP
- Cloverdale Road between Columbia Road and Hubbard Road - CIP

The traffic impact study recommended mitigation however, no feasible mitigation is possible. All of the intersections and roadway segments above are listed as funding projects in either ACHD's IFYWP or CIP. Therefore, consistent with District policy 7106.7.3 Alternative Mitigation Measures, which states, if an impacted roadway segment or intersection are programmed as funded in the IFYWP, or the CIP; no mitigation is required; no improvements are required at the intersections and roadway segments listed above.

4. 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
Five Mile Road	1,516-feet	Minor Arterial	217	Better than "D"
Ten Mile Creek Road	5,397-feet	Minor Arterial	201	Better than "D"
Hubbard Road	395-feet	Minor Arterial	225	Better than "D"
Cloverdale Road (south of Hubbard Road)	0-feet	Minor Arterial	184	Better than "D"
Cloverdale Road (south of Columbia Rd)	0-feet	Minor Arterial	264	Better than "D"

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

5. Average Daily Traffic Count (VDT)

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

- The average daily traffic count for Five Mile Road north of Ten Mile Creek Road was 1,937 on 03/13/19.
- The average daily traffic count for Ten Mile Creek Road from Pleasant Valley Road to Five Mile Road was 1,937 on 03/13/19.
- The average daily traffic count for Hubbard Road east of Cloverdale Road was 1,934 on 11/28/18.
- The average daily traffic count for Cloverdale Road south of Hubbard Road was 3,317 on 11/28/18.
- The average daily traffic count for Cloverdale Road south of Columbia Road was 4,743 on 11/28/18.

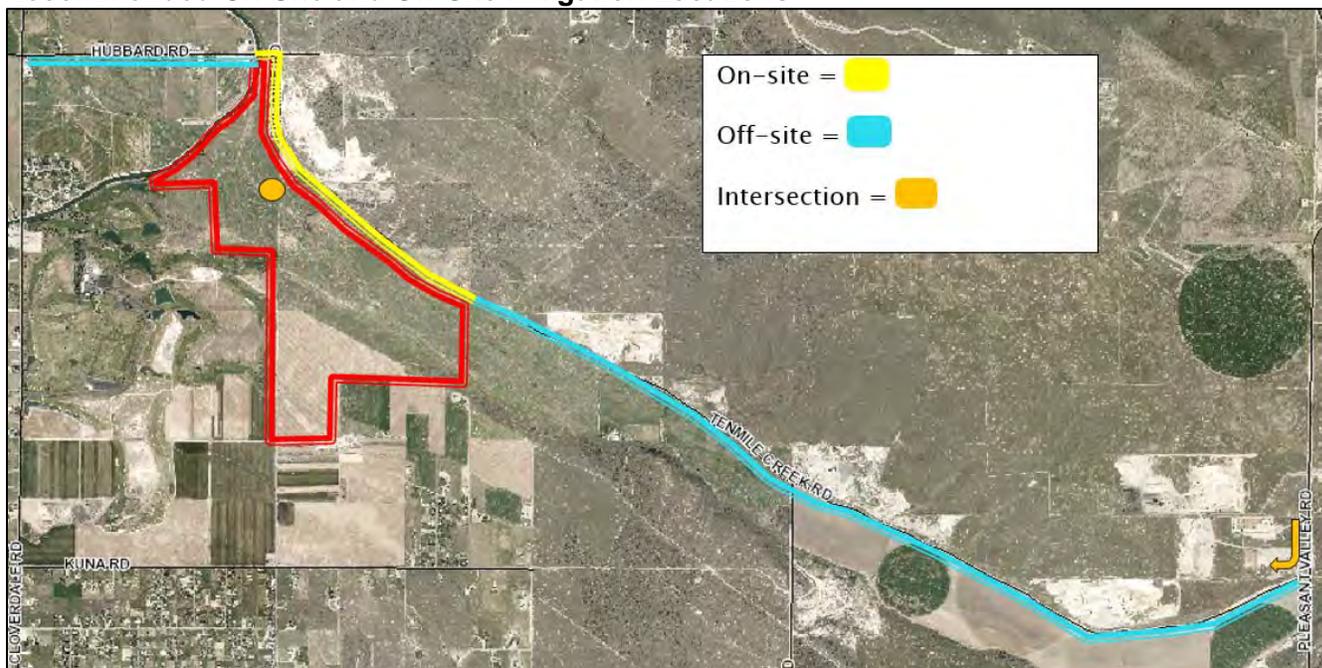
C. Findings for Consideration

1. Recommended On-site and Off-site Mitigation:

Consistent with the findings and recommendations of the traffic impact study and ACHD policy staff has recommended the following minimum mitigation measures and improvements for on-site and off-site roadway segments and intersections. The policies and findings related to each improvement are detailed in the findings for consideration noted below.

On and off-site frontage improvements required per policy and intersection improvements recommended in the traffic impact study are shown on the image below and detailed in the following table.

Recommended On-Site and Off-Site Mitigation Locations



Recommended On-Site and Off-Site Mitigation – Roadway Segments

Road Segment	Distance	Pavement/Street Section Improvements	Sidewalks	Turn Lanes
Ten Mile Creek Road (abutting the site)	1.20 Miles	Widen the pavement to a minimum of 17-foot from centerline with 3-foot wide gravel shoulders	5-foot wide detached concrete sidewalks	Center left turn lanes at all street intersections
Ten Mile Creek Road (off-site)	3.70 Miles	Widen pavement to a minimum width of 30-feet with 3-foot wide gravel shoulders	Not required	N/A
Five Mile Road (abutting the site)	0.50 Miles	Widen pavement to a minimum width of 34-feet with 3-foot wide gravel shoulders	5-foot wide detached concrete sidewalks	Center left turn lanes at all street intersections
Hubbard Road (abutting the site)	0.07 Miles	Widen the pavement to a minimum of 17-foot from centerline with 3-foot wide gravel shoulders	5-foot wide detached concrete sidewalks	N/A
Hubbard Road (off-site)	0.93 Miles	Widen pavement to a minimum width of 30-feet with 3-foot wide gravel shoulders	Not Required	N/A

***Yellow and blue on map above**

Recommended On-Site and Off-Site Mitigation – Intersections

Intersection	Improvement
Pleasant Valley/Ten Mile Creek Road (off-site)	Construct dedicated westbound right turn lane
Five Mile/Ten Mile Creek Road (new intersection)	Multi-lane roundabout

***Orange on map above**

Additional Off-Site Mitigation:

The traffic impact study (see attachment 3) identified several off-site intersections and roadway segments that are anticipated to exceed ACHD's acceptable level of service planning thresholds under existing, background, and total traffic conditions. There is no feasible mitigation for the intersections and roadway segments listed below. Additionally, these intersections and roadway segments are listed as funded improvements in either ACHD's IFYWP or CIP. Therefore, the Alternative Mitigation Measures policy applies, and no improvements are required.

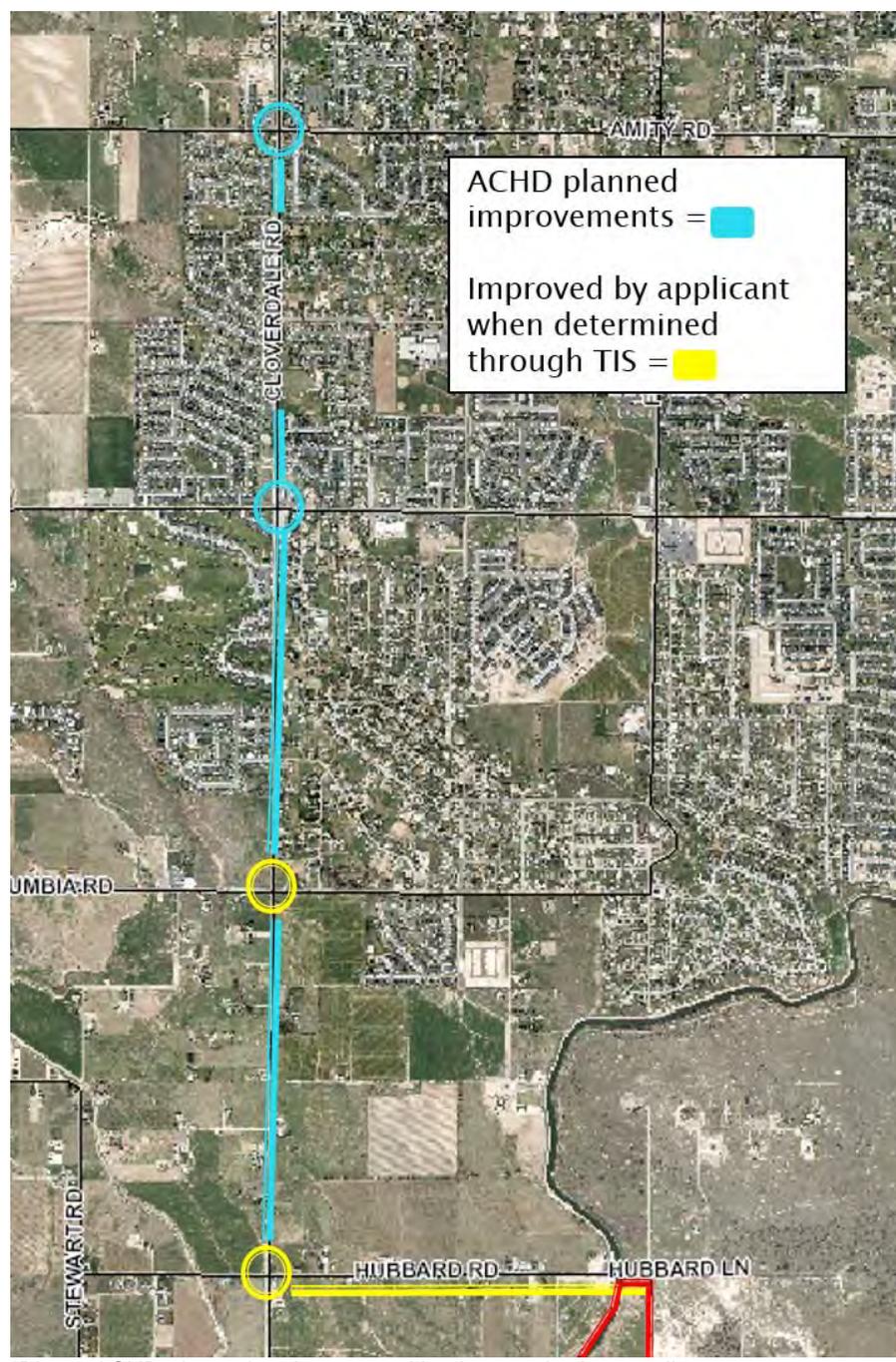
- Lake Hazel Road/Cloverdale Road intersection – IFYWP
- Amity Road/Cloverdale Road intersection – CIP
- Cloverdale Road between Amity Road and Lake Hazel Road – CIP
- Cloverdale Road between Lake Hazel Road and Columbia Road – CIP
- Cloverdale Road between Columbia Road and Hubbard Road - CIP

To mitigate the impacts of the development staff has recommended improvements to the intersections and roadway segment not planned for improvements by ACHD. These improvements will be made at

the following intersections and roadway segments when warranted based on updated traffic impact studies.

- Cloverdale Road/Columbia Road intersection
- Cloverdale Road/Hubbard Road intersection
- Hubbard Road – Cloverdale Road to Five Mile Road

Additional Off-Site Mitigation



*Blue – ACHD planned projects, no mitigation required, per policy.

Recommended Off-Site Mitigation – Roadway Segments

Road Segment	Distance	Pavement/Street Section Improvements	Sidewalks	Turn Lanes
Hubbard Road (on & off site)	1 Mile	Widen to from 2 to 3 travel lanes with 3-foot wide gravel shoulders	5-foot wide detached concrete sidewalks abutting the site	N/A

***Yellow on map above**

Recommended Off-Site Mitigation – Intersections

Intersection	Distance from Site	Improvement
Cloverdale Road/Columbia Road (off-site)	1 Mile	Install interim 3 x 3 signal
Cloverdale Road/Hubbard Road (off-site)	2 Miles	Install interim 3 x 3 signal

***Yellow circles on map above**

2. Cloverdale Road/Columbia Road Intersection

The traffic impact study notes that the Cloverdale Road/Columbia Road intersection will exceed acceptable LOS “E” and will need to be improved with an interim signal. To verify the assumptions of the traffic impact study and to ensure that improvements are made when warranted; staff has recommended that an updated traffic impact study be provided, which includes an updated analysis of the Linder Road/Columbia Road intersection. The updated traffic impact study should be submitted prior to ACHD’s signature on the final plat which contains the 350th lot.

If the updated traffic impact study shows that Cloverdale Road/Columbia 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 351st lot. Additionally, the applicant will need to obtain plan approval and enter into a signal agreement with ACHD.

The signal agreement should include 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 Cloverdale Road/Columbia Road intersection will be improved when warranted, the following items must be in place prior to plans acceptance for the final plat which necessitates the improvement based on the findings of the updated traffic impact study:

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

3. Cloverdale Road/Hubbard Road Intersection

The traffic impact study notes that the Cloverdale Road/Hubbard Road intersection will exceed acceptable LOS “E” and will need to be improved with an interim signal. To verify the assumptions of the traffic impact study and to ensure that improvements are made when warranted; staff has recommended that an updated traffic impact study be provided, which includes an updated analysis of the Cloverdale Road/Hubbard Road intersection. The updated

traffic impact study should be submitted prior to ACHD's signature on the final plat which contains the 350th lot.

If the updated traffic impact study shows that Cloverdale Road/Hubbard 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 351st lot. Additionally, the applicant will need to obtain plan approval and enter into a signal agreement with ACHD.

The signal agreement should include 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 Cloverdale Road/Hubbard Road intersection will be improved when warranted, the following items must be in place prior to plans acceptance for the final plat which necessitates the improvement based on the findings of the updated traffic impact study:

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

4. Ten Mile Creek Road

a. **Existing Conditions:** Ten Mile Creek Road is improved with 2-travel lanes and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way for Ten Mile Creek Road (25-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.

Off-Site Streets: District Policy 72045.2.1 states that if the proposed development is not served by a public street that is fully improved to urban standards (curb, gutter, sidewalk) or a minimum of 30-feet of pavement, then the developer shall provide 30-feet of pavement with 3-foot wide gravel shoulders from the site to the public street specified by the District, typically to the nearest public street that meets the District's minimum standards or a maximum of ¼ mile.

Alternatives to pavement widening including sidewalks and pathways or other proposals, may be considered by the District. The extent of roadway improvements (improvement type and length) will be determined by evaluating certain criteria. Criteria to establish improvement type and length include but are not limited to: traffic volumes (existing and projected); number of pedestrians (existing and projected); location of pedestrian "attractors" and "generators" (i.e. parks and schools); number of access points/streets serving the proposed development; usable right-of-way; need for traffic calming; utilities and irrigation facilities. All utility relocation costs associated with the off-site street widening shall be borne by the developer. All utility relocation costs associated with the off-site street widening shall be borne by the developer.

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

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Ten Mile Creek Road is designated in the MSM, changed with the Spring Rock Master Plan, as a Residential Arterial with 3-lanes with bike lanes, a 46-foot street section within 74-feet of right-of-way.

- c. **Applicant Proposal:** The applicant is proposing to reconstruct and realign Ten Mile Creek Road, as a 49-foot street section (back-of-curb to back-of-curb) with two 12-foot travel lanes, a 12-foot turn lane, 6-foot bike lanes, vertical curb, gutter and 8-foot attached concrete sidewalk within 74-feet of right-of-way abutting the site.

The applicant's proposal includes realigning the Ten Mile Creek Road/Five Mile Road intersection.



- d. **Staff Comments/Recommendations:** The applicant's proposal to reconstruct Ten Mile Creek Road as a 49-foot wide street section with vertical curb gutter, and an 8-foot wide attached concrete sidewalk exceed ACHD policy which requires right-of-way dedication, pavement widening, and the construction of sidewalks on arterial roadways and the MSM which identifies Ten Mile Creek Road as a 46-foot wide street section.

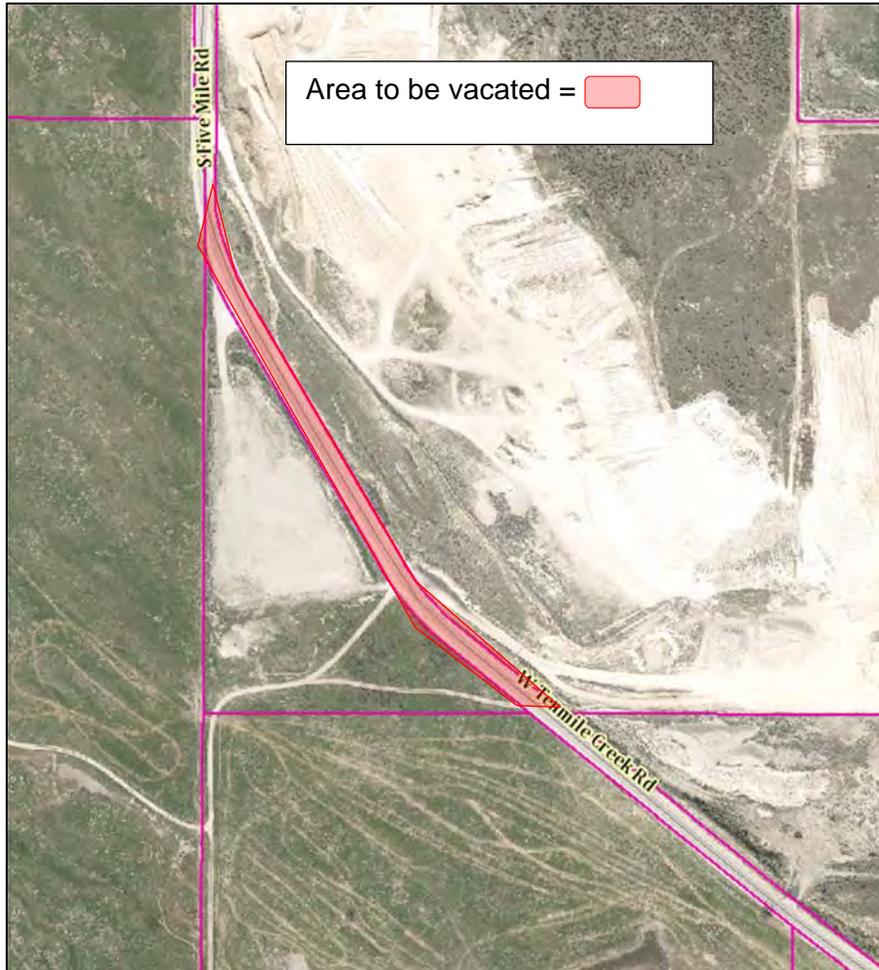
At a minimum the applicant should be required to dedicate an additional 24-feet of right-of-way to total 49-feet from the centerline of Ten Mile Creek Road, consistent with ACHD's action on the Spring Rock Master Plan, widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site, and to construct a 5-foot wide detached concrete sidewalk located a minimum 41-feet from the centerline Ten Mile Creek Road abutting the site. If the minimum improvements are constructed, then center left turn lanes should be constructed on Ten Mile Creek Road at all street intersections.

If the applicant chooses to fully improve Ten Mile Creek Road abutting the site then it would be improved as a 3-lane residential arterial roadway; a 46-foot street section with vertical curb, gutter and 5-foot wide detached (or 7-foot attached) concrete sidewalk. If street trees are desired, then 8-foot wide planter strips should be provided.

The site is not served by a public street that is fully improved to urban standards. The applicant should be required to improve Ten Mile Creek Road with 30-feet of pavement with 3-foot wide gravel shoulders meeting ACHD's Offsite Improvement Policy between the site's east property line and Pleasant Valley Road.

Staff is supportive of the applicant's proposal to realign the Ten Mile Creek Road/Five Mile Road intersection, as the proposed realignment will create a standard intersection at Five Mile Road.

The applicant should be required to vacate/exchange the right-of-way for the remnant portion of Ten Mile Creek Road north of the proposed realignment.



If this segment of roadway cannot be vacated due to the underlying ownership (Bureau of Land Management) and lease agreements then the applicant should be required to work with ACHD to terminate the roadway, closing it to public use.

The applicant will not be compensated for any improvements or right-of-way dedication along Ten Mile Creek Road abutting the site, as this roadway is not scheduled for improvements in ACHD's IFYWP or CIP.

5. Five Mile Road

- a. **Existing Conditions:** Five Mile Road is improved with 2-travel lanes, vertical curb, gutter, and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way for Five Mile Road (25-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.

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

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

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

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

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

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

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

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

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Five Mile Road is designated in the MSM, as changed with the Spring Rock Subdivision Master Plan, as a Residential Arterial with 3-lanes with bike lanes, a 46-foot street section within 74-feet of right-of-way.

- c. **Applicant Proposal:** The applicant is proposing to construct Five Mile Road abutting and through the site extending it to the south along the eastern site boundary as a 49-foot street section (back-of-curb to back-of-curb) with two 12-foot travel lanes, a 12-foot turn lane, 6-foot bike lanes, vertical curb, gutter, and 8-foot attached concrete sidewalk within 74-feet of right-of-way. The applicant has proposed not to construct a center turn lane between Gem Valley Drive and the southern boundary of the northern subdivision due topography in the area.
- d. **Staff Comments/Recommendations:** The applicant's proposal to construct Five Mile Road as a 49-foot wide street section with vertical curb gutter, and an 8-foot wide attached concrete sidewalk exceed ACHD policy which requires right-of-way dedication, pavement widening, and

the construction of sidewalks on arterial roadways and the MSM which identifies Five Mile Road as a 72 and 46-foot wide street section.

Consistent with ACHD's prior action on the Spring Rock Master Plan, the applicant should be required to dedicate right-of-way to total 96-feet for Five Mile Road between Ten Mile Creek Road and Hubbard Road. South of Ten Mile Creek Road 74-feet of right-of-way should be dedicated. The applicant should be required to widen the pavement to a minimum width of 34-feet plus a 3-foot wide gravel shoulder, and to construct a 5-foot wide detached concrete sidewalk located a minimum 41-feet from the centerline Five Mile Road between Ten Mile Creek Road and Hubbard Road. South of Ten Mile Creek Road the sidewalks should be located a minimum of 30-feet from the centerline of Five Mile Road abutting the site. If the minimum improvements are constructed, then center left turn lanes should be constructed on Five Mile Road at all street intersections.

If the applicant chooses to fully improve Five Mile Road abutting the site then it would be improved as a 3-lane residential arterial roadway; a 46-foot street section with vertical curb, gutter and 5-foot wide detached (or 7-foot attached) concrete sidewalk. If street trees are desired, then 8-foot wide planter strips should be provided.

The applicant will not be compensated for any improvements or right-of-way dedication along Ten Mile Creek Road abutting the site, as this roadway is not scheduled for improvements in ACHD's IFYWP or CIP.

6. Ten Mile Creek Road/Five Mile Road Intersection

a. **Applicant's Proposal:** The applicant has proposed to construct a single lane roundabout at the Ten Mile Creek Road/Five Mile Road intersection.

b. **Policy:**

Intersection Control Policy: District policy 5108.5 states that roundabout traffic control shall be considered and evaluated as an option if the intersection is being considered for improvement for any of the following reasons:

- A capacity deficiency exists, and an all-way stop and/or traffic signal volume warrant is met as defined in the MUTCD; or
- A safety deficiency exists; or
- Unconventional geometry exists (e.g., five approaches).

An alternatives analysis (potentially including other intersection control types, such as signals and stop signs) shall be conducted at all intersections where a roundabout is being considered. The alternatives analysis shall include a detailed traffic operations analysis and shall consider ACHD costs (e.g., right-of-way, construction, and maintenance) and public costs (e.g., delay, safety, and the environment.) The alternatives analysis should be the decision-making tool used to determine whether or not a roundabout will be constructed. Final discretion for all intersection control decisions rests with ACHD.

Traffic Operations Analysis Policy: District Policy 5108.6 states that traffic conditions shall be analyzed for all peak periods of the intersection's construction year and design year(s). The construction year is the year the roundabout will be constructed and opened. For federally funded projects the design year is 20 years after the construction year. There may be multiple design years if considering interim designs.

Analysis Procedure Policy: District Policy 5108.6.2 states that traffic analysis procedures shall be consistent with the most recent version of the Highway Capacity Manual (HCM) beginning with the 2010 edition. Prior to the publication of the 2010 HCM the traffic analysis procedures shall be based upon the equations summarized in NCHRP Report 572: Roundabouts in the United States. Additional analytical or simulation tools may be required to

supplement the traffic analysis. The additional analysis tools shall be calibrated to match either the data summarized in NCHRP Report 572, the 2010 HCM (or its subsequent updates), or local conditions. Site selection, data collection, and calibration methods must be pre-approved by ACHD Traffic.

Result Reporting Policy: District Policy 5108.6.3 states that roundabout traffic operations shall be reported on a lane-by-lane basis. Volume-to-capacity (V/C), traffic delay, level of service, and 95th percentile queues shall be reported.

Acceptable Thresholds Policy: District Policy 5108.6.4 states that the acceptable level of service for all roundabouts shall be based upon the critical/worst lane and a maximum volume-to-capacity (V/C) ratio of 0.85.

Roundabout Designers Policy: District Policy 5108.8.1 states that ACHD roundabout projects shall be designed and submitted by ACHD staff or prequalified firms approved to design roundabouts by ACHD. A peer review shall be performed by an ACHD prequalified roundabout peer review firm for all roundabouts designed by ACHD staff. The list of firms approved to design and review roundabouts will be available to the public.

The ACHD prequalified firms approved to design roundabouts are recommended for developer projects. If a roundabout is not designed by a firm prequalified by ACHD to design roundabouts, the developer shall have a roundabout peer review performed by a firm acceptable to ACHD.

Preliminary Deliverables Policy:

District Policy 5108.8.2 states that before plat approval, right-of-way dedication or purchase, grading, or other details are designed, the designer shall demonstrate to ACHD's satisfaction that the preliminary roundabout design meets the standards set forth in ACHD Roundabout Policy. All roundabout designs will be required to meet the same standards outlined in the roundabout policy. Preliminary submittal deliverables shall include the following items:

1. Traffic Operation Analysis Summary
Include input parameter summary sheets and output tables as necessary so analysis can be independently replicated.
 2. 1:50 Scale Plan View
Include curbs and pavement markings. Plan view shall be supplemented with an AutoCAD compatible file.
 3. Wheel Path Plots
Illustrate the wheel paths of the design vehicle(s) making every movement from each approach. Additionally, a side-by-side swept path plot shall be provided with the appropriate design vehicle(s) for multilane roundabout sections.
 4. Fastest Path Plots
Illustrate the fastest path for every movement from each approach. Include a complete speed comparison table.
 5. Natural Path Plots
Illustrate the natural path for every movement from each approach.
- c. **Staff Comments/Recommendation:** Staff is supportive of the applicant's proposal to construct a roundabout at the Ten Mile Creek Road/Five Mile Road intersection however a multi-lane roundabout should be constructed.

The traffic impact study notes that Five Mile Road between Hubbard Road and Ten Mile Creek will need to be a 5-lane roadway necessitating the need for a multi-lane roundabout.

Additionally, by-pass maybe needed to accommodate westbound and southbound traffic. The traffic impact study did not include an analysis of this intersection and not does note when the roundabout should be constructed to serve the site.

To ensure that the roundabout is constructed when necessary to serve the site and designed and construct appropriately, the applicant should be required to provide an intersection analysis to staff for review and comment prior to final plat approval for the phase of the development in which the Ten Mile Creek/Five Mile Road intersection is constructed.

The roundabout should be designed meeting the standards of ACHD's Roundabout Design Guide policy section 5188.

The applicant will not be compensated for any improvements or right-of-way dedication at the Ten Mile Creek Road/Five Mile Road intersection, as this intersection is not scheduled for improvements in ACHD's IFYWP or CIP.

7. Hubbard Road

a. **Existing Conditions:** Hubbard Road is improved with 2-travel lanes, and no curb, gutter or sidewalk abutting the site. There is 80-feet to 110-feet of right-of-way for Hubbard Road (40-feet to 55-feet from centerline).

b. **Policy:**

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

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

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

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.

Off-Site Streets: District Policy 72045.2.1 states that if the proposed development is not served by a public street that is fully improved to urban standards (curb, gutter, sidewalk) or a minimum of 30-feet of pavement, then the developer shall provide 30-feet of pavement with 3-foot wide

gravel shoulders from the site to the public street specified by the District, typically to the nearest public street that meets the District's minimum standards or a maximum of ¼ mile;

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

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

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

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

Off-Site Streets: District Policy 72045.2.1 states that if the proposed development is not served by a public street that is fully improved to urban standards (curb, gutter, sidewalk) or a minimum of 30-feet of pavement, then the developer shall provide 30-feet of pavement with 3-foot wide gravel shoulders from the site to the public street specified by the District, typically to the nearest public street that meets the District's minimum standards or a maximum of ¼ mile.

Alternatives to pavement widening including sidewalks and pathways or other proposals, may be considered by the District. The extent of roadway improvements (improvement type and length) will be determined by evaluating certain criteria. Criteria to establish improvement type and length include but are not limited to: traffic volumes (existing and projected); number of pedestrians (existing and projected); location of pedestrian "attractors" and "generators" (i.e. parks and schools); number of access points/streets serving the proposed development; usable right-of-way; need for traffic calming; utilities and irrigation facilities. All utility relocation costs associated with the off-site street widening shall be borne by the developer. All utility relocation costs associated with the off-site street widening shall be borne by the developer.

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, arterial street requirements, and specific roadway features required through development. This segment of Hubbard Road is designated in the MSM as a Residential Arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 96-feet of right-of-way.

- c. **Applicant Proposal:** The applicant has not proposed any improvements to Hubbard Road.
- d. **Staff Comments/Recommendations:** Consistent with the MSM the applicant should be required to dedicate 48-feet of right-of-way from the centerline of Hubbard Road abutting the site. The applicant should be required to widen Hubbard Road to a minimum width of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site, and to construct

a 5-foot wide detached concrete sidewalk located a minimum 41-feet from the centerline of Hubbard Road abutting the site.

The a TIS indicates that Hubbard Road will exceed ACHD's acceptable planning level of service thresholds for a 2-lane minor arterial for the existing 2-lanes for the 2025 Phase 1 development traffic but will meet thresholds for a 3-lane minor arterial. The MSM identifies this segment of Hubbard Road as a future 5-lane arterial. Based on the findings and recommendations of the updated traffic impact study, widening to Hubbard Road between Five Mile Road and Cloverdale Road or alternative mitigation measures may be required.

The site is not served by a public street that is fully improved to urban standards. The applicant should be required to improve Hubbard Road from Five Mile Road to Cloverdale Road with 30-feet of pavement with 3-foot wide gravel shoulders meeting ACHD's Offsite Improvement Policy.

The applicant will not be compensated for any improvements or right-of-way dedication along Hubbard Road abutting the site, as this roadway is not scheduled for improvements in ACHD's IFYWP or CIP.

8. Gem Valley Drive

a. **Existing Conditions:** There are no collector roadways on 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.

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.

c. **Applicant Proposal:** The applicant has proposed to construct Gem Valley Drive between Ten Mile Creek Road and Five Mile Road as a 49-foot street section (back-of-curb to back-of-curb)

with two 12-foot travel lanes, a 12-foot turn lane, 6-foot bike lanes, vertical curb, gutter, and 8-foot attached concrete sidewalk within 74-feet of right-of-way.

- d. Staff Comments/Recommendations:** The applicant's proposal to construct a collector roadway to run between Ten Mile Creek Road and Five Mile Road should be approved, as proposed.

Staff recommends that the collector roadway be constructed as a 46-foot wide collector street section with 3 travel lanes, vertical curb, gutter, and 5-foot wide detached or 7-foot wide attached concrete sidewalks within 74-feet of right-of-way. If street trees are desired, then 8-foot wide planter strips should be provided.

9. East/West Collector

- a. Existing Conditions:** There are no 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.

Half Street Policy: District Policy 7206.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

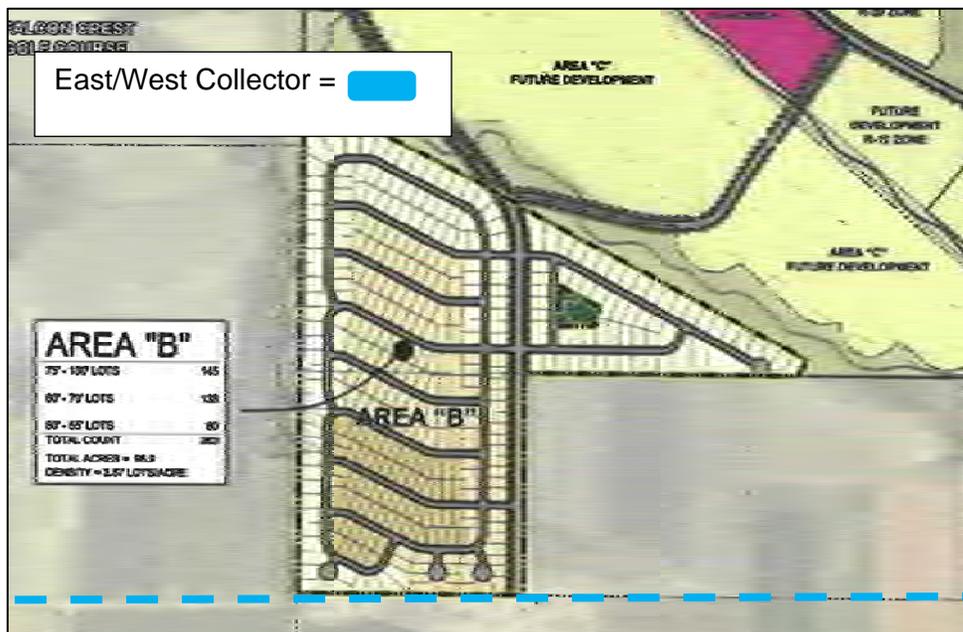
Sidewalk Policy: District policy 7206.5.6 requires concrete sidewalks at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of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

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

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

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. A new collector roadway was identified on the MSM with the street typology of Rural Collector. The new collector roadway should align with Meadow View drive to the west, along the half-mile between Kuna Road and Deer Flat Road, intersecting with the proposed Five Mile Road extension and run along the southern property line stubbing to the west property line. The Residential collector typology as depicted in the Livable Street Design Guide recommends 2-lanes, a 36-foot wide street section with vertical curb, gutter and 5-foot wide detached (or 7-foot wide attached) concrete sidewalks within 54-feet of right-of-way.

- c. **Applicant Proposal:** The applicant has not proposed to construct an east/west collector roadway through the site.
- d. **Staff Comments/Recommendations:** Consistent with ACHD's action on the Spring Rock Master Plan, the applicant should be required to construct an east/west collector roadway abutting the site's south property line. The roadway will intersect Five Mile Road and stub to the west property line. The collector should be constructed as a half of a 36-foot wide collector street section, plus 12 additional feet of pavement (to total 30-feet) with, vertical curb, gutter, and 5-foot wide detached (or 7-foot wide attached) concrete sidewalks abutting the site with 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff on the south side of the roadway. If street trees are desired, then 8-foot wide planter strips should be provided.



10. Internal Local Roads

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

b. **Policy:**

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

Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 47-feet wide and that the standard street section shall be 33-feet (back-of-curb to back-of-curb).

Standard Urban Local Street—33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 33-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

For the City of Kuna and City of Star: Unless otherwise approved by Kuna or Star, the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 50-feet of right-of-way.

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 is proposing to construct the internal streets as a 33-foot street section (back-of-curb to back-of-curb) with vertical curb, gutter, and 5-foot attached sidewalks within 47-feet of right-of-way.

The applicant has proposed 9 cul-de-sacs with a minimum radius of 50-feet throughout the site. The applicant should be required to extend the right-of-way at the terminus of Fount Court to the south property line.

The applicant has also proposed a knuckle with a 50-foot radius at the intersection of Oxbow Lake Drive and Split Rock Way.

- d. **Staff Comments/Recommendations:** The applicant's proposal meet District policy and should be approved, as proposed.

11. 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 7205.4.2 states that the optimum spacing for new signalized collector roadways intersecting principal 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.

District policy 7205.4 Table 1a states that the minimum separation for unsignalized collector streets is 1,320 feet when intersecting a Minor Arterial.

District policy 7206.4.5, requires local roadways to align or offset a minimum of 330-feet when intersecting a collector roadway (measured centerline to centerline).

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

- c. **Applicant's Proposal:** The applicant has proposed to realign Ten Mile Creek Road to create an intersection with Five Mile Road that will be 2,710 feet to the south of Hubbard Road. The applicant has also proposed to construct Gem Valley Drive to provide a connection from Five Mile Road to Ten Mile Creek Road.

The applicant has proposed to construct the following roadways to intersect Ten Mile Creek Road:

- Gem Valley Drive located approximately 3,800-feet east of Five Mile Road.

The applicant has proposed to construct the following roadways to intersect Five Mile Road:

- Mariposite Drive located approximately 850-feet south of Hubbard Road.
- Slate Drive located approximately 2,170-feet south of Hubbard Road.
- Ten Mile Creek Road (east and west side of the roadway) located approximately 2,820-feet south of Hubbard Road.

- One 33-foot foot wide curb-return approach for a future local street located 1,310-feet south of Ten Mile Creek Road.
- Fount Drive (east and west side of the roadway) located approximately 350-feet south of Gem Valley Drive.
- Mossy Agate Drive (east and west side of the roadway) located approximately 900-feet south of Gem Valley Drive
- Tuckpoint Drive (east and west side of the roadway) located approximately 1,820-feet south of Gem Valley Drive.

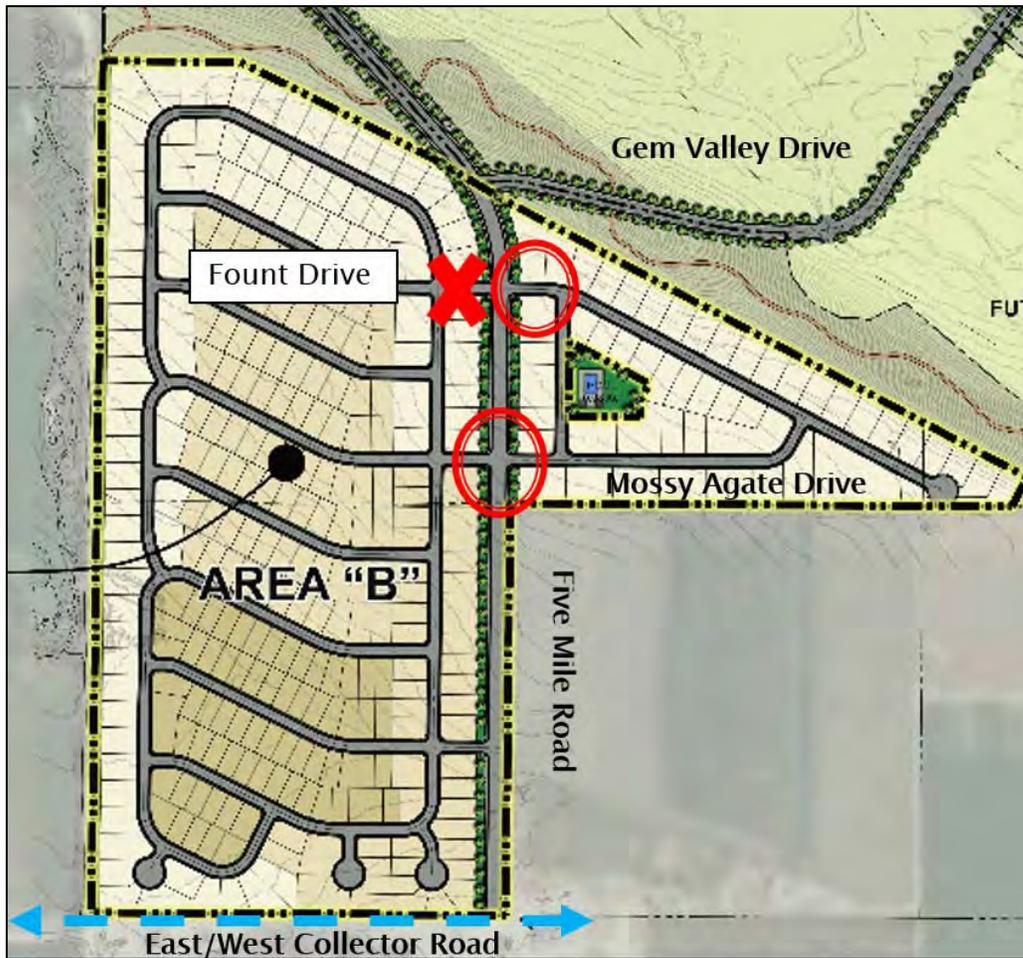
The applicant has proposed to construct several 33-foot foot wide curb-return approaches for future local streets onto Gem Valley Drive. The approaches are proposed to be located as follows:

- Two aligned approaches located 369-feet south of Ten Mile Creek Road.
- Two aligned approaches at 773-feet south of Ten Mile Creek Road.
- Two aligned approaches 1,141-feet to the east of Five Mile Road.

Staff Comments/Recommendations: The applicant's proposal to construct Gem Valley Drive to intersect Ten Mile Creek Road and Marposite Drive, Slate Drive, Ten Mile Creek Road and Tuckpointe Drive to intersect Five Mile Road meets District policy and should be approved, as proposed.

The applicant's proposal to construct Fount Drive onto Five Mile Road does not meet District Roadway Offset policy, which requires an offset of 660-feet on minor arterial roadways, as Fount Drive is proposed to offset Gem Valley Drive by 350-feet. Because the proposed offset doesn't meet ACHD policy, is not needed for site circulation, and would be located on the inside of the raising concerns regarding sight distance staff recommends that the Fount Drive intersection on the west side of Five Mile Road not be approved, as proposed. However, staff recommends a modification of policy to allow the Fount Drive intersection on the east side of Five Mile Road to be located, as proposed. Staff is recommending this modification because additional access is needed to Five Mile Road because emergency services require two access points into a subdivision with more than 30 buildable lots, and the intersection will be located on the outside of the curve with adequate sight distance. This is a 47% modification of Policy and can be approved by the Deputy Director of Technical and Development Services.

The applicant's proposal to construct Mossy Agate Drive onto Five Mile Road does not meet District Roadway Offset policy, which requires an offset of 660-feet on minor arterial roadways, as Mossy Agate Drive is proposed to offset Fount Drive by 550-feet. Although the intersection of Mossy Agate Drive does not meet District policy, staff recommends a modification of policy to allow the roadway to be located, as proposed because there is adequate site distance and the applicant has proposed to construct a center turn lane on Five Mile Road which will provide refuge for left turning traffic in and out the site. This is a 17% modification of policy and can be approved by the Development Services Manager.



The proposed roadway approaches onto Gem Valley Drive meet District policy and should be approved, as proposed.

12. Stub Streets

a. **Existing Conditions:** There are no stub streets to or from the site.

b. **Policy:**

Stub Street Policy: District policy 7205.2 and 7206.2.4 state that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7205.2.5.4, 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 ARTERIAL STREET. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE.")

District policy 7207.2.4 (local roads) states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7207.2.5.4 (local), except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."

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 7205.2 and 7206.2.4 requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

- c. Applicant Proposal:** The applicant has proposed construct one stub street to the south, Five Mile Road.
- d. Staff Comments/Recommendations:** The applicant's proposal to construct one stub street to the south meets District policy and should be approved, as proposed. Additionally, the applicant should be required to construct one stub street to the west the new east/west collector roadway.

The applicant should be required to install a sign at the terminus of Five Mile Road stating that, "THIS IS A DESIGNATED ARTERIAL STREET. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE." and at the terminus of the east/west collector roadway that, "THIS IS A DESIGNATED COLLECTOR STREET. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

13. Driveways

13.1 Ten Mile Creek Road/Five Mile Road

- a. Existing Conditions:** There are no driveways onto Ten Mile Creek Road or onto Five Mile Road from the site.

b. Policy

Access Points Policy: District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

Access Policy: District policy 7205.4.6 states that direct access to minor arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1a under District policy 7205.4.6, unless a waiver for the access point has been approved by the District Commission.

Driveway Location Policy: District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a single left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 660-feet from the intersection for a full-movement driveway.

District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a dual left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 710-feet from the intersection for a full-movement driveway.

Successive Driveways: District policy 7205.4.6 Table 1a, requires driveways located on minor arterial roadways with a speed limit of 35 MPH to align or offset a minimum of 330-feet from any existing or proposed driveway.

Driveway Width Policy: District policy 7205.4.8 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

Driveway Width Policy: District policy 7208.4.3 restricts commercial driveways to a maximum width of 40-feet. Most commercial driveways will be constructed as curb-cut type facilities.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7205.4.8, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7205.4.8.

Cross Access Easements/Shared Access Policy: District Policy 7202.4.1 states that cross access utilizes a single vehicular connection that serves two or more adjoining lots or parcels so that the driver does not need to re-enter the public street system.

- c. **Applicant’s Proposal:** The applicant has proposed to construct a 65-foot wide driveway with a median onto Ten Mile Creek Road located 1,210-feet to the east of Five Mile Road.

The applicant has proposed to construct a 30-foot wide driveway onto Five Mile Road located 740-feet south of Ten Mile Creek Road.

- d. **Staff Comments/Recommendations:** The applicant’s proposal to construct a driveway onto Ten Mile Creek Road located 1,210-feet east of Five Mile Road meets District policy and should be approved, as proposed. However, the proposed width of the driveway does not meet District policy and should not be approved, as proposed. The driveway will be restricted to a maximum width of 36-feet within the right-of-way and the center landscape island should be located outside of the right-of-way.

The applicant’s proposal to construct a 30-foot wide driveway onto Five Mile Road located 740-feet south of Ten Mile Creek Road meets District policy and should be approved, as proposed.

14. Traffic Calming

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

Speed Control and Traffic Calming Policy (Local roads): 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 a maintenance and/or license agreement.

- b. **Staff Comments/Recommendations:** There are several long sections of collector and local roadways proposed within the Spring Rock Subdivision Phase 1, which are greater than 750-

feet in length and will need to be redesigned to reduce the length or the roadways or to include the use of passive design elements. The following roadways should be redesigned:

- Gem Valley Drive
- Blue Lagoon way
- Black Shale Drive
- Slate Drive
- Chimney Rock Way
- Iron Ore Way
- Mammoth Way
- Geode Way
- Oxbow Lake Drive
- Split Rock Way
- Flint Ridge Drive
- Fount Drive
- Mossy Agate Drive – west of Five Mile Road
- Red Onix Drive
- Tuckpoint Drive
- White Dune Drive
- Desert Glass Drive
- Bismuth Drive
- Hagerman Avenue
- Kettle Lake Way (except for the mid-section)

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.

15. School Site

A 10-acre school site is proposed at the southwest corner of the Ten Mile Creek Road and Gem Valley Drive intersection. This parcel has approximately 960-feet of frontage on Ten Mile Creek Road, a minor arterial roadway and 450-feet of frontage on Gem Valley Drive, a collector roadway. Staff has concerns regarding the location and configuration of the proposed school parcel, as ACHD policy prohibits direct lot access to arterial roadways (Ten Mile Creek Road) when a site has frontage on a less classified street (Gem Valley Drive). This is the case with the proposed school parcel.

Typically, elementary schools have multiple driveways to separate the parent drop-off/pick-up loop from the bus loop. This creates better on-site circulation and improves the flow of traffic in and out of the school site during the peak drop-off and pick-up time periods. As the proposed school site is currently configured, There would not be enough frontage on Gem Valley Drive to provide enough driveway access to serve the school, as the location of driveways will be limited within the influence area of the Gem Valley Drive/Ten Mile Creek intersection and it is unknown if additional control (roundabout, signalization) of the intersection will be needed in the future.

Additionally, staff has concerns with pedestrians possibly needing to walk along Ten Mile Creek Road to access the site, as this roadway will still carry heavy industrial truck traffic due to the near-by gravel pit operations.

Staff recommends that the school site be relocated to someplace within Lot 28, Block 13 adjacent to Gem Valley Drive. This will allow for the construction of the driveways needed to serve the

school site, increases safety by moving the school away for Ten Mile Creek Road, an arterial roadway, and would move the school closer to the single family residential portion of the development which would allow for better pedestrian access to the school.

16. 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.

17. 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.

18. Other Access

Ten Mile Creek Road east of Five Mile Road and Five Mile Road are classified as minor arterials roadways, and Ten Mile Creek Road west of Five Mile Road is classified as a collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

D. Site Specific Conditions of Approval

1. Submit an updated traffic impact study prior to ACHD’s signature on the final plat which contains the 350th lot or the equivalent of 350 PM peak hour trips. At a minimum the updated traffic impact study shall include an analysis of the Cloverdale Road/Columbia Road intersection, Cloverdale Road/Hubbard Road intersection, Hubbard Road segment between Five Mile Road and Cloverdale Road, and a turn lane analysis for the Pleasant Valley/Ten Mile Creek Road intersection. Coordinate the full scope of work for the updated traffic impact study with staff. ACHD may have additional requirements based on the findings at that time.
2. A subsequent traffic impact study update will be required based on the findings and recommendations of the updated traffic impact study. The timing of the second traffic impact study update will be determined at that time.
3. If the updated traffic impact study shows that signal warrants are met at Cloverdale Road/Columbia Road intersection, then enter into a signal agreement and install an interim signal prior to ACHD’s signature on the final plat which contains the 351st lot.

The signal agreement should include 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 Cloverdale Road/Columbia Road intersection will be improved when warranted, the following items must be in place prior to plans acceptance for the final plat which necessitates the improvement based on the findings of the updated traffic impact study:

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

4. If the updated traffic impact study shows that signal warrants are met at Cloverdale Road/Hubbard Road intersection, then enter into a signal agreement and install an interim signal prior to ACHD's signature on the final plat which contains the 351st lot.

The signal agreement should include 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 Cloverdale Road/Hubbard Road intersection will be improved when warranted, the following items must be in place prior to plans acceptance for the final plat which necessitates the improvement based on the findings of the updated traffic impact study:

- Signal Agreement
 - Full design and approved plans for the intersection
5. Construct a southbound right-turn lane at the Pleasant Valley/Ten Mile Creek Road intersection.
 6. Construct an eastbound center left-turn lane and a northbound center left turn lane at Pleasant Valley/Ten Mile Creek Road intersection when warranted based on the finding traffic impact study updates.
 7. Dedicate an additional 24-feet of right-of-way to total 49-feet from the centerline of Ten Mile Creek Road abutting the site. Widen the pavement on Ten Mile Road abutting the site to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Construct a 5-foot wide detached concrete sidewalk located a minimum 42-feet from the centerline Ten Mile Creek Road abutting the site. If the minimum improvements are constructed, then center left turn lanes shall be constructed on Ten Mile Creek Road at all street intersections.
 8. If the applicant chooses to fully improve Ten Mile Creek Road then construct the roadway as a 3-lane residential arterial roadway; a 46-foot street section with vertical curb, gutter and 5-foot wide detached (or 7-foot attached) concrete sidewalk. If street trees are desired, then 8-foot wide planter strips should be provided.
 9. Improve Ten Mile Creek Road with 30-feet of pavement with 3-foot wide gravel shoulders between the site's east property line and Pleasant Valley Road.
 10. Realign the Ten Mile Creek Road/Five Mile Road intersection, as proposed. Vacate/exchange the right-of-way for the remnant portion of Ten Mile Creek Road north of the proposed realignment. The vacation/exchange is a separate process requiring a separate application and approval process.

If this segment of roadway cannot be vacated due to the underlying ownership (Bureau of Land Management) and lease agreements then the applicant shall be required to work with ACHD to terminate the roadway, closing it to for public use.

11. Dedicated right-of-way to total 96-feet for Five Mile Road between Ten Mile Creek Road and Hubbard Road. South of Ten Mile Creek Road dedicate 74-feet of right-of-way for Five Mile Road. Widen/construct Five Mile Road to a minimum pavement width of 34-feet plus a 3-foot wide gravel shoulder, and to construct a 5-foot wide detached concrete sidewalk located a minimum 41-feet from the centerline Five Mile Road between Ten Mile Creek Road and Hubbard Road. South of Ten Mile Creek Road the sidewalks should be located a minimum of 30-feet from the centerline of Five Mile Road abutting the site. If the minimum improvements

are constructed, then center left turn lanes should be constructed on Five Mile Road at all street intersections.

12. If the applicant chooses to fully improve Five Mile Road then construct the roadway as a 3-lane residential arterial roadway; a 46-foot street section with vertical curb, gutter and 5-foot wide detached (or 7-foot attached) concrete sidewalk. If street trees are desired, then 8-foot wide planter strips should be provided.
13. Construct a multi-lane roundabout at the Five Mile Road/Ten Mile Road intersection. To ensure that the roundabout is constructed when necessary to serve the site and designed and construct appropriately, the applicant should be required to provide an intersection analysis to staff for review and comment prior to final plat approval for the phase of the development in which the Ten Mile Creek/Five Mile Road intersection is constructed. The roundabout shall be designed meeting the standards of ACHD's Roundabout Design Guide policy section 5188.
14. The applicant will not be compensated for any improvements or right-of-way dedication at the Dedicate 48-feet of right-of-way from the centerline of Hubbard Road abutting the site. Widen Hubbard Road to a minimum width of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site and construct a 5-foot wide detached concrete sidewalk located a minimum 41-feet from the centerline of Hubbard Road abutting the site.
15. Improve Hubbard Road with 30-feet of pavement with 3-foot wide gravel shoulders from Five Mile Road to Cloverdale Road.
16. The applicant will not be compensated for any improvements or right-of-way dedication along Ten Mile Creek Road, Five Mile Road, Hubbard Road abutting the site, or the Ten Mile Creek/Five Mile Road intersection, as these roadways and intersection are not scheduled for improvements in ACHD's IFYWP or CIP.
17. Construct Gem Valley Drive between Ten Mile Creek Road and Five Mile Road as a 46-foot wide collector street section with 3 travel lanes, vertical curb, gutter, and 5-foot wide detached or 7-foot wide attached concrete sidewalks within 74-feet of right-of-way. If street trees are desired, then 8-foot wide planter strips should be provided.
18. Construct the east/west collector roadway abutting the sites south property line between the west property line and Five Mile Road as half of a 36-foot wide collector street section plus 12-additonal feet of pavement to total 30-feet with vertical curb, gutter, and 5-foot wide detached or 7-foot wide attached concrete sidewalks on the north side of the roadway abutting the site and with 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff on the south side of the roadway. If street trees are desired, then 8-foot wide planter strips should be provided.
19. Construct all of the internal streets as a 33-foot wide local street sections with curb, gutter, and 5-foot attached sidewalks within 47-feet of right-of-way.
20. Construct 9 cul-de-sacs with a minimum radius of 50-feet throughout the site. Extend the right-of-way at the terminus of Fount Court to the south property line.
21. Construct on knuckle with a 50-foot radius at the intersection of Oxbow Lake Drive and Split Rock Way.
22. Construct the following roadways to intersect Ten Mile Creek Road:
 - Gem Valley Drive located approximately 3,800-feet east of Five Mile Road.
23. Construct the following roadways to intersect Five Mile Road:
 - Mariposite Drive located approximately 850-feet south of Hubbard Road.

- Slate Drive located approximately 2,170-feet south of Hubbard Road.
 - Ten Mile Creek Road (east and west side of the roadway) located approximately 2,820-feet south of Hubbard Road.
 - One 33-foot wide curb-return approach for a future local street located 1,310-feet south of Ten Mile Creek Road.
 - Fount Drive (east side only) located approximately 350-feet south of Gem Valley Drive.
 - Mossy Agate Drive (east and west side of the roadway) located approximately 900-feet south of Gem Valley Drive.
 - Tuckpoint Drive (east and west side of the roadway) located approximately 1,820-feet south of Gem Valley Drive.
- 24.** Construct the following 33-foot wide curb-return approaches for future local streets onto Gem Valley Drive:
- Two aligned approaches located 369-feet south of Ten Mile Creek Road.
 - Two aligned approaches located 773-feet south of Ten Mile Creek Road.
 - Two aligned approaches 1,141-feet to the east of Five Mile Road.
- 25.** Construct one stub street to the south, Five Mile Road. Install a sign at the terminus of Five Mile Road stating that, "THIS IS A DESIGNATED ARTERIAL STREET. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."
- 26.** Construct one stub street to the west, the new east/west collector roadway. Install a sign at the terminus of the east/west collector roadway stating that, "THIS IS A DESIGNATED COLLECTOR STREET. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."
- 27.** Construct one 36-foot wide curb return driveway onto Ten Mile Creek Road located 1,210-feet east of Five Mile Road, as proposed. The center landscape proposed within the driveway shall be located outside of the right-of-way.
- 28.** Construct one 30-foot wide curb return driveway onto Five Mile Road located 740-feet south of Ten Mile Creek Road.
- 29.** 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.
- Gem Valley Drive
 - Blue Lagoon way
 - Black Shale Drive
 - Slate Drive
 - Chimney Rock Way
 - Iron Ore Way
 - Mammoth Way
 - Geode Way
 - Oxbow Lake Drive
 - Split Rock Way

- Flint Ridge Drive
 - Fount Drive
 - Mossy Agate Drive – west of Five Mile Road
 - Red Onix Drive
 - Tuckpoint Drive
 - White Dune Drive
 - Desert Glass Drive
 - Bismuth Drive
 - Hagerman Avenue
 - Kettle Lake Way (except for the mid-section)
30. Additional improvements may be required at any time due to the findings and recommendations of traffic impact study updates.
 31. Payment of impact fees is due prior to issuance of a building permit.
 32. 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.

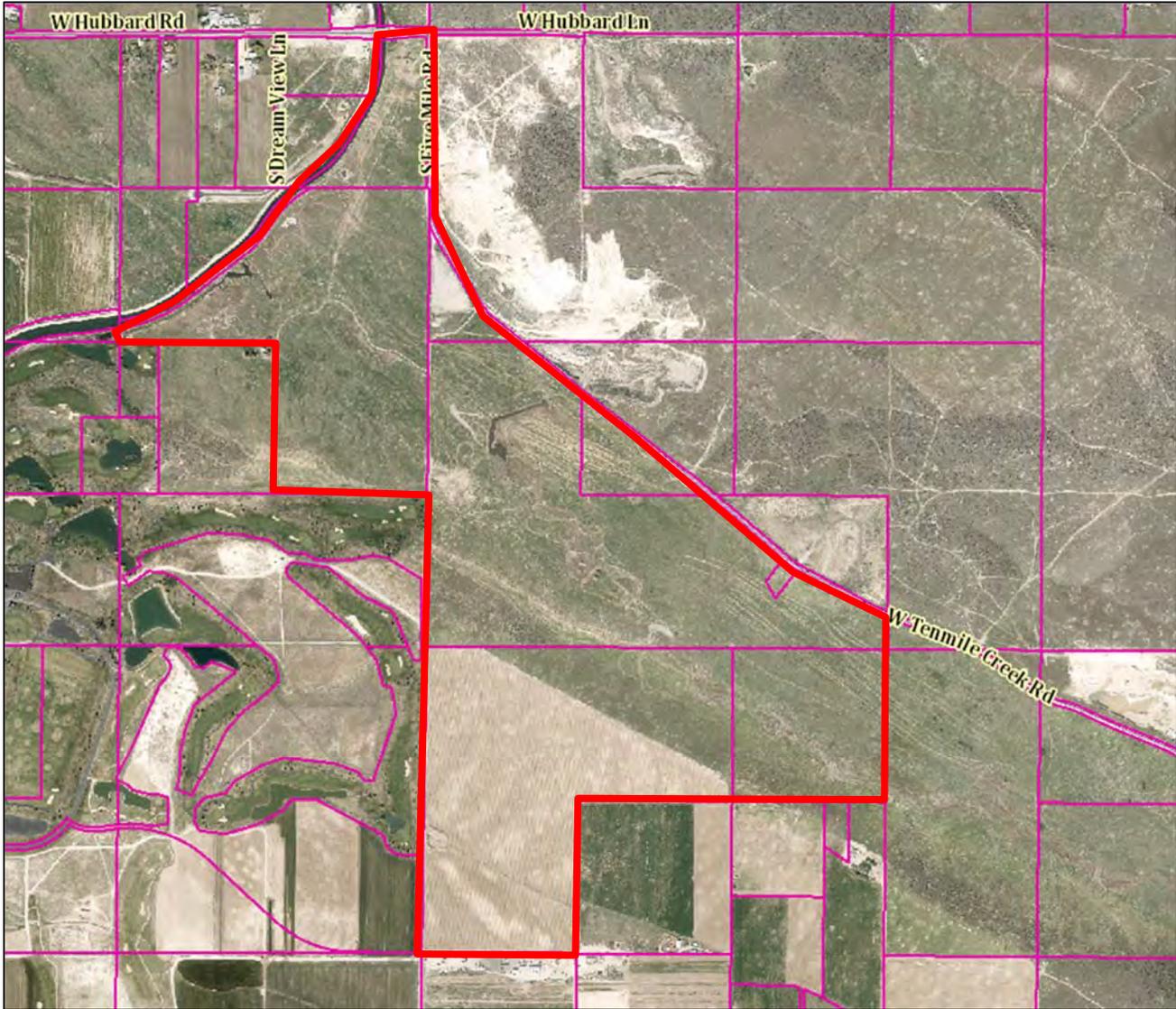
F. Conclusions of Law

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.

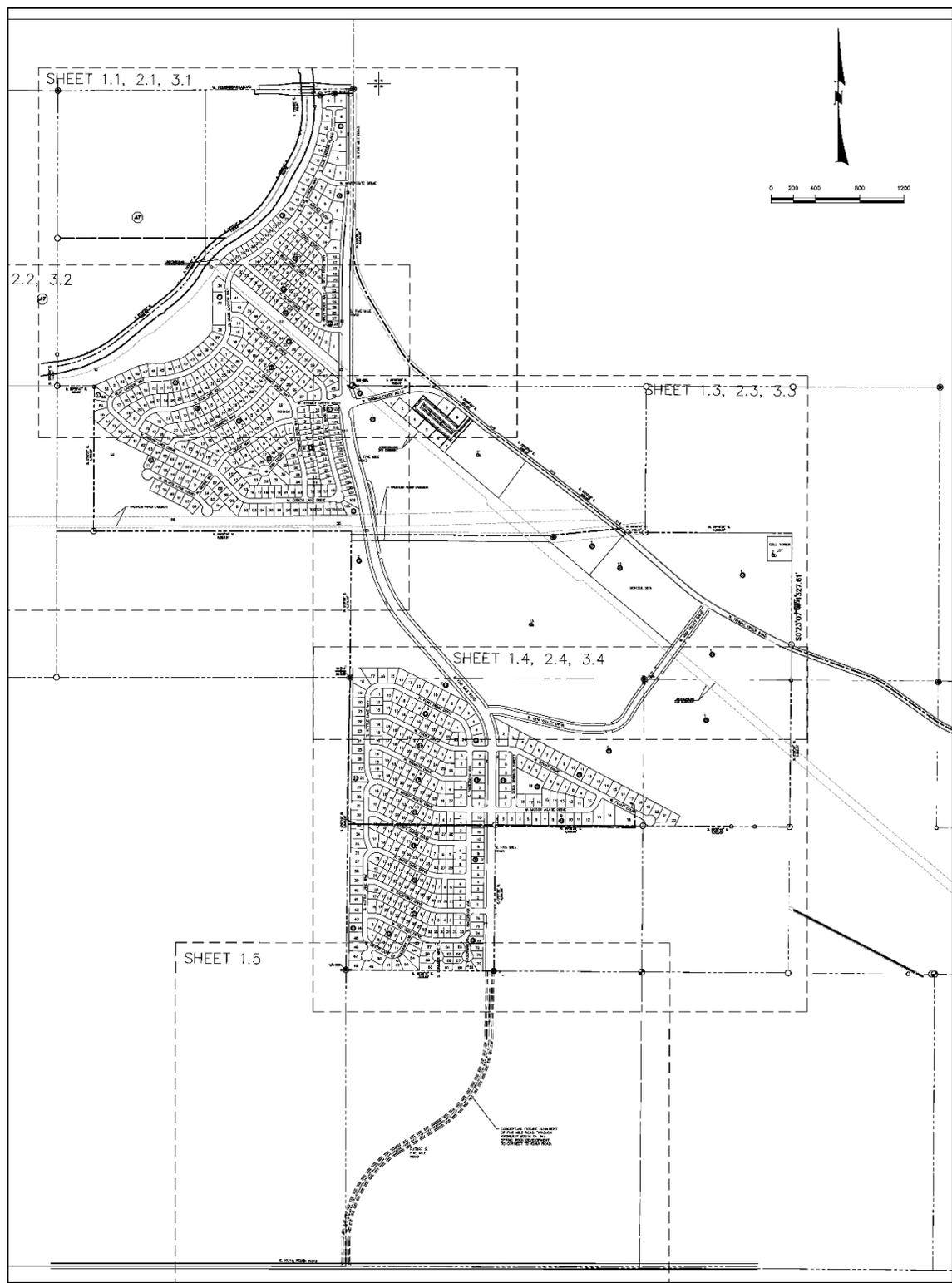
G. Attachments

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

VICINITY MAP



SITE PLAN



Traffic Impact Study Summary

Traffic Impact Study

CR Engineering, Inc. prepared a traffic impact study for the proposed Spring Rock Subdivision Master Plan, that includes the Phase I impacts. Below is an executive summary of the findings **as presented by CR Engineering, Inc.** The following executive summary is **not the opinion of ACHD staff**. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional requirements beyond what is noted in the summary. ACHD Staff comments on the submitted traffic impact study can be found below under staff comments.

A. Executive Summary: Under 2019 existing conditions all study area intersections are anticipated to operate at an acceptable level of service planning threshold. However, the study notes that turn lanes are need at two intersections based on ACHD's turn-lane guidelines, as noted below:

- Hubbard Road and Cloverdale Road intersection – southbound right-turn lane.
- Ten Mile Creek Road and Pleasant Valley intersection – southbound right-turn lane.

One study area roadway segment exceeds ACHD LOS planning thresholds under 2019 existing conditions:

- Cloverdale Road between Amity Road and Lake Hazel Road.
 - The shoulder hour volumes meet ACHD's LOS planning thresholds.

Under 2025 background conditions all study area intersections are anticipated to operate at an acceptable level of service planning threshold expect for the following:

- Amity Road and Cloverdale intersection
 - Option 1 – existing signal: widen Cloverdale Road approaches to two through lanes in each direction.
 - Option 2- roundabout: reconstruct the intersection as a multi-lane roundabout with two entry and exit lanes on all approaches.
- Lake Hazel Road and Cloverdale Road intersection
 - Option 1 – existing signal: Add northbound, southbound, and westbound right-turn lanes.
 - Option 2 – roundabout: reconstruct the intersection as a modified multi-lane roundabout with two entry and exit lanes on the Cloverdale Road approaches and one lane on the Lake Hazel Road approaches.
- Columbia Road and Cloverdale Road intersection:
 - Option 1 – signal: install a traffic signal with left-turn lanes on all approaches.
 - Option 2 – roundabout: reconstruct the intersection as a single-lane roundabout.
- Hubbard Road and Cloverdale Road intersection:
 - Option 1 – signal: install a traffic signal with left-turn lanes on all approaches.
 - Option 2 – roundabout: reconstruct the intersection as a single lane roundabout.

Under 2025 background conditions all study area roadways are anticipated to operate at an acceptable level of service planning threshold except for the following:

- Cloverdale Road is expected to need the following improvements to mitigate 2025 background traffic impacts:
 - Widen to five lanes between Amity Road and Lake Hazel Road.
 - Widen to five lanes between Lake Hazel Road and Columbia Road.

Under 2025 total traffic conditions all study area intersections are anticipated to operate at an acceptable level of service planning threshold expect for the following:

- Amity Road and Cloverdale Road intersection.
 - The intersection is expected to meet minimum operational thresholds as a signalized intersection (if improved as listed in ACHD's CIP).
 - For a multi-lane roundabout, the study recommends a northbound right-turn lane in addition to mitigate the 2025 total traffic impacts in addition to the recommended improvements for the 2025 background traffic.
 - This improvement is needed when the site generates approximately 8,900 trips per day, 1,050 trips during the AM peak hour, or 950 trips during the PM peak hour.
 - The estimated Phase 1 site traffic at this intersection is approximately 9.6% of the total intersection traffic during the AM peak hour and 8.3% during the PM peak hour.
- Lake Hazel Road and Cloverdale Road intersection.
 - As a signalized intersection, two through lanes on the Cloverdale Road approaches are recommended to mitigate the 2025 total traffic in addition to the improvements for 2025 background traffic.
 - This improvement is needed when the site generates approximately 8,700 trips per day, 900 trips during the PM peak hour.
 - For a multi-lane roundabout, it is recommended to expand the two entry and exit lanes on all approaches to mitigate 2025 total traffic in addition to the improvements recommended for 2025 background traffic.
 - This improvement is needed when the site generates approximately 7,700 trips per day, 800 trips during the PM peak hour.
 - The estimated Phase 1 site traffic at the Lake Hazel Road and Cloverdale Road intersection is approximately 14.7% of the total intersection traffic during the AM peak hour and 11.2% during the PM peak hour.
- Columbia Road and Cloverdale Road intersection.
 - This intersection is expected to meet minimum operational thresholds as a signalized intersection for the 2025 total traffic impacts, therefore no additional improvements are recommended in addition to the improvements for the 2025 background traffic.
 - As a single lane roundabout, a northbound and southbound right-turn lane are recommended.
 - These improvements are needed when the site generates approximately 8,700 trips per day, 950 trips during the AM peak hour, or 900 trips during the PM peak hour.

- The estimated Phase 1 site traffic at Columbia Road and Cloverdale Road intersection is approximately 34.2% of the total intersection traffic during the AM peak hour and 30.8% during the PM peak hour.
- Hubbard Road and Cloverdale Road intersection
 - This intersection is expected to meet minimum operational thresholds as a signalized intersection for the 2025 total traffic impacts, therefore no additional improvements are recommended in addition to the improvements for the 2025 background traffic.
 - As a roundabout, a northbound right-turn lane is recommended in addition to the improvements for the 2025 background traffic to mitigate the 2025 Phase 1 total traffic impacts.
 - This improvement is needed when the site generates approximate 8,700 trips per day, 950 trips during the AM peak hour, or 900 trips during the PM peak hour.
 - The estimated Phase 1 site traffic at the Hubbard Road and Cloverdale Road intersection is approximately 41.5% of the total intersection traffic during the AM peak hour and 34.7% during the PM peak hour.
- Ten Mile Creek Road and Pleasant Valley Road intersection
 - This intersection is expected to require additional turn lanes.
 - An eastbound left-turn lane is recommended when the site generates approximately 6,900 trips per day, 550 trips during the AM peak hour or 700 trips during the PM peak hour.
 - A northbound left-turn lane is needed when the site generates approximately 8,900 trips per day, 1,050 trips during the AM peak hour or 950 trips during the PM peak hour.
 - The Phase 1 site traffic at Ten Mile Creek Road and Pleasant Valley Road intersection is approximately 31.1% of the total intersection traffic during the AM peak hour, 30.7% during the PM peak hour.
- The study recommends that Cloverdale Road be widened to 5 lanes from Columbia Road to Hubbard Road.
 - This improvement is needed when the site generates approximate 5,650 trips per day, 450 trips during the AM peak hour, or 550 trips during the PM peak hour.
 - The estimated Phase 1 site traffic on this Cloverdale Road segment is approximately 45% of the total traffic during the AM peak hour and 42.1% during the PM peak hour.
- The study recommends that Hubbard Road be widened to 3 lanes from Cloverdale Road to Five Mile Road.
 - This improvement is recommended when the site generates approximately 8,700 trips per day, 950 trips during the AM peak hour, or 900 trips during PM peak hour.
 - The estimated Phase 1 site traffic on this Hubbard Road segment is approximately 74% of the total traffic during the AM peak hour and 57.8% during the PM peak hour.

Ada County Utility Coordinating Council

Developer/Local Improvement District Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

- 1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.
- 2) **Plan Review:** The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.
- 3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.
- 4) **Final Notification:** The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

Notification to the Ada County UCC can be sent to: 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.

Development Process Checklist

Items Completed to Date:

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

Items to be completed by Applicant:

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

DID YOU REMEMBER:

Construction (Non-Subdivisions)

Driveway or Property Approach(s)

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

Working in the ACHD Right-of-Way

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

Construction (Subdivisions)

Sediment & Erosion Submittal

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

Idaho Power Company

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

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

Request for Reconsideration of Commission Action

1. **Request for Reconsideration of Commission Action:** A Commissioner, a member of ACHD staff or any other person objecting to any final action taken by the Commission may request reconsideration of that action, provided the request is not for a reconsideration of an action previously requested to be reconsidered, an action whose provisions have been partly and materially carried out, or an action that has created a contractual relationship with third parties.
 - a. Only a Commission member who voted with the prevailing side can move for reconsideration, but the motion may be seconded by any Commissioner and is voted on by all Commissioners present.

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

CLINTON C. PLINE
CHAIRMAN OF THE BOARD

RON PLATT
VICE CHAIRMAN OF THE BOARD

ROBERT D. CARTER
PROJECT MANAGER

THOMAS RITTHALER
ASSISTANT PROJECT MANAGER

APRYL GARDNER
SECRETARY-TREASURER

MARY SUE CHASE
ASSISTANT SECRETARY-
TREASURER

BOISE PROJECT BOARD OF CONTROL

(FORMERLY BOISE U.S. RECLAMATION PROJECT)

2465 OVERLAND ROAD
BOISE, IDAHO 83705-3155

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

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

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

5 August 2019

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

RE: Spring Rock Subdivision **19-10-AN, 19-01-PUD**
Hubbard Rd. & New York Canal
Main Canal 1042+10
Sec.15, T2N, R1E, BM.

Troy Behunin:

The above-mentioned property is located outside of an irrigation district and does not possess a valid surface irrigation water right for the entire property; however, it does lie adjacent to the United States' New York Canal.

The United States' New York Canal borders this development on the west. The rights of way for this canal are 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 the New York Canal. The normal limits of this easement are asserted 25' out and parallel to the lower toe of the canal embankment; however, any basement style houses, storm retention and/or detention ponds, catch basins and/or seepage beds planned on being constructed within this development **must be a minimum of 125'** from the lower toe to protect the integrity of the canal due to the underground reach from the storm facilities leaching and/or connecting to the underground reach of the New York Canal.

It appears that there is a pond being planned within this 100 feet set back that is required by Boise Project. Boise project will not approve this project until this is addressed. All utilities planning on crossing the New York canal must be overhead or attached to a bridge crossing. No crossing will be allowed under the New York canal.

The rest of the plans for this development are acceptable to Boise Project.

No excavation within the New York Canal's easement will be allowed, as this will affect the integrity of the canal's embankment.

Whereas these easements are for the operation and maintenance of our facility, no activity should hinder our ability to do so. The Boise Project does not approve landscaping (other than grass or gravel) within its easements, as this will certainly increase our cost of maintenance. Easements must remain a flat drivable surface.

Fencing/pathways (as may be required) must be constructed just off the canal easement, to insure public safety and prevent encroachments.

Storm Drainage and/or Street Runoff must be retained on site. NO DISCHARGE into the New York Canal system is permitted.

Wording on the preliminary and final recorded plat needs to be noted that this development must adhere to Idaho Statutes, Title 42-1209.

Future preliminary and final plats must call out the Boise Project easements.

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.

Boise Project Board of Control requests a full set of plans for our review and approval before approval by the City of Kuna.

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

Sincerely,



Thomas Ritthaler
Assistant Project Manager-BPBC

tbr/tr

cc Clint McCormick Watermaster, Div; 2 BPBC
File



CENTRAL DISTRICT HEALTH DEPARTMENT
Environmental Health Division

Return to:

- ACZ
Boise
Eagle
Garden City
Kuna
Meridian
Star

Rezone # 19-06-S

Conditional Use #

Preliminary / Final / Short Plat

Spring Rock

RECEIVED

AUG 14 2019

CITY OF KUNA

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

14. _____

Reviewed By:

[Signature]

Date: 8/9/19

Communities in Motion 2040 2.0 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040 2.0* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 2.0 goals.

Development Name: Spring Rock

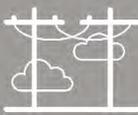
Agency: Kuna

CIM Vision Category: Rural

New households: 2,274

New jobs: 700

Exceeds CIM forecast: Yes

	CIM Corridor: None Pedestrian level of stress: R: Kuna Rd Bicycle level of stress: R: Kuna Rd	Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with G or PG ratings better support bicyclists and pedestrians of all ages and comfort levels.
	Housing within 1 mile: 230 Jobs within 1 mile: 140 Jobs/Housing Ratio: 0.6	A good jobs/housing balance – a ratio between 1 and 1.5 – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.
	Nearest police station: >4 miles Nearest fire station: >4 miles	Developments within 1.5 miles of police and fire stations ensure that emergency services are more efficient and reduce the cost of these important public services.
	Farmland consumed: Yes Farmland within 1 mile: 1,238 acres	Farmland contributes to the local economy, creates additional jobs, and provides food security to the region. Development in farm areas decreases the productivity and sustainability of farmland.
	Nearest bus stop: >4 miles Nearest public school: >4 miles Nearest public park: >4 miles Nearest grocery store: 3.7 miles	Residents who live or work less than ½ mile from critical services have more transportation choices. Walking and biking reduces congestion by taking cars off the road, while supporting a healthy and active lifestyle.

Recommendations

This proposal exceeds growth forecasted for this area. Coupled with the Falcon Crest proposal to the southwest, transportation infrastructure may not be able to support the new transportation demands. This location is still in a largely farmland area. The proposal identifies future commercial, public school, and open space sites. However, until those are built, services will likely accessed only by vehicle. Although some housing mix and higher density is proposed, there are no public transportation planned for this area. Consider park and ride lots and other transportation demand management approaches to mitigate travel impact. The New York Canal has been identified as a key regional pathway in the *Communities in Motion 2040 2.0* plan. This pathway will connect downtown Kuna to other parts of the region, including the Boise Airport and Micron.

More information about COMPASS and *Communities in Motion 2040 2.0*:

Web: www.compassidaho.org

Email info@compassidaho.org

More information about the development review process:

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

Exhibit B 7



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

DEQ Response to Request for Environmental Comment

Date: August 8, 2019
Agency Requesting Comments: City of Kuna
Date Request Received: August 2, 2019
Applicant/Description: Spring Rock Subdivision 19-10-AN, 19-01-PUD, 19-06-S, and Development Agreement

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

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

1. Air Quality

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

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

DEQ recommends the city/county require the development and submittal of a dust prevention and control plan prior to approval. Dust prevention and control plans incorporate appropriate best management practices to control fugitive dust that may be generated at sites.

*Information on fugitive dust control plans can be found at:
http://www.deq.idaho.gov/media/61833-dust_control_plan.pdf*

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

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

2. Wastewater and Recycled Water

- *DEQ recommends verifying that there is adequate sewer to serve this project prior to approval. Please contact the sewer provider for a capacity statement, declining balance report, and willingness to serve this project.*

- *IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the district health department.*

All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects require separate permits as well.

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

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

3. Drinking Water

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

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

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

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

4. Surface Water

- A DEQ short-term activity exemption (STAE) from this office is required if the project will involve de-watering of ground water during excavation and discharge back into surface water, including a description of the water treatment from this process to prevent excessive sediment and turbidity from entering surface water.
- Please contact DEQ to determine whether this project will require a National Pollution Discharge Elimination System (NPDES) Permit. If this project disturbs more than one acre, a stormwater permit from EPA may be required.
- If this project is near a source of surface water, DEQ requests that projects incorporate construction best management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.
- The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call 208-334-2190 for more information. Information is also available on the IDWR website at: <http://www.idwr.idaho.gov/WaterManagement/StreamsDams/Streams/AlterationPermit/AlterationPermit.htm>
- The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.

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

5. Hazardous Waste And Ground Water Contamination

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

Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.02.851.01 and 04. Hazardous material releases to state waters, or to land such

that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.

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

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

6. Additional Notes

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

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

Sincerely,



Aaron Scheff
aaron.scheff@deq.idaho.gov
Regional Administrator
Boise Regional Office
Idaho Department of Environmental Quality

ec: CM#2019AEK150



IDAHO TRANSPORTATION DEPARTMENT

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

(208) 334-8300
itd.idaho.gov

June 25, 2019

Chhang Ream
CR Engineering
181 East 50th St.
Garden City, ID 83714

RE: Springrock Subdivision – Traffic Impact Study Acceptance Letter

Via Email

Dear Mr. Ream,

The Idaho Transportation Department (ITD) has reviewed the Traffic Impact Study (TIS) for the Springrock Subdivision dated June 6, 2019. The development is located approximately four miles east of SH-69 on Hubbard Road. It is not taking direct access off of SH-69.

The TIS only provided intersection analysis for Phase 1 of the subdivision (buildout 2025). This letter acknowledges ITD's acceptance of the Springrock Subdivision TIS for Phase 1. Phase 1 is estimated to generate 1,054 AM and 962 PM trips. The TIS stated additional TIS's will be created for future phases up to and including full build out in 2040.

ITD has determined that no improvements to SH-69 are required for Phase 1 of the Springrock Subdivision as long as the development does not alter from what was proposed in the TIS.

Maintaining safety and mobility for Idaho's motorists is of the utmost importance to ITD. Please let me know if you have any questions. I can be reached by phone at (208) 265-4312 extension 7 or email at erika.bowen@itd.idaho.gov.

Sincerely,

A handwritten signature in blue ink that reads "Erika R Bowen".

Erika R Bowen
District 3 Traffic Technical Engineer

cc.

Mindy Wallace, ACHD



**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 8028 • Boise, ID 83707-2028
(208) 334-8300 • itd.idaho.gov

August 26, 2019

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

VIA EMAIL

Development Application	19-10-AN, 19-01-PUD, 19-06-S
Project Name	SPRINGROCK SUBDIVISION
Project Location	Northeast corner of Cloverdale and Kuna Roads, east of SH-69 milepost 3.00
Project Description	Annexation of 761 acres into Kuna City limits with C-1 and C-2 (Commercial), R-6 (Medium Density Residential), R-12 and R-20 (High Density Residential) zones. This is a multi-phased, Master-Planned project. Applicant requests pre-plat approval in order to subdivide approximately 476.76 acres into 825 total lots (791 single family, 23 common, 7 commercial, 1 school, 1 future multi-family and 2 public utility) The remaining lands (~284.24 acres) will be developed in the future
Applicant	David Powell, RiveRidge Engineers

The Idaho Transportation Department (ITD) reviewed the referenced annexation, planned unit development, and preliminary plat applications and has the following comments:

1. This project does not abut the State Highway system.
2. ITD has received, reviewed, and accepted a Traffic Impact Study for Phase I of Springrock Subdivision. No mitigation for the State Highway system will be required for the construction of Phase I.
3. All subsequent phases will be required to submit a Traffic Impact Study for review to determine if mitigation is required.
4. The Idaho Administrative Procedures Act (IDAPA) 39.03.60 governs advertising along the State highway system. The applicant may contact Justin Pond, Right-of-Way Section Program Manager, at (208) 334-8832 for more information.
5. Idaho Code 40-1910 does not allow advertising within the right-of-way of any State highway.





**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028

(208) 334-8300 • itd.idaho.gov

6. Provided each subsequent phase provide a Traffic Impact Study for review, ITD does not object to the construction of Springrock Subdivision Phase I.

If you have any questions, you may contact Ken Couch at (208) 332-7190 or me at (208) 334-8338.

Sincerely,

A handwritten signature in blue ink that reads "Sarah Arjona".

Sarah Arjona
Development Services Coordinator
Sarah.Arjona@itd.idaho.gov



Troy Behunin

Subject: Spring Rock Application - Request for Comments

KRFD

From: Phil Roberts [mailto:proberts@kunafire.com]
Sent: Wednesday, January 08, 2020 4:09 PM
To: Troy Behunin <tbehunin@kunaid.gov>
Subject: RE: Spring Rock Application - Request for Comments

No I haven't I have looked through all of my mails from you and did not see it. This attachment is the first I have seen. I may have missed a planning meeting that the development was discussed but these are the first documents that I have seen on the project.

Phase 7, Hammerhead is not one I like to see.

Each phase if over 30 units single residential or 100 Multi-family will need to be addressed for 2nd access. As we have spoken, We can make one temp until connections are made.

It would be nice to have 2 acres no less than 1 ½ set aside for a future Fire station.

Final Site Utilities will provide more of the information that I need.

Very Large.

*Phil Roberts
Fire Chief
Kuna Rural Fire District
208-922-1144 Ext 101
208-922-1982 Fax
208-870-3057 Cell*



From: Troy Behunin
Sent: Friday, August 02, 2019 5:00 PM
To: 'ACHD' <planningreview@achdidaho.org>; 'Becky Rone - Kuna USPS Addressing' <rebecca.i.rone@usps.gov>; Bob Bachman <bbachman@kunaid.gov>; 'Boise Project Brd Cntrl' <TRitthaler@boiseproject.org>; 'Boise-Kuna Irrigation Distr.' <laurenboehlke@yahoo.com>; 'Cable One Business' <Adam.ingram@cableone.biz>; 'Cable One t.v.' <cheryl.goettsche@cableone.biz>; 'Central District Health Dept. CDHD' <lbadigia@cdhd.idaho.gov>; 'Chief Phil' <proberts@kunafire.com>; 'COMPASS' <cmiller@compassidaho.org>; 'D. Reinhart' <Dreinhart@kunschools.org>; 'DEQ' <Alicia.martin@deq.idaho.gov>; 'Idaho Power' <bwatson2@idahopower.com>; 'Idaho Power' <ahawkins@idahopower.com>; 'Idaho Power - Jacky Chris' <easements@idahopower.com>; 'Intermountain Gas' <robert.miller@mdu.com>; 'Intermountain Gas' <bryce.ostler@intgas.com>; 'ITD' <D3Development.Services@itd.idaho.gov>; 'J&M Sanitation - Chad Gordon' <Chad.Gordon@jmsanitation.com>; 'Jim O. - KSD' <Jim@kunaschools.org>; 'Julie Stanley - Regional Address Mgmt.' <Julie.R.Stanley@usps.gov>; 'Kuna Police Chief'

Exhibit B 9

<so4217@adaweb.net>; 'Kuna Postmaster - Marc C. Boyer' <marc.c.boyer@usps.gov>; 'Kuna School District' <kbekkedahl@kunaschools.org>; 'Kuna School District' <wjohnson@kunaschools.org>; 'Kuna School District' <bsaxton@kunaschools.org>; Lisa Holland <lholland@kunaid.gov>; Mike Borzick <mborzick@kunaid.gov>; 'New York Irrigation District' <terri@nyid.org>; 'P. Stevens' <Pstevens@kunaid.gov>; 'Planning Mgr: Ada County Development Services' <jboal@adaweb.net>

Subject: Spring Rock Application - Request for Comments

Good Evening Everyone,

Please review the packet included with this email and return relevant comments about the services your agency provides to Kuna's Planning and Zoning office, to be used in the public hearings scheduled for this project. Please submit comments to our office on or before **August 20, 2019**. This project is very comprehensive and our office would appreciate your comments.

This project will be scheduled for public hearing with our Commission on **October 8, 2019**. If you need additional information or additional time to provide comments, please let our office know ASAP.

Thank you in advance.

Troy

Troy Behunin

Planner III

City of Kuna

751 W. 4th Street

Kuna, ID 83634

TBehunin@Kunald.Gov

CONFIDENTIALITY NOTICE

This e-mail and any attachments may contain confidential or privileged information. If you are not the intended recipient, you are not authorized to use or distribute any information included in this e-mail or its attachments. If you receive this e-mail in error, please delete it from your system and contact the sender.

Kuna School District

Inspiring each student to become a lifelong learner and a contributing, responsible citizen.



October 3, 2019

Dear Honorable Members of the Planning and Zoning Commission,

We appreciate our ability to give input to the Spring Rock proposal and others similar to it. We became aware of Spring Rock at a pre-application meeting.

Our primary concern with this particular development is the placement of the school site. West Ada has had land donated for a new school and yet Kuna School District, which will hold approximately half of the first phase has received no accommodation for a school. This development would have a significant impact in crowding our existing schools of Silver Trail, Fremont Middle School and Kuna High School.

For the sake of our children and for the sake of equality, we request a 10 acre site be donated in the plat west of Five Mile Road. Per ACHD, we ask that it is placed within the development. The placement should be coordinated with our Transportation Dept and ACHD.

The safety of our students is our first and foremost priority. With this in mind, we ask that you encourage the developer to also provide safe walkways, bike paths and pedestrian access for our students. School capacity and transportation is addressed in Idaho Code 67-6508.

Thank you for considering the needs of students in this request.

Regards,


Jim Obert
District Planner
Project Manager


David Reinhart
District Planner
Assistant Superintendent


Brenda Saxton
Transportation Supervisor

711 E. Porter Rd., Kuna, Idaho 83634

Phone: (208) 922-1000

FAX: (208) 922-5646

Wendy Johnson
Superintendent

Kim Bekkedahl
Assistant Superintendent

Dr. Catherine Beals
Administrator of CIA

Eileen O'Shea
Administrator of Student
Services

David Reinhart
Administrator of HR

Troy Behunin

From: Jon McDaniel <jmcdaniel@adacounty.id.gov>
Sent: Thursday, December 19, 2019 1:35 PM
To: Troy Behunin
Subject: Spring Rock Subdivision

Hi Troy, Unfortunately, I missed the pre-app meeting for Spring Rock. As I look into the logistics of responding to this N.E. side of KPD's limits, I have a concern.

If KPD was responding from the northern half of our current city limits, Hubbard Road would be a regularly traveled eastern route to toward this development. The fact that Hubbard Reservoir and the surround recreation area currently prevents Hubbard road from continuing directly to Cloverdale, it would add time to our responses to these citizens as we drive around. Is there any option to extend Hubbard from Locust Grove all the way through to Cloverdale?

Thanks, Jon

Jon McDaniel
Kuna Police Chief

1450 W. Boise St. Kuna, Idaho 83634 (208) 577-3850 jmcdaniel@adacounty.id.gov www.adasheriff.org

"We make safer places for you to live, work, and play."



Exhibit B 12



Nate Crofts
8248 W. Victory Road
Boise, ID 83709
Phone (208) 362-7329
Fax (208) 362-3858
Nate.Crofts@suez.com

July 2, 2019

Dave Yorgason
1211 Happy Drive
Boise, ID 83706

Dear Mr. Yorgason:

The purpose of this letter is to advise you that **Spring Rock Subdivision** is serviceable with SUEZ under its present tariffs, rules and regulations as filed with the Idaho Public Utilities Commission.

SUEZ Rules and Regulations require that any main extension, booster station, reservoir or source of supply necessary to serve this project will be funded by the owner/developer of the project. Should this be the case, a specific agreement for those facilities is required.

The item(s) necessary to serve this project are indicated below.

1. New water mains, services, meter setters and fire hydrants.
2. New booster station/pressure regulating station.
3. New water storage reservoir.
4. Source of Supply (we do not anticipate needing to add a new source at this time).

Due to the dynamic and changing nature of the SUEZ water system, this letter of serviceability expires and cannot be relied upon twelve months from the date of this letter. Should you require confirmation of serviceability past the twelve months, please let us know at that time.

As noted above, specific written agreements may be required. SUEZ's obligation to proceed with the project is contingent on satisfactory execution of those agreements.

I trust that this letter will aid you in the speedy process of this project.

Best regards,

A handwritten signature in blue ink, appearing to read "Nate Crofts".

Nate Crofts
Construction Supervisor

Exhibit B 13



ADA COUNTY

200 W. Front Street
Boise, Idaho 83702
(208) 287-7000
Fax: (208) 287-7009
bocc1@adaweb.net
www.adacounty.id.gov

October 7, 2019

Via Email: mayorstear@kunaid.gov

Mayor Joe Stear
Kuna City Council Members
City of Kuna
PO Box 13
Kuna, ID 83634

RE: Spring Rock Application

Dear Mayor Stear and City Council:

On Friday, August 2nd, the City of Kuna solicited feedback regarding an annexation, planned unit development, preliminary plat, and development agreement for the proposed Spring Rock subdivision comprising of 761 acres within unincorporated Ada County. The County and City of Boise thank you for this opportunity and are in full support of jurisdictions throughout the Treasure Valley working together to create a better quality of life for all residents.

As noted during the *Envision Kuna* comprehensive plan comment period, we believe that there is a disconnect between the future land use designations of this plan and COMPASS' growth projections for the City. The City's current population is almost 20,000 and the most recent COMPASS projections estimate a 2040 population of about 50,000. The *Envision Kuna* future land use map offers potential capacity for up to 344,705 residents within 46,000 acres of incorporated and impact areas. This type of capacity is not considered within the service portfolio of Ada County because when Ada County and its service providers plan for the future public facilities, services, and utilities, they rely on COMPASS' growth projections.

We fully support you, and other city leaders, in your desire to invest in and build a strong downtown core for Kuna as outlined in the *Envision Kuna* comprehensive plan. The Spring Rock subdivision proposes 825 lots on 476 acres and 284 acres of BLM land as far as 7.1 miles from downtown Kuna. This application will pre-maturely expand urban and suburban types of land uses in rural areas of Ada County, extending demands for public facilities, services and utilities in this remote area of Ten Mile Creek. This subdivision will create an increased demand on many of our County services such as the Sheriff, Paramedics, Coroner, Mosquito Abatement, and others. Additionally, this development will result in increased car dependency, increased strain on utility services, loss of open space, and several other negative effects that go directly against the goals of *Envision Kuna*. Ada County also has concerns about the ability of Kuna to preserve existing water resources in the proposed subdivision location.

Mayor Stear and City Council
October 7, 2019
Page 2

By supporting such a large application, the City of Kuna will incentivize sprawl and premature development of one of Ada County's beautiful open spaces. Therefore, Ada County and Boise City encourage Kuna to follow best planning practices, resist the lure of short-sighted property tax increases, and deny the Spring Rock Subdivision application for now. As you are aware, COMPASS is currently working with its member cities to conduct a fiscal impact analysis and a tool which would allow us to better understand the costs of allowing such application in rural areas.

Thank you for this opportunity to provide feedback.

Sincerely,

ADA COUNTY BOARD OF COMMISSIONERS



Kendra Kenyon, Commissioner



Diana Lachiondo, Commissioner

Rick Visser, Commissioner

Exhibit B 14



West Ada

SCHOOL DISTRICT

September 19, 2019

City of Kuna
PO Box 13
Kuna, ID 83634

Dear Planners:

Joint School District No. 2 (dba West Ada School District) has experienced significant and sustained growth in student enrollment during the last ten years. Many of our schools throughout the district are operating at or above capacity. Based on U.S. census data, we can predict that these homes, when completed, will house **633 (= # homes x 0.8 per census data) school aged children**. Approval of the **Spring Rock Subdivision** will affect enrollments at the following schools in West Ada District:

	<u>Enrollment</u>	<u>Capacity</u>
Lake Hazel Elementary	483	539
Silver Sage Elementary	296	405
Lake Hazel Middle School	1067	1000
Mountain View High School	2304	1800

West Ada School District supports economic growth; however, growth fosters the need for additional school capacity. In order to meet the need for additional school capacity, West Ada School District will accept the donation of land appropriate for a school site. Passage of a bond issue will be required prior to the commencement of new school construction.

New residents cannot be assured of attending the neighborhood school as it may be necessary to bus students to available classrooms across the district. The safety of our students is our first and foremost priority. With this in mind, we ask that you encourage the developer to provide safe walkways, bike paths and pedestrian access for our students. School capacity and transportation is addressed in Idaho Code 67-6508 - future development will continue to have an impact on the district's capacity.

Sincerely,

Joe Yochum

Assistant Superintendent – Operations
West Ada School District

Troy Behunin

From: Rick Visser <rvisser@adacounty.id.gov>
Sent: Thursday, November 21, 2019 3:31 PM
To: Mayor Stear
Cc: Wendy Howell; Troy Behunin; Chris Engels
Subject: Re: [EXTERNAL] RE: My support for Envision Kuna

Categories: Agency Comments

Mayor Stear,
And *your* residents are what really matters. Keep up the good work of serving Kuna residents !
Rick

On Nov 21, 2019, at 2:19 PM, Mayor Stear <mayorstear@kunaid.gov> wrote:

CAUTION: This email originated from outside Ada County email servers. Do not click on links or open attachments unless you recognize the sender and know the content is safe. Verify the sender by mouse-hovering over their display name in order to see the sender's full email address and confirm it is not suspicious. If you are unsure an email is safe, please report the email by using the 'Phish Alert' button in Outlook.

Thank You Commissioner Visser;

I am sending this to our planning and zoning staff as well as City Clerk for the record.

I appreciate your support and that you recognize that Envision Kuna is about what our residents have asked for and is a well thought out plan.

Best always

Joe Stear
Mayor of Kuna Idaho

751 W. 4th St.
PO Box 13
Kuna Idaho 83634
www.KunaCity.id.gov [kunacity.id.gov]
(208) 922.5546
<image001.jpg>

From: Rick Visser [<mailto:rvisser@adacounty.id.gov>]
Sent: Thursday, November 21, 2019 1:56 PM
To: Mayor Stear <mayorstear@kunaid.gov>
Subject: Fwd: My support for Envision Kuna

RE: Letter from Ada County in Regard to the Spring
Rock Application

Dear Mayor Stear, City Council Members and Planning & Zoning
Commissioners:

I did not sign the October 7, 2019 letter from Ada County to Mayor Stear and the
City Council for a few reasons:

1. My main reason for not signing the letter is that I do not believe that Ada County Commissioners, Development Services staff or the City of Boise has the authority to judge your *Envision Kuna* comprehensive plan. The Kuna City Council and Mayor have used a thorough, well-researched analysis with several skilled participants to draft the plan. They know the Kuna community better than others. I respect your work!
2. A coordinated growth plan should not mean that Boise and Meridian have the best comprehensive plans and Ada County's other cities should follow them. Personally, I believe that Boise and Meridian have gone too far with their high density infill development. High density growth has led to increased traffic, longer response time for first responders, poorer air quality, over capacity schools, more vehicle accidents and many disappointed longtime residents.
3. Since Boise and Meridian's comprehensive plans have caused so many problems, a true coordinated growth would depart from high density infill and entertain less apartments but more planned communities and subdivisions.
4. I also am troubled by a "one shoe fits all" coordinated growth plan philosophy of Ada County and COMPASS. Based on the numbers provided by Mayor Stear, Kuna is a commuter city. Boise and Meridian are not, and one should not expect its shoes to fit Kuna. The future SpringRock development is similar to the successful planned communities that were developed at Hillcrest Golf Course, Plantation Golf Course, Eagle Hills Golf Course, Banbury Golf Course, Spurwing Golf Course, Avimor, Harris Ranch, Dry Creek Ranch and Hidden Springs. I believe that a mixed use SpringRock Development would be a great benefit to Kuna residents as it would allow more residents to work in Kuna.
5. The pros outweigh the cons for planned communities. Both Avimor and Dry Creek Ranch have high tech waste water treatment facilities that produce

Exhibit B 15

drinkable water. This water is not used for public consumption, but it is safely used for fishing ponds and irrigation. Avimor and Dry Creek Ranch require water saving plumbing fixtures in every home. Avimor treats 110 gallons of waste water per day per household while Boise treats over 225 gallons of waste water per household per day. Avimor requires hot water circulating systems in all its homes. These systems save an average of 14,000 gallon of water per residence per year. An ITD study revealed that the population in Avimor has 50% less daily vehicle trips than a Boise or Meridian subdivision with the same population. One of my fellow commissioners believes that planned community residents expect the same response time as city dwellers. However, she has no evidence or data to back up that claim. I believe it is likely that people who choose to live away from a city realize it will take longer for first responders to arrive.

I know that there are two sides to every coin, and I believe in the Kuna side. As an Ada County Commissioner, I support *Envision Kuna*.

Respectfully,



Exhibit B 16

BOISE POLICE DEPARTMENT

MAYOR: David H. Bieter | CHIEF: William Bones

August 19, 2019

RECEIVED
AUG 26 2019
CITY OF KUNA

Mayor Joe Stear & Kuna City Council
Kuna City Hall
751 W. 4th Street
Kuna, ID 83634

RE: Spring Rock Subdivision Application

Dear Mayor and City Council Members:

I am writing to express my concern about the recent application for annexation and a planned unit development by River Ridge Engineers. The developers have requested annexation of 761 acres for development of a residential subdivision with a commercial component less than two miles from our shooting range.

In 2016, the Boise Police Department constructed a law enforcement shooting range for the purpose of training our officers and partnering with other local law enforcement agencies. The facility at 5958 Kuna Mora Road includes pistol ranges, a rifle range and a large covered training house consisting of a maze of cinder block walls used for SWAT and special operations training. This facility is a phased project. The City of Boise has not fully developed the 120 acres of property we own City but certainly has plans to do so. At some point in the future, with the growth of the valley's population and the corresponding growth of local law enforcement agencies, this facility will increase in size and scope, with additional pistol and rifle ranges, including a 1000-yard precision rifle range.

The City purchased the shooting range property in this area in order to minimize the impact of such a facility on residential uses. This area of Ada County is sparsely populated, which makes the siting of the range on Kuna Mora Road about the best solution possible given the growth throughout the valley. The idea of constructing 2,274 homes along with parks and other amenities less than two miles away is troublesome, as it is highly unlikely/impossible the City would ever find another alternative to the current Range site.

Officers from several local law enforcement agencies use the shooting range at various times from 8 a.m. until 10 p.m. in accordance with the terms of BPD's Conditional Use Permit. We have learned, in our three years of operating the facility, that noise travels over the flat desert topography increasing the impact of the sound on the existing residential neighbors. Dense residential development in proximity to our range does not seem appropriate under these circumstances. Approval of this development will

exponentially increase the number of upset residents as a result of the regular use of the shooting range.

We respectfully request you deny the application for annexation and development of this property for residential uses.

Sincerely,



William L. Bones
Chief of Police
Boise Police Department



EXHIBIT B 17



AdaCountyParamedics
We're in it for Life!

January 13, 2020

Kuna Planning and Zoning Commission
751 W 4th Street
Kuna, Idaho 83634

Commissioners,

At the request of the Board of Ada County Commissioners, I am sending this letter which includes some response data for Emergency Medical Calls in the area of the proposed Spring Rock Subdivision. Both Ada County Paramedics and the Kuna Rural Fire District respond to requests for service in this area. In general, our goal for Ada County response is to be on scene in 9 minutes or less, on 90% of our calls.

In the area surrounding the Falcon Crest Golf Course, there has been 39 calls in past two years. If the unit is in station the response times are as follows: Kuna Fire KM61 (8:09), ACP M25 (10:09) Average response time is 12.09 minutes, median response time is 11.21 minutes and we get there 90% of the time in under 18:46 minutes.

In the Pleasant Valley/Prison/Range area, there were 413 calls in the past two years. (Pleasant Valley as the center point, immediate areas included). If the unit is in station, the response times are as follows: ACP M25 (13:44) and ACP M18 (14:13). Average response time is 19.35 minutes, median response 18.58 minutes and 90th Percentile is 24.293 minutes. It is important to note that once the crew is south of the prison, it is open desert it can be difficult to find patients. Additionally, the medic unit arrival time gets delayed by the process of getting the unit through security at the prison.

At the Meat Packing facility at 17078 S Cole Road, our CAD (computer aided dispatch) system through network analysis calculates the response times as follows: Kuna Fire KM61 at (16:10), ACP M25 (20:19), and ACP M18 at (20:47).

We believe response times are an important part of our Emergency Medical Service delivery and want to provide you with this data as you consider the Spring Rock Subdivision. With our current coverage and deployment strategy, EMS service delivery will take anywhere from 12-20 minutes to the area under consideration for this development.

Steve Boyenger, Director
370 N. Benjamin Lane · Boise, ID 83704-8331
208-287-2962 phone · 208-287-2999 fax
AdaCountyParamedics.org

EXHIBIT B 17

If you have any questions, please feel free to contact me.

Sincerely,



Steve Beyenger
Director
Ada County Paramedics

EXHIBIT B 18



ADA COUNTY

COMMISSIONERS'
OFFICE200 W. Front Street, 3rd Floor
Boise, Idaho 83702
(208) 287-7000
Fax (208) 287-7009
bocc1@adaweb.net
www.adaweb.netKuna Planning and Zoning Commission
751 West 4th Street
Kuna, ID 83634

January 14, 2020

Dear Commissioners:

In regard to the letter that you received today from Ada County Paramedics, I need to address some statements in it. The letter begins with "At the request of the Ada County Commissioners," and that is false. Not only did I not request it, I did not know of it until after it had been sent this morning. The Board's COO Steve Rutherford requested it; most likely via the direction of one of the other commissioners.

Commissioners Kenyon and Lachiondo have gone on the public record as being opposed to any planned community. One of commissioner's most frequent arguments is that people who live in planned communities expect the same response times as the response times for city residents. That position has not been ever supported with any empirical evidence. I have asked planned community residents if they have that expectation, and they have told me that they do not. When I lived at the base of foothills northwest of downtown Eagle and its lone fire station, I never expected equal response times that city residents had. I chose to live in the country, and I drove to and from work every day. I knew it would take longer for first responders to reach my house in an emergency.

The letter addresses response times, and I agree that they "are an important part of our Emergency Medical Service delivery." Comparing the response times to Falcon Crest Golf Course of 8 minutes 9 seconds "8:09" from Kuna Fire and 10:09 from Ada County Paramedics to Fitch & Associates' (a leading designer of EMS systems) recommended response time benchmarks ranging from 8:59 to 12:59, first responders to Falcon Crest are *under* the benchmarks. A variety of carefully considered system factors also impact response times such as traffic, road conditions, type of call, and location in a neighborhood. *Response Times: Myths, Measurement and Management*, Journal of Emergency Medical Services.

When someone opposes something, they often limit the facts they use to one side. However, I favor presenting and hearing both sides of a story. In addition, I oppose the Coordinated Growth Plan of Ada County for the City of Kuna because Kuna citizens, their planning and zoning commission, their mayor, and their city council should be the ones deciding what is best for Kuna.

Respectfully,

A handwritten signature in blue ink that reads "Rick Visser".

Rick Visser

Ada County Commissioner

Troy Behunin

From: Janet Kell <jkellrealestate@gmail.com>
Sent: Sunday, January 05, 2020 7:58 AM
To: Troy Behunin; Wendy Howell
Subject: Spring Rock Application

To Kuna City Council and Planning &
Zoning Commission:

As a long term landowners in Kuna, our family would like to further express our support for the Spring Rock development and its application with Kuna. We are excited to see Kuna participate in Idaho's strong economic growth with the addition of a thoughtful, long-term planned community. I'm also sharing views and observations of the Spring Rock project as a local residential real estate professional since the late 1980s. Since I started representing buyers, and sellers, I have worked with numerous developments across the Treasure Valley including Lakewood, Wood Duck Island, Harris Ranch, Hidden Springs and many others. Similar to other successful developments, Spring Rock is offering quality parks, open space, and a variety of housing options that will appeal to several types of buyers, including apartments, starter homes, for young families and upscale retirement options.

While the state's continued growth has generally been positive, many of us have also observed the costs. Planned communities such as Spring Rock allow for more coordination and better long-term outcomes for the local community. We would also like to acknowledge the city's thorough process "Envision Kuna" report released in July 2019. We were delighted to see how much Spring Rock developers have conformed with this long-term plan.

In summary, our family is very supportive for the development's application to move forward.

Best Regards,
Janet Kell & the Gilmore
Family

January 8th, 2020

James L. Whitmore

850 E Riverpark Ln. Boise ID 83706

Mayor Stear

Kuna City Council

Kuna Planning and Zoning Commission & Staff

RE: Spring Rock Development

We are the landowners for a portion of this development proposal.

For over 100 years our family has been ranching in and around Kuna. In 1908 our grandfather, Jay Whitmore, started his cattle ranch in the Ten Mile Creek Valley and also near Swan Falls. In the 70's our father George Whitmore worked closely with Morley Nelson to establish the Birds of Prey Conservation Area, as well as, initiating the beginning of the World Center for Birds of Prey.

Throughout all that time we have seen Kuna progress and grow. We have been in support of Envision Kuna and the processes for long term planning.

We support the Spring Rock applications and are looking forward to being formally a part of Kuna. This is an opportunity for Kuna to set a cornerstone with a project that provides quality parks, amenities and well thought out design. This proposal avoids patchwork development and is a better long term strategy for planning.

We ask that you approve the Spring Rock applications.

Thank you for your consideration.

Sincerely,



James L. Whitmore

208-867-6416

January 10, 2020,

To the Commissioners and staff of ACHD:

I am writing to the Commissioners and staff of ACHD to express our families support for the Spring Rock Development. I have known Dave Yorgason for over 20 years, and I am privileged to have Dave be spearheading this project. He is a guy that always takes all parties involved into consideration. I'm a neighbor and property owner who plans to live in Kuna for many years to come. I believe the benefits of this development will be prosperous to our community. The developers have shown that the project meets the standards and needs of ACHD and the City of Kuna.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Colson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ryan and Brenda Colson
11157 West Silver Hawk Lane
Kuna, ID 83634

January 10, 2020,

To the Commissioners and staff of ACHD:

I am writing to express our support for the Spring Rock Development applications. I feel that the developers have shown the project will enhance the City of Kuna and that it meets the requirements for ACHD. I have lived in the surrounding area where the Spring Rock Development will be since the 40's and believe this development will bring Kuna families a sense of pride living in such a beautiful area for many years to come.

Sincerely,

The Colson Family Trust

A handwritten signature in black ink, appearing to read "Duane H. Colson". The signature is written in a cursive style with a long horizontal flourish at the end.

Troy Behunin

From: Bobbie Davis <jcrad003@gmail.com>
Sent: Saturday, January 11, 2020 1:00 PM
To: Troy Behunin
Cc: Patt Duynslager
Subject: Re: SPRINGROCK SUBDIVISION

> On Jan 10, 2020, at 4:48 PM, Bobbie Davis <jcrad003@gmail.com> wrote:

>

> To: Wendy Howell

>

> We are sending you this message on the development of the Springrock Subdivision on Ten Mile Creek Rd. My husband and myself are in favor of seeing this project becoming a reality, our residence is on Ten Mile Creek Rd. We are glad to

>

> see the expansion and growth for the Kuna Community. We would like to see this subdivision go forward.

>

>

>

> Sincerely

>

>

>

> Jay and Roberta Davis
> 8425 Ten Mile Creek Rd
> Kuna, Id 83634

January 13, 2019

Kuna City Council, Planning and Zoning Commission and Staff

I am writing to express our support for the Spring Rock development applications. The developers have demonstrated the project is viable and meets the standards for the City of Kuna.

I am a neighbor and property owner and agree with their proposals. I recognize the benefits this will bring to our community.

Sincerely;



Kelly Fulfer
8445 Ten Mile Creek Rd
Kuna, Idaho 83634



January 14, 2020

To Whom It May Concern:

My concerns on this development would be that there would be a fence along the canal that would stop pets and children from the canal. And when the water is out of the canal, the pets cannot get into my livestock pens.

My next concern is weed control, specifically White Top.

The concerns with the round about are the heavy trucks coming from gravel pits and our equipment yard will destroy the round about structure and the tires on the trucks.

Sincerely,

A handwritten signature in black ink, appearing to read 'Bob Hall'.

Bob Hall

Owner of H & B Crushing LLC

Troy Behunin

From: Troy Behunin
Sent: Friday, January 31, 2020 11:53 AM
To: 'grasshopper1156@gmail.com'
Cc: Wendy Howell
Subject: Spring Rock subdivision

Dear Linda,

There will be another public hearing for Spring Rock, and the next time it will be with the City Council. I can certainly add your email to the list that goes to Council for consideration, or you are welcome to write something else, or something in addition and submit it through email.

Would you like to be added to the mailing list so that you receive a letter when the Council will hear this item? Please let me know.

Thank you for the email.

Troy

[Troy Behunin](#)

[Planner III](#)

[City of Kuna](#)

[751 W. 4th Street](#)

[Kuna, ID 83634](#)

TBehunin@Kunald.Gov

CONFIDENTIALITY NOTICE

This e-mail and any attachments may contain confidential or privileged information. If you are not the intended recipient, you are not authorized to use or distribute any information included in this e-mail or its attachments. If you receive this e-mail in error, please delete it from your system and contact the sender.

From: Aaa Bbb <grasshopper1156@gmail.com>
Sent: Wednesday, January 29, 2020 12:23 PM
To: Wendy Howell <whowell@kunaid.gov>
Subject: Spring Rock subdivision

Hi,

I was wondering if there will be another public hearing about the Spring Rock subdivision. I know there was one last night Jan. 28th. I have some questions and concerns. I live not too far from the proposed site. I am concerned about water. It sounds like with the density of housing as well as burms and parks, this will put an extra strain on our water resources. I am afraid that this will affect my well as far as having to dig it deeper to get water. I am also concerned about how this subdivision will impact wildlife. There are deer, coyotes, birds of prey, etc... who roam that land. With all of the growth in the valley, the wildlife are being squeezed out. Of course, many concerns have been voiced about traffic. Hubbard Rd already has a large volume of traffic in the morning and evening commutes. This subdivision will create even more traffic in our neighborhood. I also have concerns about noise and crime. I hope that the planning and zoning commissioners will take a look at our concerns as we are the one's who will have to live with this. The developers are only interested in making a quick buck. They don't care about the impact it is going to have on our neighborhood.

Sincerely,

Linda Mansfeld

grasshopper1156@gmail.com



Neighborhood Meeting Cert. & Minutes

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: Spring Rock Subdivision

Date and time of neighborhood meeting: June 24th, 2019

Location of neighborhood meeting: Onsite, at the corner of Five Mile and Hubbard Rd'

SITE INFORMATION:

Location: Quarter: Section: Township: 2N Range: 1E Total Acres: 761

Subdivision Name: Lot: Block:

Site Address: Ten Mile Creek Rd Tax Parcel Number(s): (list attached)
between Five Mile and Cole Rd's

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

CURRENT PROPERTY OWNER:

Name: Whitmore Family, Gilmore Living Trust, Davis Family

Address: City: State: Zip:

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

Name: Dave Yorgason Business (if applicable): Ten Mile Creek LLC

Address: 1211 N Happy Dr City: Boise State: ID Zip: 83706

Neighborhood Meeting Cert. & Minutes

6A

Spring Rock Public Hearing
302 of 696

PROPOSED USE:

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

Application Type	Brief Description
<input checked="" type="checkbox"/> Annexation	<u>761 Acres</u>
<input checked="" type="checkbox"/> Re-zone	<u>Ag to single family, multi family & Commercial</u>
<input checked="" type="checkbox"/> Subdivision (Sketch Plat and/or Prelim. Plat)	<u>Preliminary Plat 476 Acres</u>
Special Use	_____
Variance	_____
Expansion of Extension of a Nonconforming Use	_____
Zoning Ordinance Map Amendment	_____

APPLICANT:

Name: Ten Mile Creek LLC

Address: 1211 N Happy Dr

City: Boise State: ID Zip: 83706

Telephone: 208-850-1070 Fax: _____

I certify that a neighborhood meeting was conducted at the time and location noted on this form and in accord with Section 5-1A-2 of the Kuna City Code

Signature: (Applicant) Dan Yargam Date 7-9-19

Neighborhood Meeting Cert. & Minutes

SIGN IN SHEET

PROJECT NAME: Springrock

Date: 6-24-2019

	Name	Address	Zip	Phone
1	Dave Yorgason	14254 W. Battenberg, Boise	83713	208-850-4070
2	Bryan Woodall	11575 S. Hawk Haven	83634	208 869 058
3	LYNDA BOB LEARSCH	8955 S. Brown Way	83634	208 362 4640
4	Jerry Green	10850 Hubbard Rd	83634	208-401-6501
5	Martha Green	"	"	208-407-2176
6	Nile Olen	836 LA PASCA Boise	83705	208 682-4912
7	Bobbie Davis	8400 Ten Mile Creek	83634	208 562 0035
8	Kelly Falser	2350 W Merrill	83642	208-870-5891
9	Ryan Carlson	11257 Silver Hawk	83634	208-941-2078
10	Bob Hall	10801 Hubbard	83634	208-866-3461
11				
12	Erzsegt Szabo	11263 Hubbard		
13	Doreen Crutney	3606 E. Clendenen & Meridian	83642	208-861-9814
14	Kelly Lee	11710 Hubbard	83634	208 870 8833
15	PAT/DWYN SLABER	2896 North Mountain Rd	BOISE 83702	208-890-2185
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				

Neighborhood Meeting Cert. & Minutes

June 12, 2019

Re: Neighborhood meeting for the proposed Springrock development located in Kuna, Idaho.

Dear neighbor,

We invite you to attend a neighborhood meeting to discuss an application for future development. The site is approximately 761 acres and is adjacent to the Falcon Crest golf course in Kuna, Idaho. It is generally located on the south side of Tenmile Creek Road. Beginning at the west side of the property at Hubbard and Five Mile Roads, it borders the New York canal and Falcon Crest golf course and extends east to Cole Road (see map on back of this notice).

The first phase preliminary plat is approximately 476 acres and will include:

- Single family dwelling units (R-6 Zoning)
- 4 plex units (R-12 Zoning)
- Small office and other commercial uses (as allowed within C-1 Zoning)
- Two large community park sites
- One elementary school site

The application will include annexation, zoning, preliminary plat, planned unit development and development agreement.

The neighborhood meeting will be held onsite at the southwest corner of Hubbard and Five Mile Roads on Monday, June 24, 2019 at 7:00 pm.

The purpose of this meeting is to review the proposed project and give the surrounding neighbors an opportunity to ask questions and express their concerns or support.

If you are unable to attend and would like additional information, or if you have any additional questions, I can be reached at: dyorgason6@gmail.com or 208-850-1070.

We hope you are able to attend.

Sincerely,

Dave Yorgason
Springrock, LLC

Springrock Vicinity Map

S Federal Way
W Overland Rd

Legend

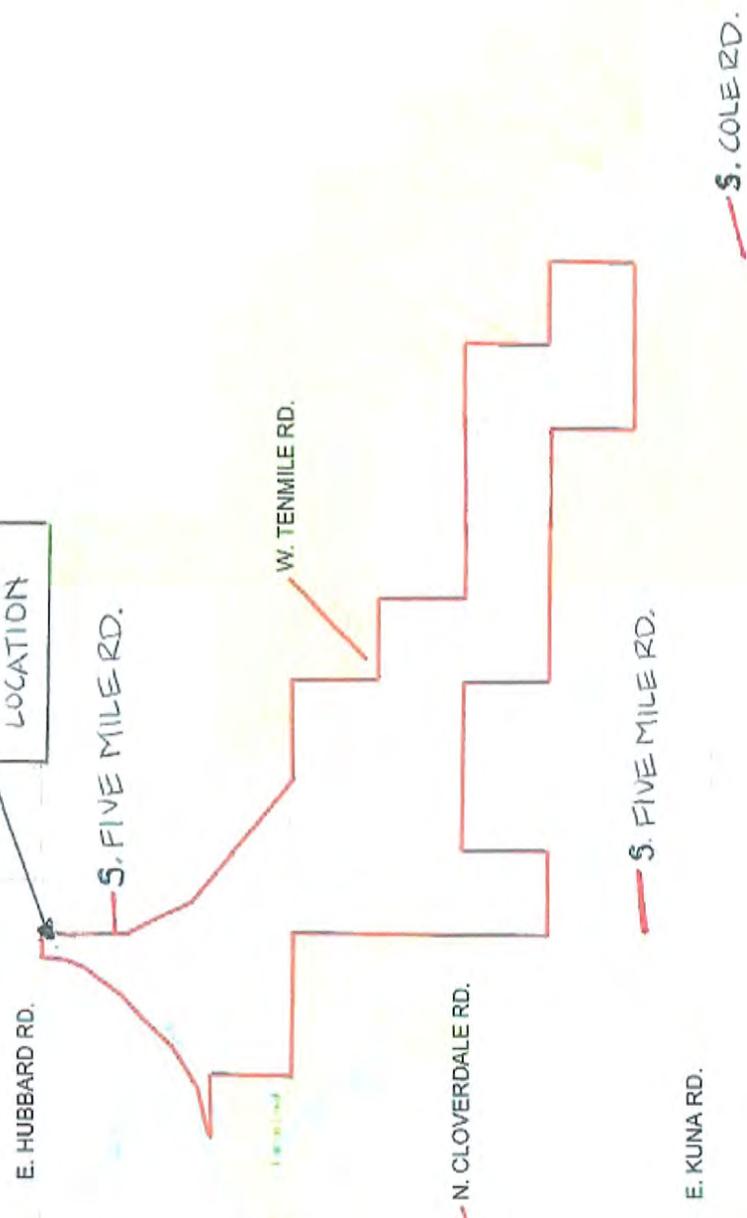


PROPERTY LIMITS

GILMORE-WHITMORE
PROPERTY MAP

Notes

MEETING
LOCATION



1: 33,215

This map is a user generated static output from an internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



1.0
0 0.52 1.0 Miles

NAD_1983_Transverse_Mercator
Date Generated: 12/6/2018 6:09:14 AM

NEIGHBORHOOD MEETING MINUTES

Meeting Date: June 6th, 2019 Number of Attendees: 13

Meeting Location: At the corner of Five Mile Rd and Hubbard Rd

Description of Project Presented:

Proposed future development for Springrock Subdivision, including annexation of 761 acres and a preliminary plat of 476 acres.
Project includes single family, 4 plex, small commercial, park and schools sites.

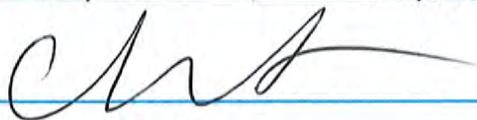
Attendee's comments:

- When will the project start?
- How will the traffic and roads work?
- Who will be building the homes?
- How will the 4 plexes be managed?
- What is the timing for the school site?
- What will be the effect on proerty taxes?
- What will be the impact on Hubbard Rd?

I hereby certify that the above information is complete and correct to the best of by knowledge.

Christopher G. Findlay

Printed Name



Signature

7/18/2019
Date

DECLARATION OF

COVENANTS, CONDITIONS AND RESTRICTIONS

FOR

SPRING ROCK SUBDIVISION NO. 1

Table of Contents

	Page
ARTICLE 1 - RECITALS	1
ARTICLE 2 - DECLARATION.....	1
ARTICLE 3 - DEFINITIONS	2
ARTICLE 4 - GENERAL AND SPECIFIC RESTRICTIONS.....	4
4.1 Structures - Generally.....	4
4.2 Antennae and Satellite Dish	6
4.3 Insurance Rates.....	6
4.4 No Further Subdivision	6
4.5 Signs	6
4.6 Nuisances.....	7
4.7 Exterior Maintenance: Owner's Obligations.....	7
4.8 Drainage	7
4.9 Grading.....	8
4.10 Water Supply Systems.....	8
4.11 No Hazardous Activities.....	8
4.12 Unsightly Articles.....	8
4.13 No Temporary Structures	8
4.14 No Unscreened Boats, Campers, and Other Vehicles	9
4.15 No Mining or Drilling	9
4.16 Energy Devices Outside	9
4.17 Vehicles	9
4.18 Animals/Pets.....	9
4.19 Landscaping.....	10
4.20 Exemption of Grantor.....	10
4.21 Conveyances of Common Area.....	11
4.22 Water Rights Appurtenant to Subdivision Lands	11
4.23 Commencement of Construction	11
ARTICLE 5 - SPRING ROCK HOMEOWNERS ASSOCIATION.....	11
5.1 Organization of Spring Rock Homeowners Association.....	11
5.2 Membership.....	11
5.3 Voting.....	12
5.4 Board of Directors and Officers	12
5.5 Power and Duties of the Association.....	13
5.6 Personal Liability.....	16
5.7 Budgets and Financial Statements.....	16
5.8 Meetings of Association	17
ARTICLE 6 - RIGHTS TO COMMON AREAS.....	17
6.1 Use of Common Area	17
6.2 Designation of Common Area.....	17
6.3 Delegation of Right to Use	17
6.4 Damages.....	18
6.5 Micropaths and Trails	18
ARTICLE 7 - ASSESSMENTS.....	18
7.1 Covenant to Pay Assessments	18
7.2 Regular Assessments	18
7.3 Special Assessments.....	19
7.4 Limited Assessments.....	20

7.5 Uniform Rate of Assessment.....20

7.6 Assessment Period.....20

7.7 Notice and Assessment Due Date.....20

7.8 Estoppel Certificate.....20

7.9 Special Notice and Quorum Requirements20

ARTICLE 8 - ENFORCEMENT OF ASSESSMENT LIENS.....21

8.1 Right to Enforce21

8.2 Assessment Liens.21

8.3 Method of Foreclosure22

8.4 Required Notice.....22

8.5 Subordination to Certain Trust Deeds22

8.6 Rights of Mortgagees22

ARTICLE 9 - INSPECTION OF ASSOCIATION’S BOOKS AND RECORDS22

9.1 Member’s Right of Inspection.....22

9.2 Rules Regarding Inspection of Books and Records22

9.3 Director’s Rights of Inspection23

ARTICLE 10 - ARCHITECTURAL COMMITTEE23

10.1 Creation23

10.2 Grantor’s Right of Appointment23

10.3 Review of Proposed Construction23

10.4 Meetings of the Architectural Committee24

10.5 No Waiver of Future Approvals.....24

10.6 Compensation of Members.....25

10.7 Inspection of Work25

10.8 Non-Liability of Architectural Committee Members25

10.9 Variances26

10.10 Grantor’s Exemption26

ARTICLE 11 - ANNEXATION OF ADDITIONAL PROPERTIES26

11.1 By Grantor26

11.2 By Association.....26

11.3 Rights and Obligations of Owners of Annexed Phases.....26

11.4 Method of Annexation.....27

11.5 De-annexation.....27

ARTICLE 12 - EASEMENTS.....27

12.1 Drainage and Utility27

12.2 Rights and Duties Concerning Utility Easements28

ARTICLE 13 - STORM WATER MANAGEMENT SYSTEMS29

13.1 Operations and Maintenance Manual.....29

13.2 ACHD Storm Water Drainage System29

13.3 ACHD Right to Inspect and Maintain29

13.4 ACHD Approval of Amendments.....29

13.5 ACHD Assessment of Costs29

ARTICLE 14 - MISCELLANEOUS.....31

16.1 Term30

16.2 Amendment.30

16.3 Notices31

16.4 Enforcement and Non-Waiver.....31

16.5 Interpretation31

16.6 Successors and Assigns32

IN WITNESS WHEREOF, the Grantor has executed this Declaration effective as of the date first set forth above.

David Yorgason

Chris Findlay

Patt Duynslager

State of Idaho }
 }ss
County of Ada }

On this ___ day of _____, 2019, before me the undersigned, a notary public in and for the State, personally appeared David Yorgason, known or identified to me to be a member of Ten Mile Creek LLC, an Idaho limited liability company, the person who executed this declaration and acknowledged to me that said limited liability company executed the same.

In witness whereof, I have hereunder set my hand and affixed my official seal the day and year in this certificate first above written.

My Commission Expires _____
Residing At _____

Notary Public for the State of Idaho

State of Idaho }
 }ss
County of Ada }

On this ___ day of _____, 2019, before me the undersigned, a notary public in and for the State, personally appeared Chris Findlay, known or identified to me to be a member of Ten Mile Creek LLC, an Idaho limited liability company, the person who executed this declaration and acknowledged to me that said limited liability company executed the same.

In witness whereof, I have hereunder set my hand and affixed my official seal the day and year in this certificate first above written.

My Commission Expires _____
Residing At _____

Notary Public for the State of Idaho

State of Idaho }
 }ss
County of Ada }

On this ___ day of _____, 2019, before me the undersigned, a notary public in and for the State, personally appeared Patt Duynslager, known or identified to me to be a member of Ten Mile Creek LLC, an Idaho limited liability company, the person who executed this declaration and acknowledged to me that said limited liability company executed the same.

In witness whereof, I have hereunder set my hand and affixed my official seal the day and year in this certificate first above written.

My Commission Expires _____
Residing At _____

Notary Public for the State of Idaho

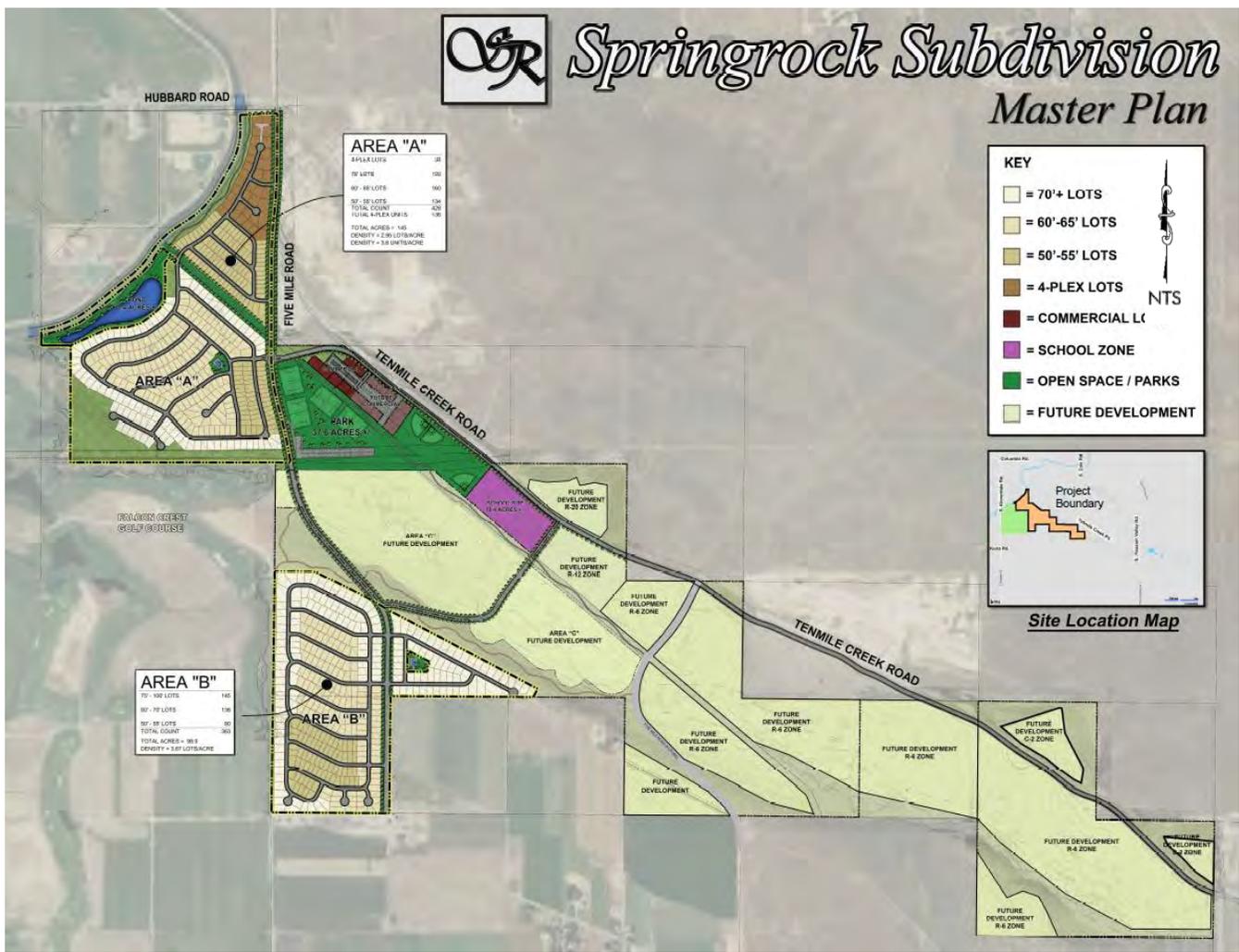
EXHIBIT A

Legal Description of the Property

TRAFFIC IMPACT STUDY

SPRINGROCK SUBDIVISION

Kuna, Idaho
June 6, 2019



Prepared For:

DAVE YORGASON

Prepared By:

CR ENGINEERING, INC.

181 East 50th Street
Garden City, ID 83714
(208) 841-4996

Table of Contents

EXECUTIVE SUMMARY	1
1.0 Proposed Development.....	1
2.0 Improvements Needed to Mitigate 2019 Existing Traffic.....	5
3.0 Improvements Needed to Mitigate 2025 Phase 1 Background Traffic	5
4.0 Improvements Needed to Mitigate 2025 Phase 1 Total Traffic	6
5.0 2040 Full Build-Out Planning-Level Analysis.....	8
1.0 INTRODUCTION	9
1.1 Proposed Development.....	10
1.2 Study Approach	13
1.3 Study Area	13
1.4 Study Period	15
1.5 Analysis Methods and Performance Measure Thresholds.....	15
1.6 Study Assumptions and Limitations.....	15
2.0 EXISTING CONDITIONS.....	16
2.1 Roadway Network, Intersection Control and Lane Configuration	16
2.2 Existing Traffic Volumes	18
2.3 Intersection Crash Data	21
2.4 Roadway Segment Level of Service.....	22
2.5 Intersection Level of Service.....	23
2.6 Roadway Segment Mitigation	25
2.7 Intersection Mitigation	25
3.0 2025 PHASE 1 BACKGROUND TRAFFIC CONDITIONS.....	26
3.1 Roadway Network	26
3.2 Background Traffic	27
3.3 Roadway Segment Level of Service.....	30
3.4 Intersection Level of Service.....	31
3.5 Roadway Segment Mitigation	34
3.6 Intersection Mitigation	34
4.0 2025 PHASE 1 TOTAL TRAFFIC CONDITIONS	37
4.1 Roadway Network	37
4.2 Proposed Development.....	37
4.3 Site Traffic.....	37
4.3.1 Trip Generation	37
4.3.2 Trip Capture.....	37
4.3.3 Pass-by Trips	37
4.3.4 Modal Split	37
4.3.5 Trip Distribution and Assignment	37
4.4 Total Traffic.....	38
4.5 Roadway Segment Level of Service.....	44
4.6 Intersection Level of Service.....	45
4.7 Roadway Segment Mitigation	48
4.8 Intersection Mitigation	48
4.9 Site Access and Circulation.....	50
5.0 2040 BUILD-OUT YEAR PLANNING-LEVEL ANALYSIS.....	52
5.1 Roadway Network, Demographics, and Background Traffic	52

5.2 Site Traffic.....52

5.3 Roadway Segment Level of Service.....54

APPENDIX A: SCOPE AND COMPASS AREA OF INFLUENCE RESULTSA

APPENDIX B: TRAFFIC COUNTSB

APPENDIX C: 2019 CAPACITY ANALYSIS REPORTSC

APPENDIX D: COMPASS FORECASTS.....D

APPENDIX E: 2025 CAPACITY ANALYSIS REPORTSE

APPENDIX F: INTERNAL CAPTURE TRIPS WORKSHEETS.....F

APPENDIX G: TURN LANE WARRANT WORKSHEETS.....G

APPENDIX H: SIGNAL WARRANT WORKSHEETSH



List of Figures

Figure 1.1 – Site Location and Vicinity	9
Figure 1.2 – Preliminary Master Site Plan	11
Figure 1.3 – Phase 1 Preliminary Site Plan	12
Figure 1.4 – Study Area Roadway and Intersection	14
Figure 2.1 – Existing Intersection Control and Lane Configuration	17
Figure 2.2 – 2019 Existing Weekday AM Peak Hour Traffic	19
Figure 2.3 – 2019 Existing Weekday PM Peak Hour Traffic	20
Figure 3.1 – 2025 Phase 1 AM Peak Hour Background Traffic	28
Figure 3.2 – 2025 Phase 1 PM Peak Hour Background Traffic	29
Figure 4.1 – Site Traffic Distribution Patterns	39
Figure 4.2 – 2025 Phase 1 AM Peak Hour Site Traffic	40
Figure 4.3 – 2025 Phase 1 PM Peak Hour Site Traffic	41
Figure 4.4 – 2025 Phase 1 AM Peak Hour Total Traffic	42
Figure 4.5 – 2025 Phase 1 PM Peak Hour Total Traffic	43
Figure 4.6 – Phase 1 Site Access and Circulation and Internal Roadway ADTs	51

List of Tables

Table 1 – Intersection Improvements Summary (Phase 1)	2
Table 2 – Roadway Segment Lane Improvement Summary (Phase 1)	3
Table 3 – Roadway Segment Level of Service Summary (2040 Full Build-Out)	4
Table 1.1 – Proposed Land Use Summary	10
Table 2.1 – Study Area Roadway Characteristics	16
Table 2.2 – 2019 Existing ADT Summary	18
Table 2.3 – Intersection Crash Data (2013-2017)	21
Table 2.4 – Roadway Segment Level of Service – 2019 Existing Traffic	22
Table 2.5 – Intersection MOEs – 2019 Existing Traffic	23
Table 3.1 – Planned Roadway Improvements Summary	26
Table 3.2 – Planned Intersection Improvement Summary	27
Table 3.3 – Roadway Segment Level of Service – 2025 Phase 1 Background Traffic	30
Table 3.4 – Intersection MOEs – 2025 Phase 1 Background Traffic	32
Table 3.5 – Intersection MOEs – 2025 Phase 1 Background Traffic Mitigation	36
Table 4.1 – 2025 Phase 1 Site Trip Generation Summary	38
Table 4.2 – Roadway Segment Level of Service – 2025 Phase 1 Total Traffic	44
Table 4.3 – Intersection MOEs – 2025 Phase 1 Total Traffic	46
Table 4.4 – Intersection MOEs – 2025 Phase 1 Total Traffic Mitigation	50
Table 5.1 – 2040 Build-Out Site Trip Generation Summary	53
Table 5.2 – 2040 Percent Site Traffic Estimate	54
Table 5.3 – Roadway Segment Level of Service Analysis – 2040 Build-Out Year Background Traffic	55
Table 5.4 – Roadway Segment Level of Service Analysis – 2040 Build-Out Year Total Traffic	56

EXECUTIVE SUMMARY

CR Engineering, Inc. has been retained to prepare a traffic impact study (TIS) for the proposed Springrock Subdivision located along Tenmile Creek Road between Five Mile Road and Pleasant Valley Road in Kuna, Idaho, as shown in **Figure 1.1**. The scope of this report was determined through coordination with the Ada County Highway District (ACHD) and the Idaho Transportation Department (ITD) with inputs from the Community Planning Association of Southwest Idaho (COMPASS).

Springrock Subdivision is a proposed 761-acre mixed-use development planned to be developed in multiple phases. The initial developments in Phase 1 are planned to be completed by 2025, but may change depending on the market conditions. The remaining developments are planned to be completed in future phases with an expected 2040 full build-out year.

The TIS evaluates the potential traffic impacts resulting from background traffic growth, off-site developments in the area, and the proposed initial Phase 1 developments of Springrock Subdivision, and identifies improvements to mitigate the impacts if needed. Traffic impacts were evaluated under weekday AM and PM peak hour traffic conditions. **Table 1** and **Table 2** summarize the roadway and intersection improvements needed to mitigate the traffic impacts for the following traffic conditions:

- 2019 Existing traffic
- 2025 Phase 1 background traffic
- 2025 Phase 1 total traffic

In addition, a planning-level analysis of the study area roadway segments' level of service was also evaluated under 2040 full build-out year traffic conditions. The purpose of the planning-level analysis is to identify which study area roadway segments are expected to need additional lanes beyond the roadway lanes programmed in ACHD's 2016 Capital Improvement Plan (CIP). **Table 3** summarizes the roadway segment analysis results for the 2040 traffic conditions:

- 2040 Full build-out year background traffic
- 2040 Full build-out year total traffic

It is anticipated that additional TISs will be required for each future phase of the development at the time of submission of a preliminary plat application. Traffic impacts and mitigations for future phases will be identified in future TISs.

1.0 Proposed Development

1.1 At full build-out, Springrock Subdivision is estimated to include the following land uses:

- Single-family residential : 1,925 dwelling units
- 4-Plex residential : 252 dwelling units
- Multi-family residential : 120 dwelling units
- Office : 60,000 square feet (sf)
- Day care center : 5,000 sf
- Coffee shop with drive-thru : 2,000 sf
- Quality restaurant : 6,000 sf
- High-turnover restaurant : 6,000 sf
- Convenience market : 4,000 sf
- Mini-storage facility : 101,000 sf
- Elementary school : 1 with 600 students

1.2 The initial Phase 1 development includes the following land uses with an estimated 2025 build-out year:

- Single-family residential : 757 dwelling units
- 4-Plex residential : 136 dwelling units
- Office : 10,000 sf
- Day care center : 5,000 sf
- Quality restaurant : 6,000 sf
- Elementary school : 1 with 600 students

Table 1 – Intersection Improvements Summary (Phase 1)

	Intersection	2019 Existing	2025 Phase 1	
			Background	Total
①	Columbia Road and Meridian Road	None	None ²	Signal timing
②	Kuna Road and Meridian Road	None	None	None
③	Columbia Road and Locust Grove Road	None	None	None
④	Kuna Road and Locust Grove Road	None	None	None
⑤	Columbia Road and Eagle Road	None	None	None
⑥	Kuna Road and Eagle Road	None	None	None
⑦	Amity Road and Cloverdale Road	None	2 thru lanes on Cloverdale Rd or Multi-lane roundabout	None beyond prior improvements
⑧	Lake Hazel Road and Cloverdale Road	None	Signal timing²	Widen intersection to 5x5
⑨	Columbia Road and Cloverdale Road	None	Single-lane roundabout or Signal with LT lanes	None beyond prior improvements
⑩	Hubbard Road and Cloverdale Road	SB right-turn lane¹	Single-lane roundabout or Signal with LT lanes	None beyond prior ² improvements
⑪	Kuna Road and Cloverdale Road	None	None	None
⑫	Hubbard Road and Tenmile Creek Road	None	None	None
⑬	Gowen Road and Pleasant Valley Road	None	None ²	None
⑭	Tenmile Creek Road and Pleasant Valley Road	SB right-turn lane¹	None beyond prior improvements	EB left-turn lane NB left-turn lane

¹ Turn lane needs are based on ACHD's turn-lane guidelines, intersection meets minimum operational thresholds without turn lane

² Overall intersection v/c ratio exceeds 0.90

Table 2 – Roadway Segment Lane Improvement Summary (Phase 1)

Study Area Roadway Segment	2019 Existing Lanes	2025 Phase 1	
		Background	Total
Cloverdale Rd Amity Rd to Lake Hazel Rd	2	Widen to 5 lanes	5
Cloverdale Rd Lake Hazel Rd to Columbia Rd	2/3	2/3	Widen to 5 lanes
Cloverdale Rd Columbia Rd to Hubbard Rd	2	2	2
Pleasant Valley Rd Gowen Rd to Hollilynn Dr	2	2	2
Pleasant Valley Rd Hollilynn Dr to Tenmile Creek Rd	2	2	2
Columbia Rd Meridian Rd to Locust Grove Rd	2	2	2
Columbia Rd Locust Grove Rd to Eagle Rd	2	2	2
Columbia Rd Eagle Rd to Cloverdale Rd	2	2	2
Hubbard Rd Cloverdale Rd to Five Mile Rd	2	2	2
Five Mile Rd Tenmile Creek Rd to Hubbard Rd	2	2	2
Tenmile Creek Rd Five Mile Rd to Pleasant Valley Rd	2	2	2
Kuna Rd Meridian Rd to Locust Grove Rd	2	2	2
Kuna Rd Locust Grove Rd to Eagle Rd	2	2	2
Kuna Rd Eagle Rd to Cloverdale Rd	2	2	2

Table 3 – Roadway Segment Level of Service Summary (2040 Full Build-Out)

Study Area Roadway Segment	2019 Existing Lanes	CIP Programmed Lanes	Meet LOS Planning Threshold?	
			2040 Background	2040 Total
Cloverdale Rd Amity Rd to Lake Hazel Rd	2	5	Yes	No
Cloverdale Rd Lake Hazel Rd to Columbia Rd	2	5	No	No
Cloverdale Rd Columbia Rd to Hubbard Rd	2	3	No	No
Pleasant Valley Rd Gowen Rd to Hollilynn Dr	2	2	Yes	No
Pleasant Valley Rd Hollilynn Dr to Tenmile Creek Rd	2	2	Yes	No
Columbia Rd Meridian Rd to Locust Grove Rd	2	2	No	No
Columbia Rd Locust Grove Rd to Eagle Rd	2	2	No	No
Columbia Rd Eagle Rd to Cloverdale Rd	2	2	No	No
Hubbard Rd Cloverdale Rd to Five Mile Rd	2	3	Yes	No
Five Mile Rd Tenmile Creek Rd to Hubbard Rd	2	3	Yes	Yes
Tenmile Creek Rd Five Mile Rd to Pleasant Valley Rd	2	3/2	Yes	Yes
Kuna Rd Meridian Rd to Locust Grove Rd	2	2	Yes	No
Kuna Rd Locust Grove Rd to Eagle Rd	2	2	No	No
Kuna Rd Eagle Rd to Cloverdale Rd	2	2	No	No

2.0 Improvements Needed to Mitigate 2019 Existing Traffic

- 2.1 All study area intersections currently meet minimum operational thresholds with 2019 existing traffic conditions analyzed with the existing intersection control and lane configurations. As a result, no intersection control or capacity improvements are needed to mitigate 2019 existing traffic.
- 2.2 Two study area intersections meet ACHD's turn-lane guidelines:
- Hubbard Road and Cloverdale Road intersection
 - Southbound right-turn lane
 - Tenmile Creek Road and Pleasant Valley Road intersection
 - Southbound right-turn lane
- 2.3 None of the study area roadway segments need additional capacity improvements, except for the turn-lane improvements identified above.
- The Cloverdale Road segment between Amity Road and Lake Hazel Road exceeds ACHD's LOS planning thresholds with 2019 existing traffic. However, based on intersection capacity analysis, the Cloverdale Road approaches do not need additional through lanes at the Amity Road intersection or Lake Hazel Road intersection. As a result, no roadway capacity improvements are recommended to mitigate 2019 existing traffic.

3.0 Improvements Needed to Mitigate 2025 Phase 1 Background Traffic

- 3.1. Six study area intersections are expected to exceed minimum operational thresholds with 2025 background traffic conditions analyzed with the existing intersection control and lane configurations or with the preceding improvements needed to mitigate 2019 existing traffic. The intersections and improvements needed to mitigate the 2025 background traffic impacts are:
- Columbia Road and Meridian Road intersection
 - No improvements are proposed to mitigate 2025 background traffic impacts
 - The intersection is expected to only exceed 0.90 overall intersection v/c ratio during the AM peak hour
 - All lane groups are expected to operate with v/c ratios less than 1.00 during the peak hours
 - Amity Road and Cloverdale Road intersection (two options)
 - Option 1 – Widen Cloverdale Road approaches to two through lanes in each direction and signal modifications
 - Cloverdale Road is programmed in the 2019-2023 IFYWP to be widened to five lanes from Victory Road to Lake Hazel Road
 - Option 2 – Multi-lane roundabout
 - The Amity Road and Cloverdale Road intersection is programmed in the 2019-2023 IFYWP to be reconstructed as a multi-lane roundabout
 - Lake Hazel Road and Cloverdale Road intersection
 - Optimize signal timing for the expected traffic conditions
 - No capacity improvements are proposed to mitigate 2025 background traffic impacts
 - The intersection is expected to only exceed 0.90 overall intersection v/c ratio during the peak hours
 - All lane groups are expected to operate with v/c ratios less than 1.00 during the peak hours
 - Columbia Road and Cloverdale Road intersection (two options)
 - Option 1 – Signal with left-turn lanes on all approaches
 - Option 2 – Single-lane roundabout
 - The Columbia Road and Cloverdale Road intersection is programmed in the 2016 CIP to be reconstructed as a single-lane roundabout between 2026 and 2030 timeframe

- Hubbard Road and Cloverdale Road intersection (two options)
 - Option 1 – Signal with left-turn lanes on all approaches
 - Option 2 – Single-lane roundabout

There are no improvements programmed at the Hubbard Road and Cloverdale Road intersection according to ACHD's current transportation plans. The intersection is listed in ACHD's Master Street Map (MSM) as a single-lane roundabout.

- Gowen Road and Pleasant Valley Road intersection
 - No improvements area proposed to mitigate 2025 background traffic impacts
 - The intersection is expected to only exceed 0.90 overall intersection v/c ratio during the PM peak hour
 - All lane groups are expected to operate with v/c ratios less than 1.00 during the peak hours

3.2. Cloverdale Road is expected to need the following improvements to mitigate 2025 background traffic impacts:

- Widen to five lanes between Amity Road and Lake Hazel Road
 - Cloverdale Road is programmed in the 2019-2023 IFYWP to be widened to five lanes from Victory Road to Lake Hazel Road.

4.0 Improvements Needed to Mitigate 2025 Phase 1 Total Traffic

4.1 Six study area intersections are expected to exceed ACHD's minimum operational thresholds with 2025 total traffic conditions analyzed with the existing intersection control and lane configurations, or with the preceding improvements identified above for 2019 existing and 2025 background traffic. The intersections and improvements needed to mitigate the 2025 total traffic impacts are:

- Columbia Road and Meridian Road intersection
 - Optimize signal timing for the expected traffic conditions
 - No improvements area proposed to mitigate 2025 total traffic impacts
 - The intersection is expected to only exceed 0.90 overall intersection v/c ratio during the AM peak hour
 - All lane groups are expected to operate with v/c ratios less than 1.00 during the peak hours

The estimated Phase 1 site traffic at the Columbia Road and Meridian Road intersection is approximately 3.0% of the total intersection traffic during the PM peak hour.

- Lake Hazel Road and Cloverdale Road intersection
 - Widen intersection to have on left-turn lane, one through lane, and one shared through/right-turn lane on all approaches
 - The Lake Hazel Road and Cloverdale Road intersection is programmed in the 2019-2023 IFYWP to be widened to five lanes on both Lake Hazel Road and Cloverdale Road. The construction years have not been identified and the project is listed as preliminary development.
 - The estimated Phase 1 site traffic is approximately 11.2% of the total intersection traffic during the PM peak hour.

The estimated Phase 1 site traffic at the Lake Hazel Road and Cloverdale Road intersection is approximately 11.2% of the total intersection traffic during the PM peak hour.

- Columbia Road and Cloverdale Road intersection
 - No improvements are proposed to mitigate 2025 total traffic impacts
 - As a signalized intersection, the intersection is expected to meet minimum operational thresholds

- As a single-lane roundabout, one lane group is expected to slightly exceed 0.85 v/c ratio threshold during the AM peak hour

The estimated Phase 1 site traffic at the Columbia Road and Cloverdale Road intersection is approximately 30.8% of the total intersection traffic during the PM peak hour.

■ Hubbard Road and Cloverdale Road intersection

- No improvements are proposed to mitigate 2025 total traffic impacts
 - As a signalized intersection, the intersection is expected to meet minimum operational thresholds, with the exception of the overall intersection v/c ratio slightly exceeding 0.90 v/c ratio during the AM peak hour
 - As a single-lane roundabout, one lane group is expected to slightly exceed 0.85 v/c ratio threshold during the AM peak hour

The estimated Phase 1 site traffic at the Hubbard Road and Cloverdale Road intersection is approximately 34.7% of the total intersection traffic during the PM peak hour.

■ Gowen Road and Pleasant Valley Road intersection

- No improvements are proposed to mitigate 2025 total traffic impacts
 - The intersection is expected to meet minimum operational threshold, with the exception of the overall intersection v/c ratio exceeding 0.90 threshold during the peak hours.

The estimated Phase 1 site traffic at the Gowen Road and Pleasant Valley Road intersection is approximately 10.3% of the total intersection traffic during the PM peak hour.

4.2 One study area intersection is expected to require turn lanes:

- Tenmile Creek Road and Pleasant Valley Road intersection
 - Eastbound left-turn lane
 - Northbound left-turn lane

The estimated Phase 1 site traffic at the Tenmile Creek Road and Pleasant Valley Road intersection is approximately 30.7% of the total intersection traffic during the PM peak hour.

4.3 Cloverdale Road is expected to need the following improvements to mitigate 2025 total traffic impacts:

- Widen to five lanes from Lake Hazel Road to Columbia Road
 - Cloverdale Road is programmed in the 2016 CIP to be widened to five lanes from Lake Hazel Road to Columbia Road between 2026 and 2030

The estimated Phase 1 site traffic on this Cloverdale Road segment is approximately 20.7% of the total traffic during the PM peak hour.

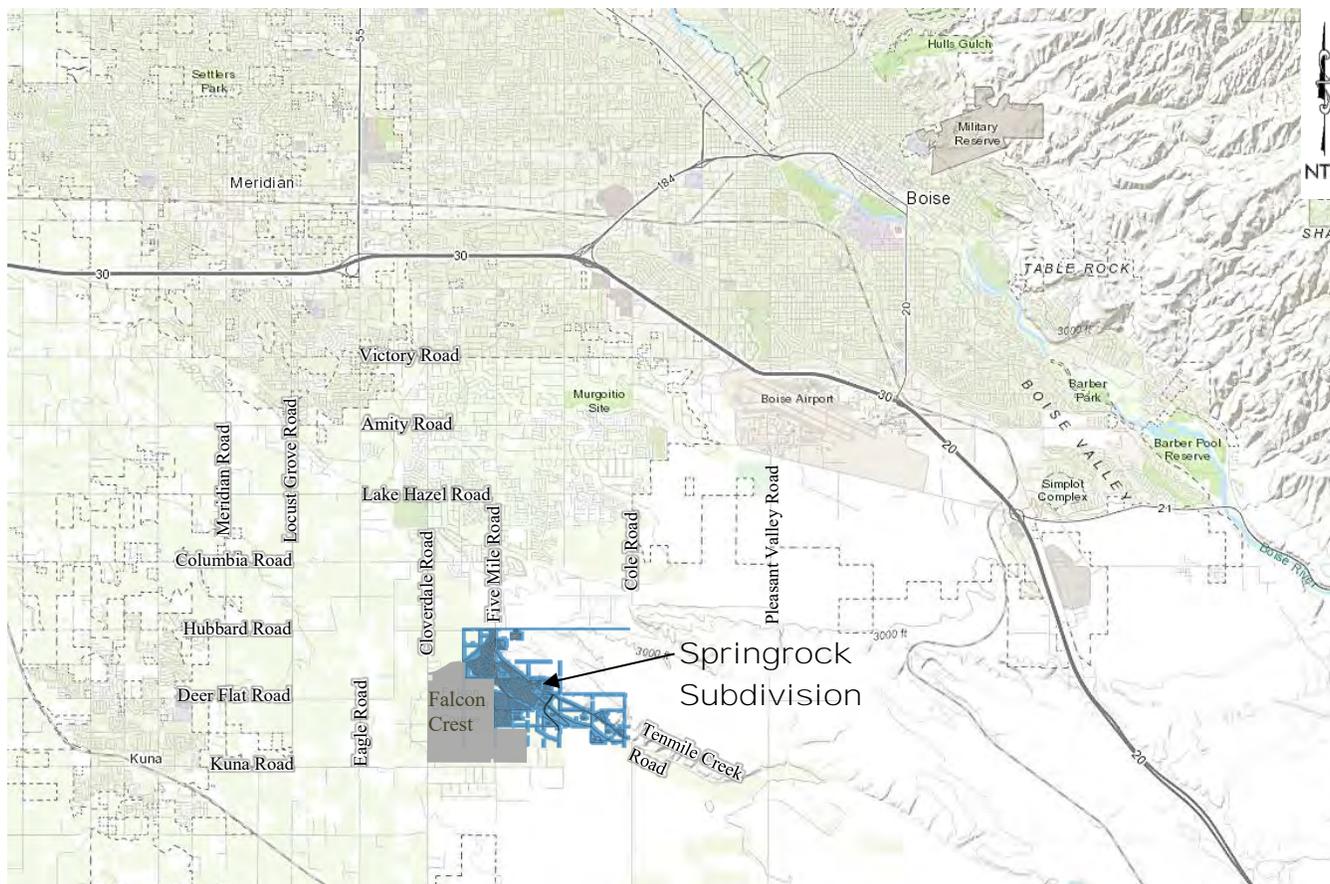
5.0 2040 Full Build-Out Planning-Level Analysis

- 5.1 With 2040 background traffic, the following study area roadway segments are expected to exceed ACHD's LOS planning thresholds and need additional lanes beyond the lanes programmed in the 2016 CIP:
- Cloverdale Road between Lake Hazel Road and Columbia Road
 - Widen from five lanes to seven lanes
 - Cloverdale Road between Columbia Road and Hubbard Road
 - Widen from three lanes to five lanes
 - Columbia Road between Meridian Road and Cloverdale Road
 - Widen from two lanes to three lanes
 - Kuna Road between Meridian Road and Cloverdale Road
 - Widen from two lanes to three lanes
- 5.2 With 2040 total traffic, the following study area roadway segments are expected to exceed ACHD's LOS planning thresholds and need additional lanes beyond the number of lanes programmed in the 2016 CIP and lanes needed under 2040 background traffic:
- Cloverdale Road between Amity Road and Lake Hazel Road
 - Widen from five lanes to seven lanes
 - Cloverdale Road between Columbia Road and Hubbard Road
 - Widen from five lanes to seven lanes
 - Pleasant Valley Road between Gowen Road and Tenmile Creek Road
 - Widen from two lanes to three lanes
 - Columbia Road between Meridian Road and Cloverdale Road
 - Widen from three lanes to five lanes
 - Hubbard Road between Five Mile Road and Cloverdale Road
 - Widen from two lanes to five lanes
 - Five Mile Road between Tenmile Creek Road and Hubbard Road
 - Widen from two lanes to five lanes
 - Kuna Road between Meridian Road and Locust Grove Road
 - Widen from three lanes to five lanes

1.0 INTRODUCTION

CR Engineering, Inc. has been retained to prepare a traffic impact study for the proposed Springrock Subdivision located along Tenmile Creek Road between Five Mile Road and Pleasant Valley Road in Kuna, Idaho. **Figure 1.1** shows the site location and its vicinity. The TIS evaluates the potential traffic impacts resulting from background traffic growth, off-site developments, and the proposed Phase 1 development, and identifies improvements needed to mitigate the impacts. In addition, the TIS also conducted a planning-level analysis of the roadway segment level of service under the full build-out traffic conditions.

Figure 1.1 – Site Location and Vicinity



1.1 Proposed Development

Springrock Subdivision is a proposed 761-acre mixed-use development planned to be developed in multiple phases. **Figure 1.2** shows the preliminary master site plan. **Figure 1.3** shows the preliminary plan for Phase 1 developments. Detailed lots and internal roadway layouts are available for Phase 1 in areas A, B and C. However, a detailed layout of future phases beyond Phase 1 is not available at the time of this TIS. **Table 1.1** summarizes the proposed land uses for each land use area. The initial Phase 1 developments are planned to be completed by 2025. The full build-out of the Springrock Subdivision is expected in year 2040 but may change depending on the market conditions.

Springrock Subdivision is planning to construct a segment of Five Mile Road along the site frontages. A segment of Tennile Creek Road will be realigned from Hubbard Road to intersect the proposed Five Mile Road segment. Multiple approaches are proposed on Tennile Creek Road and the proposed Five Mile Road extension for Phase 1 site access.

Table 1.1 – Proposed Land Use Summary

Land Use Area	Development Area Acreage	Initial Phase 1	Full Build-Out Total
A	145	394 single-family dwelling units (DU) 136 4-plex DU	394 single-family DU 136 4-plex DU
B	99	363 single-family DU	363 single-family DU
C	105	1 Elementary school (600 students) 10,000 square feet (sf) office 5,000 sf day care center 6,000 sf quality restaurant	347 single-family DU 1 Elementary school (600 students) 60,000 sf office 5,000 sf day care center 6,000 sf quality restaurant 116 single-family DU 120 multi-family DU 2,000 sf coffee shop 6,000 sf high-turnover restaurant
Remainder	221	None	821 single-family DU 4,000 sf convenience market 101,000 sf mini-storage

Figure 1.2 – Preliminary Master Site Plan

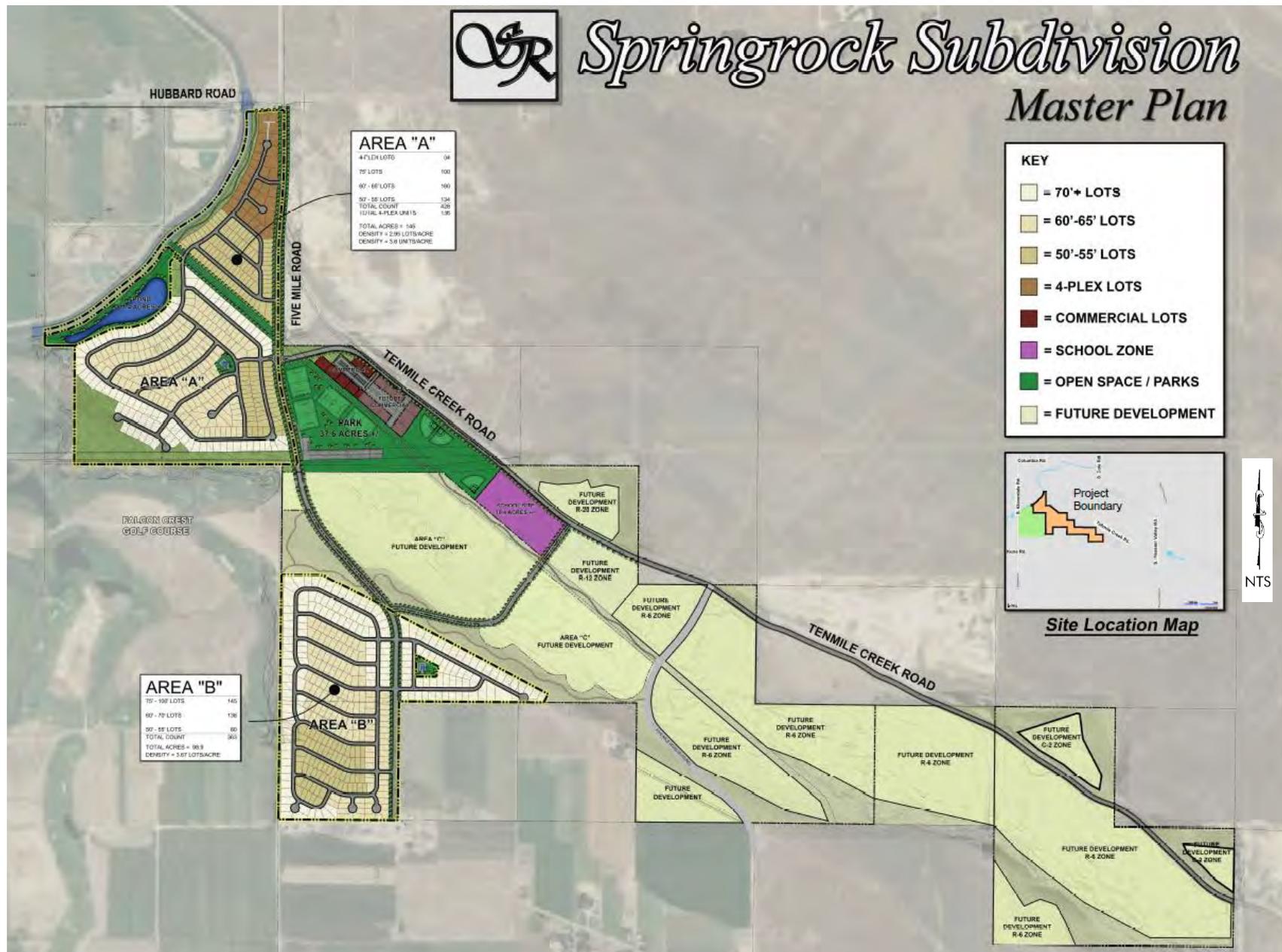
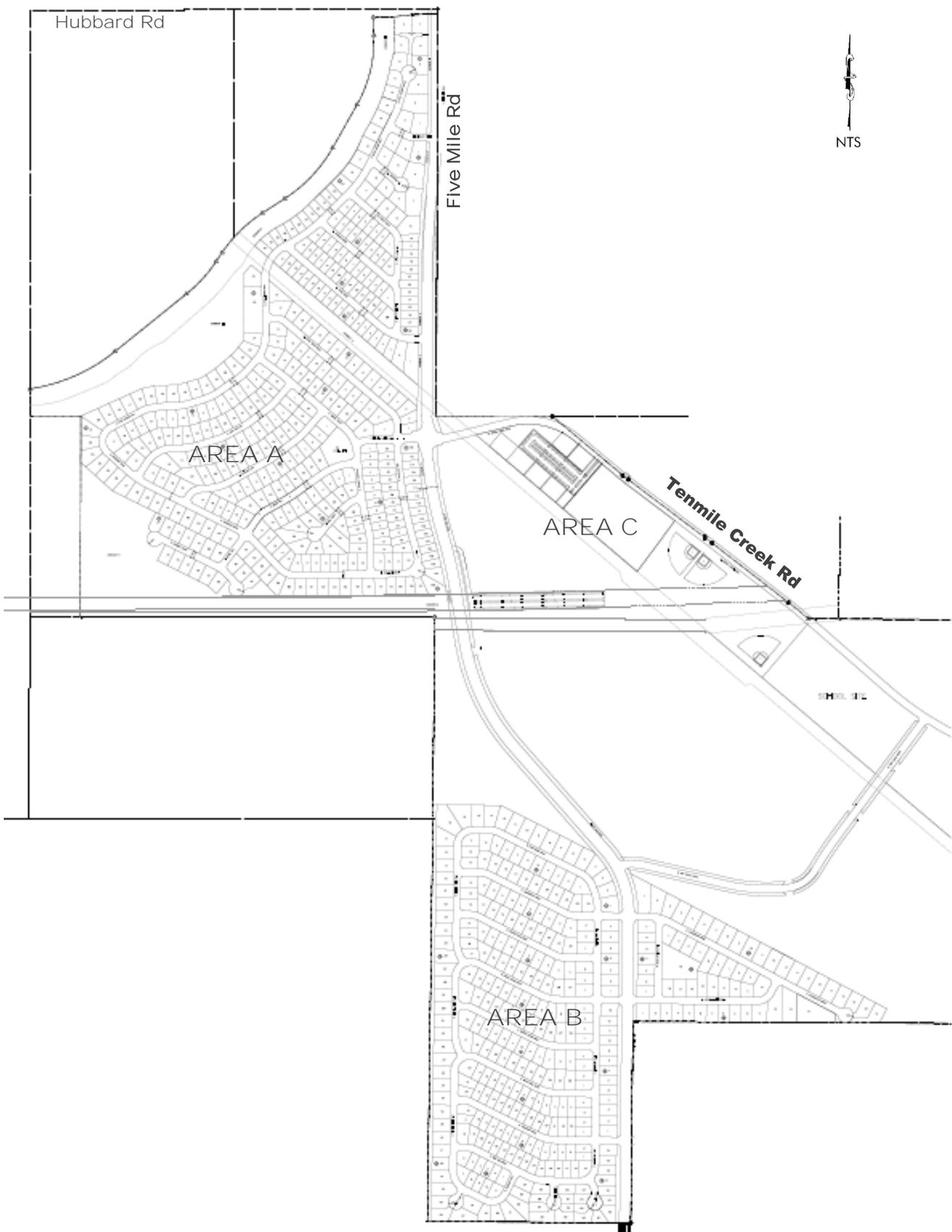


Figure 1.3 – Phase 1 Preliminary Site Plan



1.2 Study Approach

The TIS was prepared in accordance with ACHD Policy, *Section 7106 – Traffic Impact Studies* and ITD *IDAPA 39.03.42 – Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way*. The scope of this TIS, including the study area, specific parameters, and requirements were determined through coordination with ACHD and ITD with inputs from Community Planning Association of Southwest Idaho (COMPASS) modeling. A scope of work memorandum prepared for ACHD and ITD, including the results from the COMPASS area of influence model runs, is included in the appendix.

1.3 Study Area

Figure 1.3 shows the study area intersections and roadway segments. The following 14 existing intersections were identified by ACHD and ITD for collecting peak hour turning movement counts and conducting traffic impact analysis:

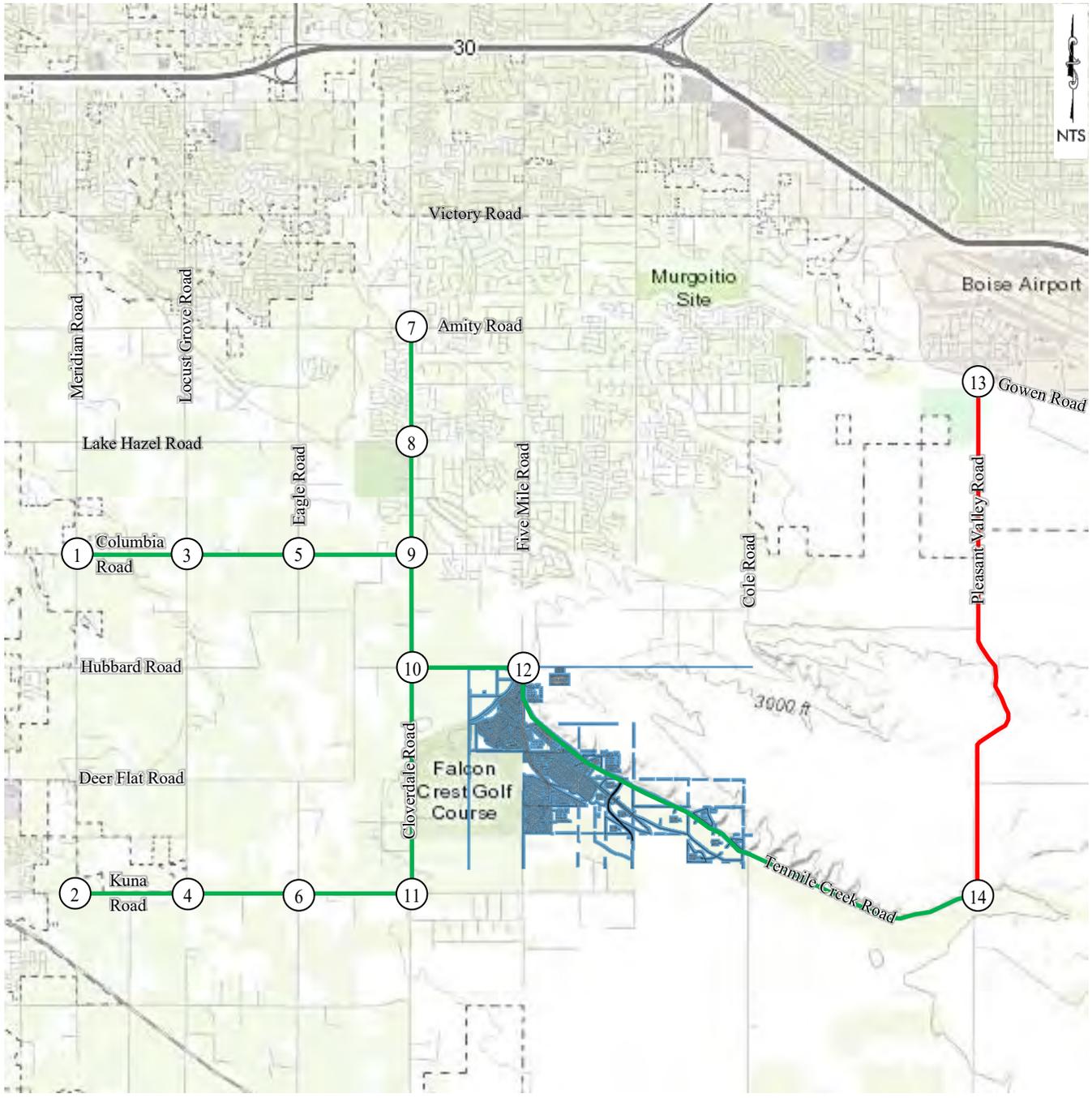
- Columbia Road and Meridian Road
- Kuna Road and Meridian Road
- Columbia Road and Locust Grove Road
- Kuna Road and Locust Grove Road
- Columbia Road and Eagle Road
- Kuna Road and Eagle Road
- Amity Road and Cloverdale Road
- Lake Hazel Road and Cloverdale Road
- Columbia Road and Cloverdale Road
- Hubbard Road and Cloverdale Road
- Kuna Road and Cloverdale Road
- Hubbard Road and Five Mile Road
- Gowen Road and Pleasant Valley Road
- Tenmile Creek Road and Pleasant Valley Road

In addition, major proposed site access intersections are also evaluated.

The following study area roadway segments were identified by ACHD for collecting daily traffic counts and traffic impact analysis:

- Pleasant Valley Road between Gowen Road and Hollilynn Drive
- Pleasant Valley Road between Hollilynn Drive and Ten Mile Creek Road
- Ten Mile Creek Road between Five Mile Road and Pleasant Valley Road
- Five Mile Road between Hubbard Road and Ten Mile Creek Road
- Hubbard Road between Cloverdale Road and Five Mile Road
- Cloverdale Road between Amity Road and Lake Hazel Road
- Cloverdale Road between Lake Hazel Road and Columbia Road
- Cloverdale Road between Columbia Road and Hubbard Road
- Columbia Road between Meridian Road and Locust Grove Road
- Columbia Road between Locust Grove Road and Eagle Road
- Columbia Road between Eagle Road and Cloverdale Road
- Kuna Road between Meridian Road and Locust Grove Road
- Kuna Road between Locust Grove Road and Eagle Road
- Kuna Road between Eagle Road and Cloverdale Road
- All proposed internal collector roadways

Figure 1.4 – Study Area Roadway and Intersection



1.4 Study Period

The analysis periods are weekday AM and PM peak hours of operation of the transportation system. The analysis years and traffic scenarios are:

- 2019 existing traffic
- 2025 Phase 1 background traffic
- 2025 Phase 1 total traffic
- 2040 Full build-out year background traffic
- 2040 Full build-out year total traffic

1.5 Analysis Methods and Performance Measure Thresholds

The study area roadways and intersections fall under ACHD's or ITD's jurisdictions. The operational thresholds of both ACHD and ITD were used to assess the study roadways and intersections.

Roadway segments under ACHD's jurisdiction were evaluated based on the level of service planning thresholds in accordance with Table 2 of ACHD Policy Manual, Section 7106. The roadway segment level of service is based on the maximum peak hour directional volume for different roadway functional classifications, number of through lanes, and left-turn type. The planning level of service is LOS E for principal and minor arterials and LOS D for collector streets.

Intersection capacity analysis was performed using the Synchro 10 (Version 10.3.122.0), which utilizes the HCM 2010 methodologies. All parameters used in the analysis were based on existing data when available or Synchro default values, when not available. Signal timing data for the signalized intersections was obtained from ACHD. The current signal timing data was used for the 2019 existing conditions analysis. For future conditions, the signal timing was optimized in Synchro and adjusted for the intersection lane configuration and traffic conditions. For this TIS, the minimum intersection operational thresholds are v/c ratio of 0.90 for the overall intersection and 1.00 for a lane group. For roundabouts, the v/c ratio threshold is 0.85 for the worst lane group. However, ACHD may allow the maximum v/c ratio to exceed 0.85 to avoid over-building on a case-by-case basis.

The HCM 2010 methodology does not define an overall intersection v/c ratio as a measure of effectiveness (MOE) for signalized intersection. For this study, the overall intersection v/c ratio for signalized intersection was estimated using Synchro based on HCM 2000 methodologies. Neither ACHD nor ITD allow the use of HCM 2000 in the analysis of level of service for traffic impact studies.

1.6 Study Assumptions and Limitations

Springrock Subdivision is expected to be developed in multiple phases. At this time, the developer is planning to submit a preliminary plat for Phase 1 only. Preliminary plats for other phases will be submitted in future dates. For this TIS, detailed traffic impacts and mitigation analyses were conducted for the initial Phase 1 developments. For future phases, a planning-level analysis of the study area roadway segments' level of service was evaluated for the full built out of the developments to identify the roadway needs beyond the roadway improvements programmed in the 2016 CIP. ACHD will require a separate TIS for each phase of the development at the time of submission of the preliminary plat.

Detailed site layout for the proposed elementary school was not available at the time of this study. School site checklist per Idaho Code 67-6519(3) will need to be addressed when site plans for the proposed school are available.

2.0 EXISTING CONDITIONS

2.1 Roadway Network, Intersection Control and Lane Configuration

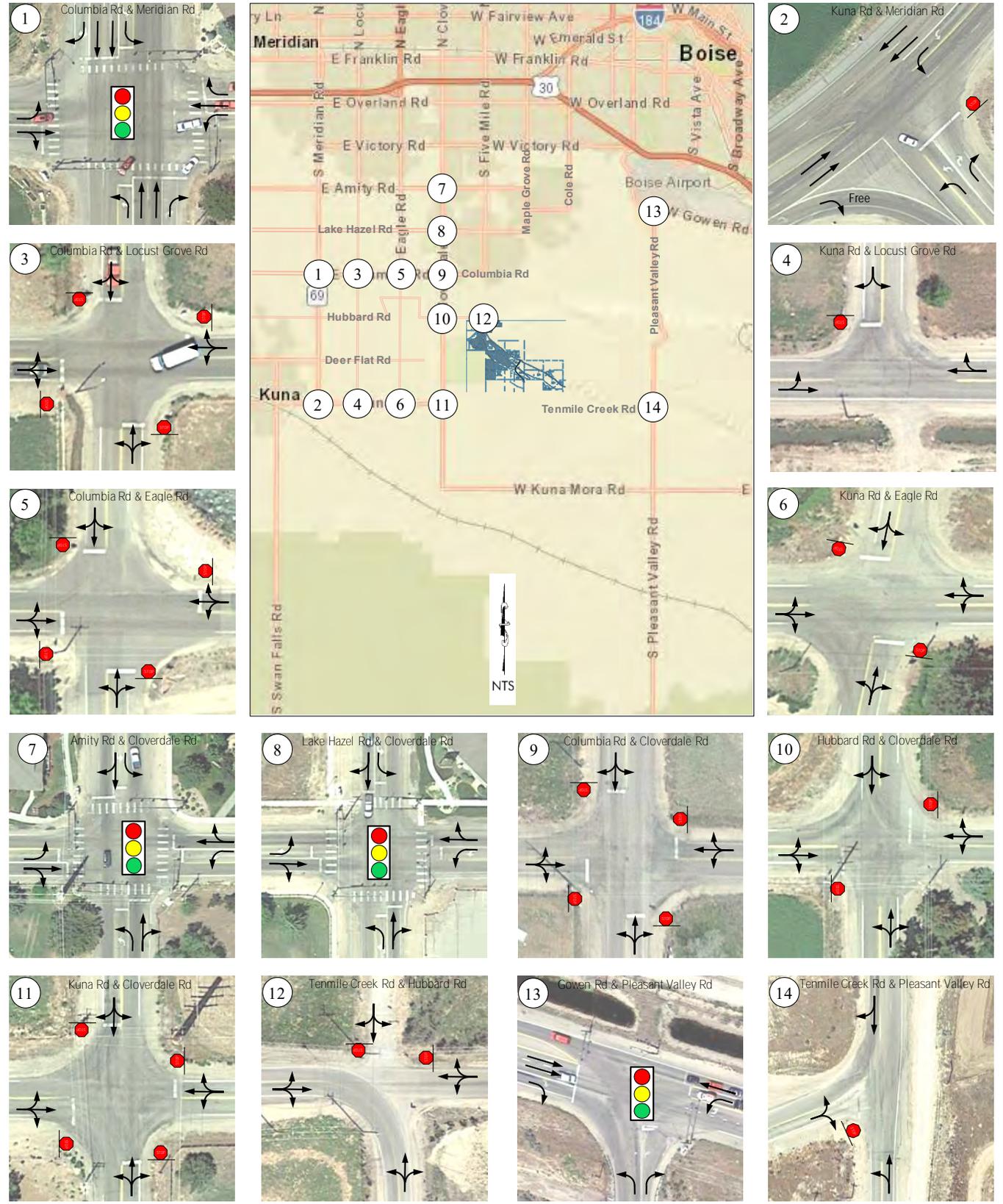
Table 2.1 summarizes the study area roadway characteristics. The roadway functional classification is based on COMPASS 2040 Functional Classification Map. **Figure 2.1** summarizes the study area intersection control and lane configuration. The following intersections were adjusted in the analysis:

- Locust Grove Road and Kuna Road intersection – The south leg is a private approach providing access for one existing residential dwelling units and was excluded in the analysis.
- Tenmile Creek Road and Hubbard Road intersection – The north and east legs are private approaches. The north leg provides access for one existing residential dwelling units. The east leg provides access for nine existing residential dwelling units. Both of these approaches carry low traffic volumes and are stopped-control. The intersection control orientation is not compliant with the HCM methodology. For this TIS, the southbound and westbound approaches are combined in the analysis. The northbound and eastbound movements are uncontrolled.

Table 2.1 – Study Area Roadway Characteristics

Roadway	Functional Classification	Number of Lanes	Posted Speed Limit (mph)	Pedestrian Facilities
Cloverdale Road	Minor Arterial	2	45/50	Sidewalks along developed frontages
Pleasant Valley Road	Minor Arterial (S of Gowen) Principal Arterial	2/3	35/50	No sidewalks or bicycle lanes
Columbia Road	Minor Arterial	2	50	No sidewalks or bicycle lanes
Hubbard Road	Minor Arterial	2	45	No sidewalks or bicycles lanes
Five Mile Road	Minor Arterial	2	35	No sidewalks or bicycle lanes
Tenmile Creek Road	Minor Arterial	2	35	No sidewalks or bicycle lanes
Kuna Road	Minor Arterial (Expressway)	2	35/50	No sidewalks or bicycle lanes

Figure 2.1 – Existing Intersection Control and Lane Configuration



2.2 Existing Traffic Volumes

Weekday AM and PM peak hour traffic counts were obtained at the study intersections in March 2019. The peak hour intersection turning movement counts were collected on a weekday for a 2-hour period at 15-minute intervals between 7:00 and 9:00 during the AM peak travel period hour and between 4:00 and 6:00 during the PM peak travel period. Existing turning movement counts are included in the appendix. **Figure 2.2** and **Figure 2.3** summarize the existing weekday peak hour traffic volumes.

24-hour counts average daily traffic (ADT) were obtained for the study area roadway segments – summarized in **Table 2.2**.

Table 2.2 – 2019 Existing ADT Summary

Roadway	Segment	ADT	Count Date
Cloverdale Rd	Amity Rd to Lake Hazel Rd	8,678	03/05/2019
	Lake Hazel Rd to Columbia Rd	6,893	03/05/2019
	Columbia Rd to Hubbard Rd	4,743	11/28/2018 (ACHD)
Pleasant Valley Rd	Gowen Rd to Hollilynn Dr	8,831	03/13-14/2019
	Hollilynn Dr to Tenmile Creek Rd	5,377	03/05/2019
Columbia Rd	Meridian Rd to Locust Grove Rd	4,122	03/05/2019
	Locust Grove Rd to Eagle Rd	4,212	06/05/2018 (ACHD)
	Eagle Rd to Cloverdale Rd	3,905	06/05/2018 (ACHD)
Hubbard Rd	Five Mile Rd to Cloverdale Rd	1,934	11/28/2018 (ACHD)
Five Mile Rd	Tenmile Creek Rd to Hubbard Rd	1,937	03/13-14/2019
Tenmile Creek Rd	Five Mile Rd to Pleasant Valley Rd	1,937	03/13-14/2019
Kuna Rd	Meridian Rd to Locust Grove Rd	4,482	03/05/2019
	Locust Grove Rd to Eagle Rd	3,725	03/5-6/2019
	Eagle Rd to Cloverdale Rd	3,391	01/29/2019 (ACHD)

Figure 2.2 – 2019 Existing Weekday AM Peak Hour Traffic

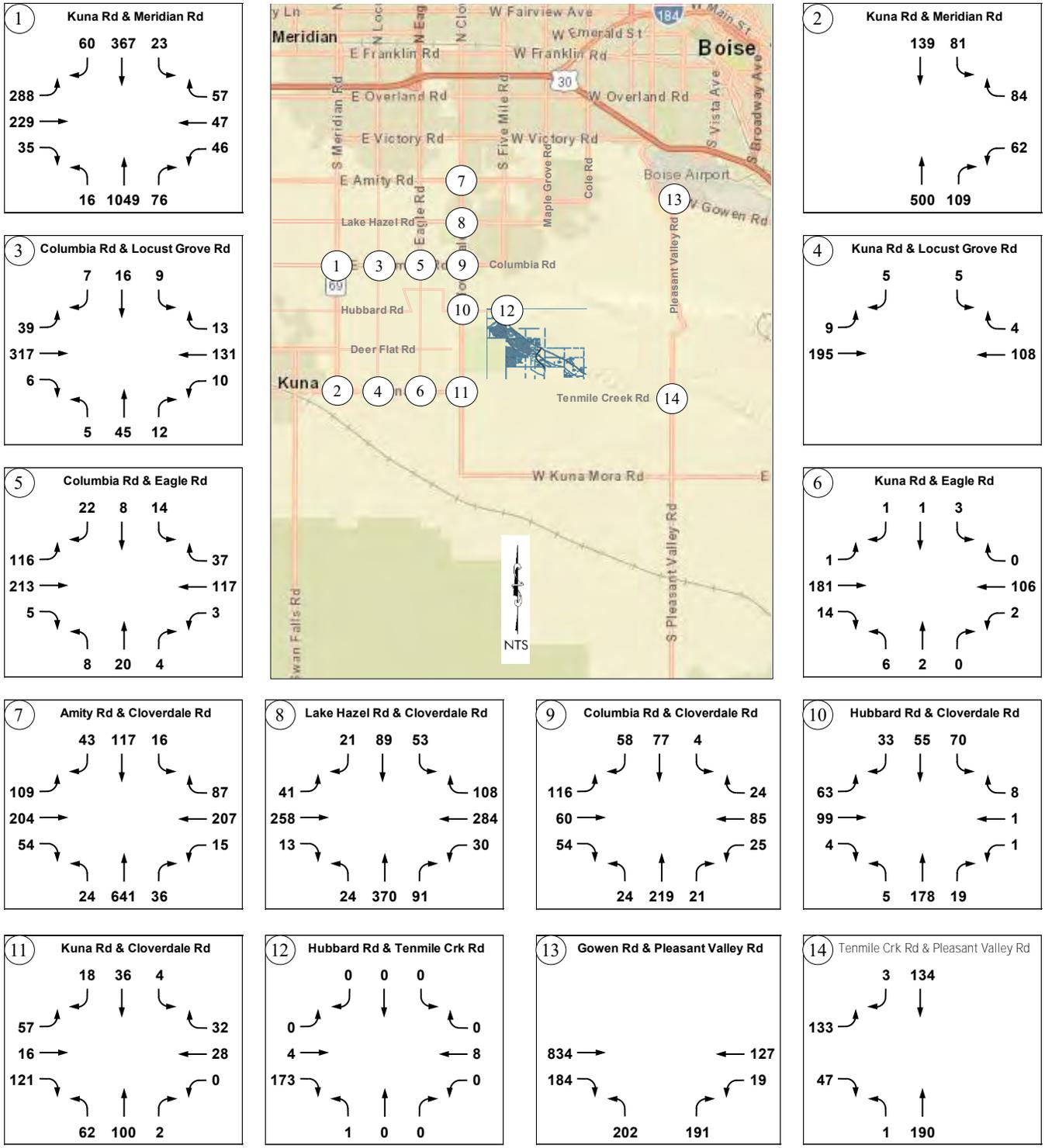
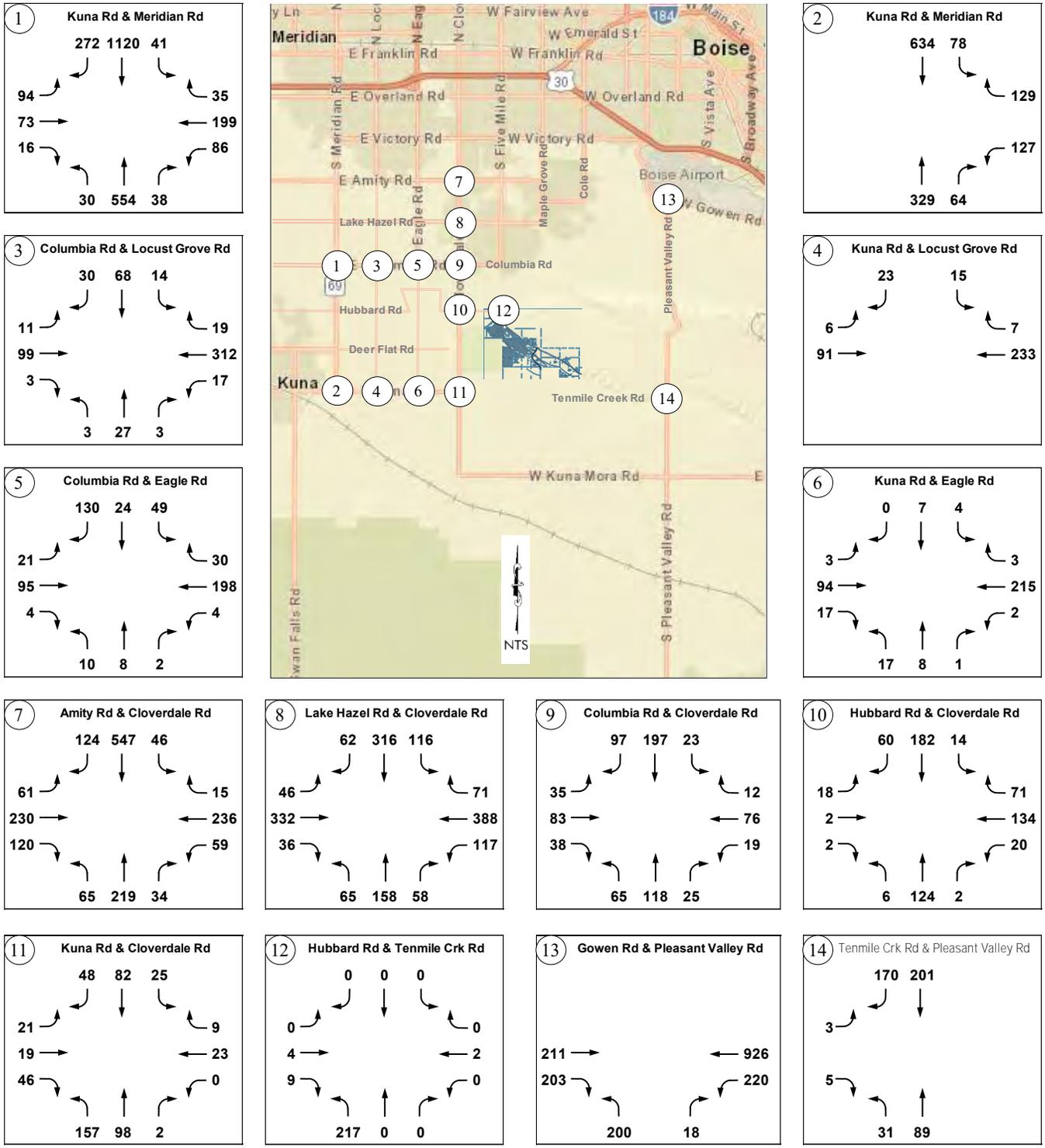


Figure 2.3 – 2019 Existing Weekday PM Peak Hour Traffic



2.3 Intersection Crash Data

The most current five-year crash data (2013-2017) was obtained from the Local Highway Technical Assistance Council (LHTAC) website (<http://gis.lhtac.org/safety>). **Table 2.3** summarizes the crash data for the study area intersections. One fatal crash occurred at the Columbia Road and Meridian intersection and Gowen Road and Pleasant Valley Road intersection. The Lake Hazel Road and Cloverdale Road intersection has the highest number of crashes with rear-end (10) and angle/turning (6) as the most common crash types.

Table 2.3 – Intersection Crash Data (2013-2017)

Intersection	Total Crashes	Crash Severity			Existing Crash Rate (ACC/MV)
		PDO	Injury	Fatal	
① Columbia Road and Meridian Road	19	11	7	1	0.41
② Kuna Road and Meridian Road	6	5	1	0	0.10
③ Columbia Road and Locust Grove Road	7	2	5	0	0.32
④ Kuna Road and Locust Grove Road	2	1	1	0	0.29
⑤ Columbia Road and Eagle Road	<i>No accidents reported at this intersection</i>				
⑥ Kuna Road and Eagle Road	4	1	2	1	0.59
⑦ Amity Road and Cloverdale Road	13	10	3	0	0.40
⑧ Lake Hazel Road and Cloverdale Road	20	12	8	0	0.63
⑨ Columbia Road and Cloverdale Road	8	6	2	0	0.56
⑩ Hubbard Road and Cloverdale Road	7	4	3	0	0.60
⑪ Kuna Road and Cloverdale Road	9	4	5	0	0.93
⑫ Hubbard Road and Five Mile Road/Tenmile Creek Road	1	1	0	0	0.24
⑬ Gowen Road and Pleasant Valley Road	5	3	1	1	0.15
⑭ Tenmile Creek Road and Pleasant Valley Road	3	3	0	0	0.33

2.4 Roadway Segment Level of Service

The study area roadway segments are under ACHD jurisdiction and were evaluated based on ACHD's LOS planning thresholds. **Table 2.4** summarizes the roadway segment level of service with the existing number of lanes and 2019 existing traffic. All study area roadway segments currently meet ACHD's LOS planning thresholds, with the exception of one roadway segment:

- Cloverdale Road between Amity Road and Lake Hazel Road

Table 2.4 – Roadway Segment Level of Service – 2019 Existing Traffic

Roadway	Segment	Functional Classification (No. of Lanes)	ACHD LOS Planning Threshold [vph]	Peak Hour Directional Volume [vph]		Meets LOS Planning Threshold?
				AM Peak	PM Peak	
Cloverdale Rd	Amity Rd to Lake Hazel Rd	Minor Arterial (2)	LOS E 575	808	726	No
	Lake Hazel Rd to Columbia Rd	Minor Arterial (2)	LOS E 575	489	469	Yes
	Columbia Rd to Hubbard Rd	Minor Arterial (2)	LOS E 575	264	256	Yes
Pleasant Valley Rd	Gowen Rd to Hollilynn Dr	Principal Arterial (2)	LOS E 690	393	423	Yes
	Hollilynn Dr to Tenmile Creek Rd	Principal Arterial (2)	LOS E 690	323	371	Yes
Columbia Rd	Meridian Rd to Locust Grove Rd	Minor Arterial (2)	LOS E 575	362	345	Yes
	Locust Grove Rd to Eagle Rd	Minor Arterial (2)	LOS E 575	338	348	Yes
	Eagle Rd to Cloverdale Rd	Minor Arterial (2)	LOS E 575	231	238	Yes
Hubbard Rd	Cloverdale Rd to Five Mile Rd	Minor Arterial (2)	LOS E 575	188	225	Yes
Five Mile Rd	Tenmile Creek Rd to Hubbard Rd	Minor Arterial (2)	LOS E 575	173	217	Yes
Tenmile Creek Rd	Five Mile Rd to Pleasant Valley Rd	Minor Arterial (2)	LOS E 575	180	201	Yes
Kuna Rd	Meridian Rd to Locust Grove Rd	Minor Arterial (2)	LOS E 575	204	256	Yes
	Locust Grove Rd to Eagle Rd	Minor Arterial (2)	LOS E 575	200	240	Yes
	Eagle Rd to Cloverdale Rd	Minor Arterial (2)	LOS E 575	194	228	Yes

2.5 Intersection Level of Service

To determine the existing traffic impacts, the study area intersections were analyzed with the existing intersection control and lane configuration and 2019 existing peak hour traffic. Copies of the analysis reports are included in the appendix. **Table 2.5** summarizes the intersection capacity analysis results. The MOEs shown are for the overall intersection and each lane group. All study area intersections currently meet ACHD's or ITD's minimum operational thresholds during the peak hours.

Table 2.5 – Intersection MOEs – 2019 Existing Traffic

Intersection	Control	Intersection or Lane Group	AM Peak			PM Peak		
			LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
① Columbia Road and Meridian Road	Signal	Intersection	C	34	0.75	C	29	0.65
		EBL	E	74	0.88	D	50	0.57
		EBTR	E	55	0.82	E	55	0.36
		WBL	D	51	0.32	D	48	0.34
		WBT	D	54	0.21	E	65	0.83
		WBR	D	55	0.30	D	54	0.17
		NBL	B	14	0.03	B	18	0.16
		NBT	C	24	0.64	B	19	0.34
		NBR	B	16	0.10	B	16	0.05
		SBL	B	18	0.11	B	14	0.10
		SBT	B	16	0.21	C	24	0.63
② Kuna Road and Meridian Road	Stop (Kuna Rd)	WBL	C	16	0.18	C	19	0.33
		WBR	B	11	0.14	B	10	0.16
		NBT	-	-	-	-	-	-
		NBR	-	-	-	-	-	-
		SBL	A	9	0.09	A	8	0.07
③ Columbia Road and Locust Grove Road	4-Way Stop	Intersection	B	10	-	B	10	-
		EBLTR	B	12	0.49	A	9	0.16
		WBLTR	A	9	0.22	B	11	0.45
		NBLTR	A	9	0.10	A	9	0.05
		SBLTR	A	9	0.05	A	9	0.16
④ Kuna Road and Locust Grove Road	Stop	EBLT	A	8	0.01	A	8	0.01
		WBTR	-	-	-	-	-	-
		SBLR	B	10	0.02	B	10	0.06
⑤ Columbia Road and Eagle Road	4-Way Stop	Intersection	A	10	-	A	9	-
		EBLTR	A	8	0.05	A	9	0.17
		WBLTR	A	8	0.06	A	10	0.32
		NBLTR	B	11	0.42	A	8	0.03
		SBLTR	A	8	0.20	A	9	0.27
⑥ Kuna Road and Eagle Road	2-Way Stop	EBLTR	A	8	< 0.01	A	8	< 0.01
		WBLTR	A	8	< 0.01	A	8	< 0.01
		NBLTR	B	11	0.02	B	11	0.05
		SBLTR	B	11	0.01	B	11	0.02

Table 2.5 – Intersection MOEs – 2019 Existing Traffic (continued)

Intersection	Control	Intersection or Lane Group	AM Peak			PM Peak		
			LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
⑦ Amity Road and Cloverdale Road	Signal	Intersection	D	36	0.82	C	34	0.77
		EBL	C	32	0.62	C	29	0.24
		EBTR	D	36	0.63	D	47	0.85
		WBL	C	32	0.08	C	31	0.36
		WBTR	D	53	0.89	D	36	0.59
		NBL	B	16	0.24	C	23	0.41
		NBTR	D	36	0.87	B	19	0.33
		SBL	C	24	0.13	B	15	0.09
SBTR	C	22	0.29	C	34	0.85		
⑧ Lake Hazel Road and Cloverdale Road	Signal	Intersection	C	29	0.73	C	26	0.72
		EBL	C	22	0.22	B	20	0.20
		EBTR	C	25	0.51	C	26	0.68
		WBL	B	20	0.11	B	19	0.37
		WBTR	C	32	0.82	C	26	0.78
		NBL	B	19	0.06	C	22	0.17
		NBTR	C	33	0.78	C	28	0.56
		SBL	C	22	0.26	C	21	0.34
SBTR	C	22	0.21	C	29	0.74		
⑨ Columbia Road and Cloverdale Road	4-Way Stop	Intersection	B	11	-	B	11	-
		EBLTR	B	12	0.38	B	11	0.26
		WBLTR	B	10	0.22	A	10	0.19
		NBLTR	B	12	0.42	B	11	0.33
		SBLTR	A	10	0.23	B	12	0.48
⑩ Hubbard Road and Cloverdale Road	2-Way Stop	EBLTR	C	17	0.37	C	17	0.08
		WBLTR	B	10	0.02	C	16	0.45
		NBLTR	A	7	< 0.01	A	8	0.01
		SBLTR	A	8	0.06	A	8	0.01
⑪ Kuna Road and Cloverdale Road	4-Way Stop	Intersection	A	9	-	A	9	-
		EBLTR	A	9	0.26	A	8	0.12
		WBLTR	A	8	0.08	A	8	0.05
		NBLTR	A	9	0.24	A	10	0.34
		SBLTR	A	8	0.08	A	9	0.20
⑫ Hubbard Road and Tenmile Creek Rd	2-Way Stop	EBLTR	Low volume on minor approach resulting in no reported MOEs in Synchro outputs. Meet minimum operation thresholds.					
		WBLTR						
		NBLTR						
		SBLTR						
⑬ Gowen Road and Pleasant Valley Road	Signal	Intersection	C	21	0.58	B	17	0.84
		EBT	B	11	0.52	A	9	0.15
		EBR	A	2	0.15	A	4	0.19
		WBL	A	8	0.06	A	6	0.33
		WBT	A	5	0.12	B	13	0.77
		NBL	D	53	0.83	E	67	0.89
		NBR	E	59	0.88	D	42	0.09
⑭ Tenmile Creek Road and Pleasant Valley Road	Stop (Tenmile)	EBLR	B	13	0.30	B	11	0.02
		NBLT	A	8	< 0.01	A	9	0.04
		SBTR	-	-	-	-	-	-

2.6 Roadway Segment Mitigation

Cloverdale Road Between Amity Road and Lake Hazel Road

The Cloverdale Road segment between Amity Road and Lake Hazel Road currently exceeds ACHD's LOS planning thresholds as a two-lane minor arterial. However, both the Amity Road and Lake Hazel Road intersections on Cloverdale Road currently meet ACHD's minimum operational thresholds with one through lane in each direction on Cloverdale Road. As a result, no capacity improvements are recommended on this Cloverdale Road segment to mitigate 2019 existing traffic.

2.7 Intersection Mitigation

All study area intersections currently meet minimum operational thresholds. As a result, no intersection control or capacity are proposed to mitigate 2019 existing traffic. Two study area intersections meet ACHD's turn-lane guidelines. The intersections and proposed turn lanes are discussed below:

Hubbard Road and Cloverdale Road Intersection

The Hubbard Road and Cloverdale Road intersection currently meets ACHD's minimum operational thresholds. However, based on ACHD's turn-lane guidelines, the following turn lane is warranted:

- Southbound right-turn lane

Tenmile Creek Road and Pleasant Valley Road

The Tenmile Creek Road and Pleasant Valley Road intersection currently meets ACHD's minimum operational thresholds. However, the following turn lane is warranted based on ACHD's turn-lane guidelines:

- Southbound right-turn lane

According to the current transportation plans, there are no improvements programmed at either of these intersections.

3.0 2025 PHASE 1 BACKGROUND TRAFFIC CONDITIONS

3.1 Roadway Network

The study area roadways and intersections are expected to remain the same as the existing conditions with the exception of the intersection improvements needed to mitigate 2019 existing traffic as discussed in the previous section. These preceding intersection improvements were included in the 2025 background traffic impact analysis.

There are roadway and intersection improvements planned within the study area based on ACHD's transportation plans. **Table 3.1** summarizes intersection improvements planned within the study area. **Table 3.2** summarizes roadway improvements planned within the study area. These planned roadway and intersection improvements are considered to mitigate 2025 background traffic impacts if necessary.

Additionally, ITD is currently conducting a corridor study on Meridian Road and the results and recommendations are expected to be published in 2020. ACHD is also conducting a signal timing study on the Meridian Road corridor.

Table 3.1 – Planned Roadway Improvements Summary

Transportation Plan	Project	Project Year	Funding
ACHD 2019-2023 IFYWP	Cloverdale Road Widen to 5 lanes with curb, gutter, multi-use paths from Victory Road to Lake Hazel Road	Unknown	Unfunded
	Lake Hazel Road Widen to 5 lanes with curb, gutter, multi-use paths from Eagle Road to Five Mile Road	Preliminary Development	Programmed
ACHD 2016 CIP	Amity Road - Eagle Road to Cloverdale Road Reconstruct/widen - two to three lanes	2026-2030	Unfunded
	Cloverdale Road - Victory Road to Lake Hazel Road Reconstruct/widen - two to five lanes	2021-2025	Unfunded
	Cloverdale Road - Lake Hazel Road to Columbia Road Reconstruct/widen - two to five lanes	2026-2030	Unfunded
	Cloverdale Road - Columbia Road to Kuna Road Reconstruct/widen - two to three lanes	2031-2035	Unfunded
	Lake Hazel Road - Eagle Road to Cloverdale Road Reconstruct/widen - two to three lanes	2021-2025	Unfunded
	Lake Hazel Road - Cloverdale Road to Five Mile Road Reconstruct/widen - two to five lanes	2021-2025	Unfunded
	Pleasant Valley Extension – Orchard Ext. to Pleasant Valley Road New Road. Construct new 5-lane roadway	2031-2035	Unfunded

Table 3.2 – Planned Intersection Improvement Summary

Transportation Plan	Project	Project Year	Funding
ACHD 2019-2023 FYWP	Lake Hazel Road and Cloverdale Road intersection Widen intersection to 5 lanes on all approaches	Unknown	Unfunded
	Amity Road and Cloverdale Road intersection Install a multi-lane roundabout	Preliminary Development	Programmed
ACHD 2016 CIP	Amity Road and Cloverdale Road intersection Construct a multi-lane roundabout with 2 lanes for Cloverdale Road approaches and 1 lane for Amity Road approaches	2021-2025	Unfunded
	Columbia Road and Cloverdale Road intersection Construct a single-lane roundabout with a westbound right-turn bypass lane	2026-2030	Unfunded
	Kuna Road and Cloverdale Road intersection Construct a single-lane roundabout	2031-2035	Unfunded
	Lake Hazel Road and Cloverdale Road intersection Reconstruct/widen approaches for dual left-turn lanes on Lake Hazel approaches, two through lanes on Cloverdale and eastbound Lake Hazel approaches, and an exclusive westbound right-turn lane	2031-2035	Unfunded
	Lake Hazel Road Extension and Pleasant Valley Road Intersection: Single-lane Roundabout	Unknown	Unfunded
ITD FY19-25 STIP	None		

3.2 Background Traffic

2025 background traffic was estimated by extrapolating the 2019 existing traffic counts with the following annual growth rates:

- Meridian Road – 3%
- Locust Grove Road – 10%
- Cloverdale Road – 8%
- Five Mile Road – 2%
- Pleasant Valley Road – 3%
- Amity Road – 4%
- Gowen Road – 2%
- Lake Hazel Road – 5%
- Columbia Road – 5%
- Hubbard Road – 10%
- Kuna Road – 8%
- Tenmile Creek Road – 6%

These growth rates are based on COMPASS forecasts assumed to account for all of the entitled off-site developments in area. Falcon Crest Subdivision developments beyond Phase 1 are not entitled and were included in the background traffic as off-site traffic. **Figure 3.1** and **Figure 3.2** summarizes 2025 weekday peak hour background traffic.

Figure 3.1 – 2025 Phase 1 AM Peak Hour Background Traffic

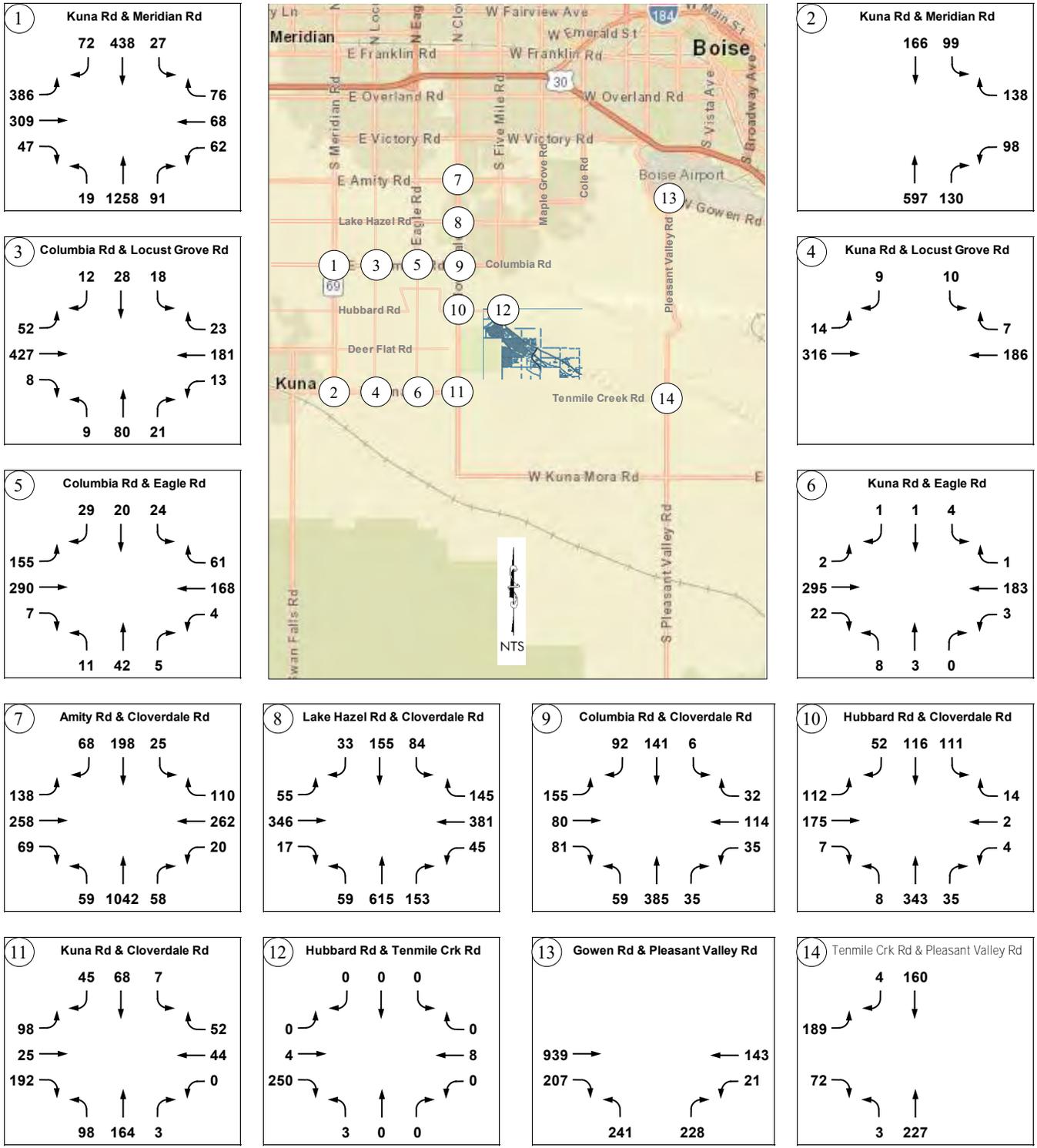
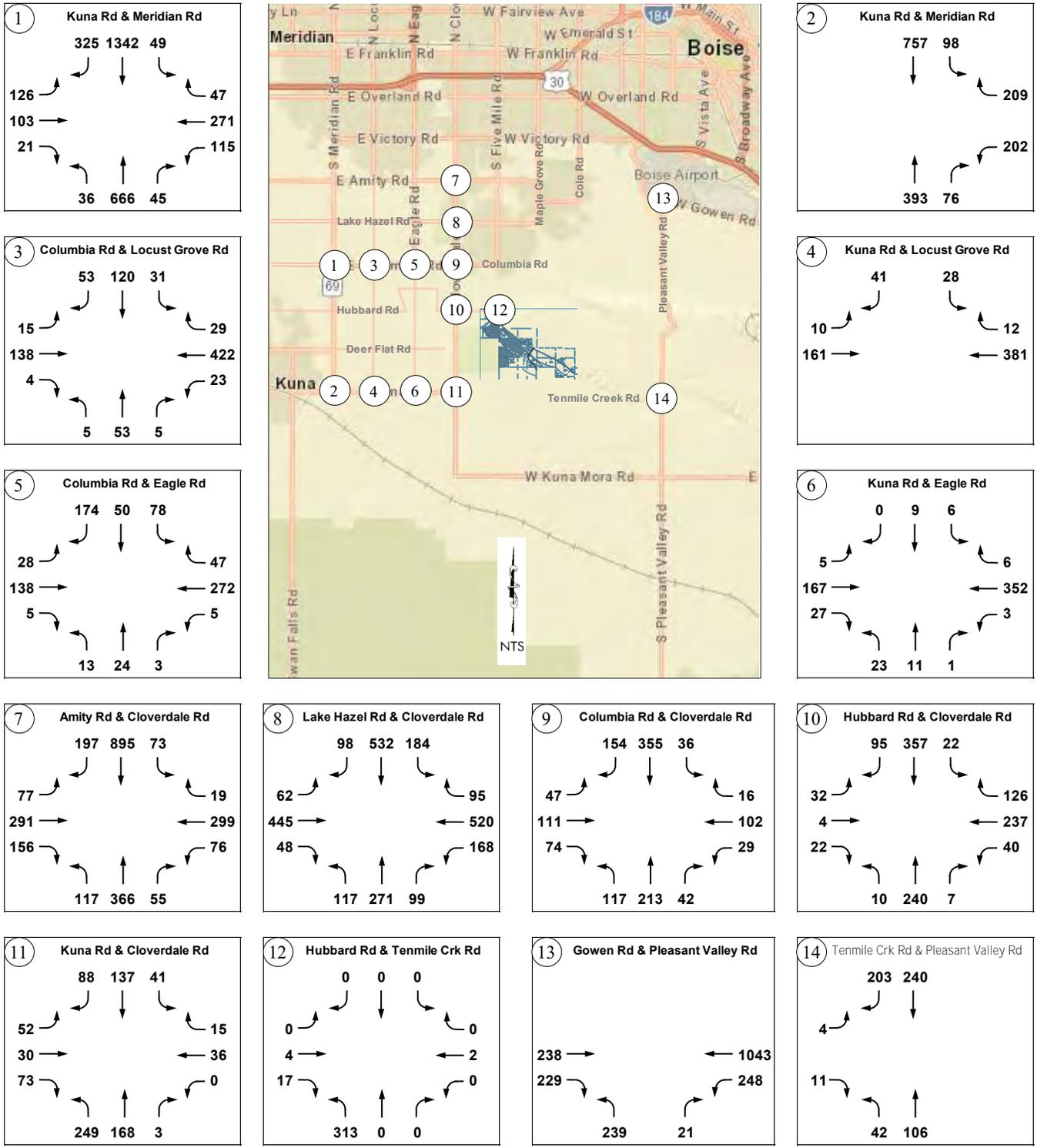


Figure 3.2 – 2025 Phase 1 PM Peak Hour Background Traffic



3.3 Roadway Segment Level of Service

The study area roadway segments were evaluated based on ACHD's LOS planning thresholds. **Table 3.3** summarizes the roadway segment level of service with the existing number of lanes and 2025 background traffic. All study area roadway segments are expected to meet ACHD's LOS planning thresholds, with the exception of two roadway segments:

- Cloverdale Road between Amity Road and Lake Hazel Road
- Cloverdale Road between Lake Hazel Road and Columbia Road

Table 3.3 – Roadway Segment Level of Service – 2025 Phase 1 Background Traffic

Roadway	Segment	Functional Classification (No. of Lanes)	ACHD LOS Planning Threshold [vph]	Peak Hour Directional Volume [vph]		Meets LOS Planning Threshold?
				AM Peak	PM Peak	
Cloverdale Rd	Amity Rd to Lake Hazel Rd	Minor Arterial (2)	LOS E 575	1,310	1,127	No
	Lake Hazel Rd to Columbia Rd	Minor Arterial (2)	LOS E 575	812	748	No
	Columbia Rd to Hubbard Rd	Minor Arterial (2)	LOS E 575	479	474	Yes
Pleasant Valley Rd	Gowen Rd to Hollilynn Dr	Principal Arterial (2)	LOS E 690	505	566	Yes
	Hollilynn Dr to Tenmile Creek Rd	Principal Arterial (2)	LOS E 690	275	490	Yes
Columbia Rd	Meridian Rd to Locust Grove Rd	Minor Arterial (2)	LOS E 575	487	480	Yes
	Locust Grove Rd to Eagle Rd	Minor Arterial (2)	LOS E 575	466	474	Yes
	Eagle Rd to Cloverdale Rd	Minor Arterial (2)	LOS E 575	319	373	Yes
Hubbard Rd	Cloverdale Rd to Five Mile Rd	Minor Arterial (2)	LOS E 575	321	403	Yes
Five Mile Rd	Tenmile Creek Rd to Hubbard Rd	Minor Arterial (2)	LOS E 575	250	313	Yes
Tenmile Creek Rd	Five Mile Rd to Pleasant Valley Rd	Minor Arterial (2)	LOS E 575	261	245	Yes
Kuna Rd	Meridian Rd to Locust Grove Rd	Minor Arterial (2)	LOS E 575	330	422	Yes
	Locust Grove Rd to Eagle Rd	Minor Arterial (2)	LOS E 575	326	393	Yes
	Eagle Rd to Cloverdale Rd	Minor Arterial (2)	LOS E 575	315	373	Yes

3.4 Intersection Level of Service

To determine the 2025 background traffic impacts, the study area intersections were analyzed with the existing intersection control and lane configuration or with the preceding improvements needed to mitigate 2019 existing traffic. Copies of the analysis reports are included in the appendix. **Table 3.4** summarizes the intersection capacity analysis results. All study area intersections are expected to meet ITD's or ACHD's minimum operational thresholds, with the exception of six intersections:

- Columbia Road and Meridian Road intersection
- Amity Road and Cloverdale Road intersection
- Lake Hazel Road and Cloverdale Road intersection
- Columbia Road and Cloverdale Road intersection
- Hubbard Road and Cloverdale Road intersection
- Gowen Road and Pleasant Valley Road intersection

Table 3.4 – Intersection MOEs – 2025 Phase 1 Background Traffic

Intersection	Control	Intersection or Lane Group	AM Peak			PM Peak		
			LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
① Columbia Road and Meridian Road	Signal	Intersection	D	46	0.92	C	35	0.78
		EBL	F	95	0.99	E	78	0.82
		EBTR	E	61	0.86	D	51	0.38
		WBL	D	52	0.43	D	50	0.43
		WBT	D	55	0.25	E	70	0.87
		WBR	E	56	0.34	D	50	0.18
		NBL	B	18	0.05	C	25	0.27
		NBT	D	38	0.84	C	22	0.41
		NBR	C	21	0.14	B	17	0.06
		SBL	C	28	0.21	B	16	0.14
		SBT	C	22	0.28	C	31	0.78
② Kuna Road and Meridian Road	Stop (Kuna Rd)	WBL	C	20	0.32	D	32	0.63
		WBR	B	12	0.23	B	11	0.28
		NBT	-	-	-	-	-	-
		NBR	-	-	-	-	-	-
		SBL	A	9	0.12	A	9	0.09
③ Columbia Road and Locust Grove Road	4-Way Stop	Intersection	C	16	--	B	15	--
		EBLTR	C	20	0.71	B	10	0.25
		WBLTR	B	11	0.34	C	19	0.69
		NBLTR	B	10	0.20	A	10	0.11
		SBLTR	A	10	0.11	B	12	0.34
④ Kuna Road and Locust Grove Road	Stop	EBLT	A	8	0.01	A	8	0.01
		WBTR	-	-	-	-	-	-
		SBLR	B	11	0.04	B	12	0.13
⑤ Columbia Road and Eagle Road	4-Way Stop	Intersection	B	12	-	B	12	-
		EBLTR	B	14	0.60	B	11	0.28
		WBLTR	A	10	0.31	B	13	0.49
		NBLTR	A	9	0.10	A	9	0.07
		SBLTR	A	9	0.12	B	12	0.45
⑥ Kuna Road and Eagle Road	2-Way Stop	EBLTR	A	8	< 0.01	A	8	0.01
		WBLTR	A	8	< 0.01	A	8	< 0.01
		NBLTR	B	13	0.03	B	15	0.09
		SBLTR	B	13	0.01	B	14	0.04
⑦ Amity Road and Cloverdale Road	Signal	Intersection	F	99	1.22	F	110	1.13
		EBL	F	189	1.19	D	43	0.42
		EBTR	E	64	0.83	F	114	1.07
		WBL	D	45	0.16	E	79	0.81
		WBTR	F	122	1.07	D	53	0.72
		NBL	B	15	0.36	F	175	1.16
		NBTR	F	128	1.19	C	24	0.50
		SBL	D	38	0.32	B	19	0.18
SBTR	C	21	0.33	F	164	1.26		

Table 3.4 – Intersection MOEs – 2025 Phase 1 Background Traffic (continued)

Intersection	Control	Intersection or Lane Group	AM Peak			PM Peak		
			LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
⑧ Lake Hazel Road and Cloverdale Road	Signal	Intersection	D	53	0.95	D	44	0.95
		EBL	E	77	0.57	E	57	0.43
		EBTR	D	37	0.59	D	53	0.88
		WBL	D	50	0.20	D	39	0.75
		WBTR	E	56	0.88	D	36	0.82
		NBL	C	22	0.08	E	65	0.49
		NBTR	E	68	0.99	D	47	0.75
		SBL	E	56	0.75	C	32	0.64
SBTR	B	18	0.23	D	45	0.88		
⑨ Columbia Road and Cloverdale Road	4-Way Stop	Intersection	E	36	-	E	47	-
		EBLTR	D	26	0.70	C	19	0.54
		WBLTR	C	17	0.43	C	16	0.37
		NBLTR	F	60	0.97	D	30	0.79
		SBLTR	C	18	0.53	F	80	1.05
⑩ Hubbard Road and Cloverdale Road	2-Way Stop	EBLTR	F	135	1.14	F	186	0.92
		WBLTR	C	18	0.07	F	167	1.25
		NBLTR	A	8	0.01	A	8	0.01
		SBLTR	A	9	0.11	A	8	0.02
⑪ Kuna Road and Cloverdale Road	4-Way Stop	Intersection	B	12	--	B	13	--
		EBLTR	B	13	0.48	B	11	0.26
		WBLTR	A	9	0.16	A	10	0.09
		NBLTR	B	13	0.44	C	16	0.62
		SBLTR	A	10	0.20	B	11	0.39
⑫ Hubbard Road and Tenmile Creek Rd	2-Way Stop	EBLTR	Low volume on minor approach resulting in no reported MOEs in Synchro outputs. Expected to meet minimum operation thresholds.					
		WBLTR						
		NBLTR						
		SBLTR						
⑬ Gowen Road and Pleasant Valley Road	Signal	Intersection	C	22	0.66	C	23	0.95
		EBT	B	15	0.61	B	11	0.18
		EBR	A	2	0.17	A	4	0.22
		WBL	B	10	0.08	A	7	0.40
		WBT	A	6	0.13	C	22	0.89
		NBL	D	48	0.84	E	75	0.91
		NBR	D	52	0.89	D	40	0.09
⑭ Tenmile Creek Road and Pleasant Valley Road	Stop (Tenmile)	EBLR	C	15	0.46	A	9	0.04
		NBLT	A	8	< 0.01	B	10	0.02
		SBTR	-	-	-	-	-	-

3.5 Roadway Segment Mitigation

Cloverdale Road between Amity Road and Lake Hazel Road

The Cloverdale Road segment between Amity Road and Lake Hazel Road is expected to exceed ACHD's LOS planning thresholds as a 2-lane minor arterial with 2025 background traffic. Based on the intersection improvements discussed below, the Cloverdale Road approaches are expected to need two through lanes in each direction. As a result, this Cloverdale Road segment is recommended to be widened to five lanes to mitigate 2025 background traffic impacts.

Cloverdale Road is programmed in the 2019-2023 IFYWP to be widened to five lanes from Victory Road to Lake Hazel Road.

Cloverdale Road between Lake Hazel Road and Columbia Road

The Cloverdale Road segment between Lake Hazel Road and Columbia Road is expected to exceed ACHD's LOS planning thresholds for a 2-lane minor arterial with 2025 background traffic. Based on the intersection improvements discussed below, Cloverdale Road is not expected to need two through lanes in each direction. As a result, no capacity improvements for this Cloverdale Road segment are recommended to mitigate 2025 background traffic impacts.

3.6 Intersection Mitigation

Six study area intersections are expected to exceed minimum operational thresholds with 2025 background traffic. The proposed intersection improvements discussed below are expected to mitigate 2025 background traffic impacts. **Table 3.5** summarizes the analysis results for the proposed mitigations.

Columbia Road and Meridian Road Intersection

The Columbia Road and Meridian Road intersection is expected to only exceed 0.90 overall intersection v/c ratio during the AM peak hour. All lane groups are expected to operate with v/c ratios less than 1.00 during the peak hours. As a result, no improvements are proposed to mitigate 2025 background traffic impacts.

Amity Road and Cloverdale Road Intersection

The Amity Road and Cloverdale Road intersection is expected to exceed ACHD's minimum operational thresholds with 2025 background traffic as a signalized intersection with the existing lane configuration. Two improvement options are proposed to mitigate 2025 background traffic impacts:

- Option 1 – widen Cloverdale Road approaches to have two thru lanes and signal modifications
 - Cloverdale Road is programmed in the 2019-2023 IFYWP to be widened to five lanes from Victory Road to Lake Hazel Road.
- Option 2 – reconstruction the intersection as a multi-lane roundabout
 - The Amity Road and Cloverdale Road intersection is programmed in the 2019-2023 IFYWP to be reconstructed as a multi-lane roundabout

Lake Hazel Road and Cloverdale Road Intersection

The Lake Hazel Road and Cloverdale Road intersection is expected to only exceed 0.90 overall intersection v/c ratio during the peak hours with optimized signal timing. All lane groups are expected to operate with v/c ratios less than 1.00 during the peak hours. As a result, no capacity improvements are proposed to mitigate 2025 background traffic impacts.

Columbia Road and Cloverdale Road Intersection

The Columbia Road and Cloverdale Road intersection is expected to exceed ACHD's minimum operational thresholds with 2025 background traffic as an unsignalized intersection. Based on the projected 2025 background traffic, the intersection is expected to meet warrants for a signal. Two improvement options are proposed to mitigate 2025 background traffic impacts:

- Option 1 – Signal with left-turn lanes on all approaches
 - The intersection is expected to meet MUTCD preliminary signal Warrants 1 and 2 (8 and 4-hour vehicular volume)
- Option 2 – reconstruction the intersection as a single-lane roundabout
 - The Columbia Road and Cloverdale Road intersection is programmed in the 2016 CIP to be reconstructed as a single-lane roundabout between 2026 and 2030 timeframe

Hubbard Road and Cloverdale Road Intersection

The Hubbard Road and Cloverdale Road intersection is expected to exceed ACHD's minimum operational thresholds as an unsignalized intersection. Based on the projected 2025 background traffic, the intersection is expected to meet warrants for a signal. Two improvement options are proposed to mitigate 2025 background traffic impacts:

- Option 1 – Signal with left-turn lanes on all approaches
 - The intersection is expected to meet MUTCD preliminary signal Warrants 1 and 2 (8 and 4-hour vehicular volume)
- Option 2 – Single-lane roundabout

There are no improvements programmed at the intersection according to ACHD's transportation plans. The intersection is listed as a single-lane roundabout in MSM.

Gowen Road and Pleasant Valley Road Intersection

The Gowen Road and Pleasant Valley Road intersection is expected to only exceed 0.90 overall intersection v/c ratio during the PM peak hour. All lane groups are expected to operate with v/c ratios less than 1.00 during the peak hours. As a result, no improvements are proposed to mitigate 2025 background traffic impacts.

Table 3.5 – Intersection MOEs – 2025 Phase 1 Background Traffic Mitigation

Intersection	Mitigation	Intersection or Lane Group	AM Peak			PM Peak		
			LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
⑦ Amity Road and Cloverdale Road	Signal with 2 thru lanes on Cloverdale Rd	Intersection	C	33	0.79	D	38	0.81
		EBL	C	34	0.66	C	28	0.28
		EBTR	C	35	0.64	D	47	0.86
		WBL	C	32	0.09	C	33	0.46
		WBTR	D	49	0.88	D	36	0.60
		NBL	B	19	0.39	C	30	0.68
		NBTR	C	31	0.76	C	25	0.31
		SBL	C	31	0.76	C	25	0.32
	SBTR	C	25	0.15	C	22	0.18	
	Multi-lane roundabout	Intersection	C	18	-	B	14	-
		EBTL	A	6	0.23	C	18	0.53
		EBTR	A	6	0.24	C	16	0.52
		WBTL	D	0.31	0.62	A	8	0.25
		WBTR	D	26	0.60	A	7	0.26
		NBTL	C	21	0.78	A	8	0.31
NBTR		C	22	0.81	A	7	0.33	
SBTL		A	6	0.19	C	18	0.70	
SBTR	A	6	0.19	C	18	0.72		
⑨ Columbia Road and Cloverdale Road	Single-lane roundabout	Intersection	A	7	-	A	8	-
		EBLTR	A	6	0.31	A	7	0.29
		WBLTR	A	8	0.27	A	6	0.17
		NBLTR	A	9	0.49	A	7	0.37
		SBLTR	A	6	0.24	B	11	0.57
	Signal	Intersection	A	6	0.32	A	8	0.31
		EBL	A	9	0.29	A	6	0.18
		EBTR	A	10	0.51	A	7	0.38
		WBL	A	6	0.25	B	11	0.59
		WBTR	B	11	0.54	B	11	0.59
		NBL	B	12	0.35	B	16	0.15
		NBTR	A	10	0.36	B	17	0.60
		SBL	B	11	0.08	B	18	0.11
		SBTR	A	10	0.32	B	15	0.37
⑩ Hubbard Road and Cloverdale Road	Single-lane roundabout	Intersection	A	7	-	A	8	-
		EBLTR	A	6	0.30	A	5	0.07
		WBLTR	A	4	0.02	A	8	0.43
		NBLTR	A	10	0.46	A	5	0.22
		SBLTR	A	6	0.23	A	10	0.52
	Signal	Intersection	A	8	-	A	9	-
		EBL	A	7	0.31	A	5	0.08
		EBTR	A	5	0.03	A	9	0.46
		WBL	B	11	0.49	A	5	0.23
		WBTR	A	5	0.23	B	11	0.54
		NBL	A	9	0.50	B	13	0.65
		NBTR	B	11	0.24	B	17	0.13
		SBL	B	12	0.55	A	10	0.06
SBTR	B	13	0.01	B	10	0.07		

4.0 2025 PHASE 1 TOTAL TRAFFIC CONDITIONS

4.1 Roadway Network

The study area roadways and intersections are expected to remain the same as the existing conditions with the exception of the roadway and intersection improvements needed to mitigate 2019 existing traffic and 2025 background traffic as discussed in the previous sections. These preceding roadway and intersection improvements were included in the 2025 total traffic impact analysis.

Springrock Subdivision is planning to construct a segment of Five Mile Road along the site frontages as a three-lane minor arterial roadway. A segment of Tenmile Creek Road will be realigned from Hubbard Road to intersect the proposed Five Mile Road segment as a three-lane minor arterial roadway.

4.2 Proposed Development

For the 2025 Phase 1 analysis, the proposed developments in Springrock Subdivision include the followings:

- 757 single-family residential dwelling units
- 136 multi-family residential dwelling units
- One Elementary School with 600 students
- One 5,000-square foot day care center
- 10,000 square feet of office
- One 6,000-square foot quality restaurant

4.3 Site Traffic

4.3.1 Trip Generation

Site trip generation is estimated using the procedures recommended in the latest edition of the Trip Generation Manual (10th edition), published by the Institute of Transportation Engineer (ITE). **Table 4.1** summarizes the site trip generation. The proposed Phase 1 development is estimated to generate approximately 9,718 trips per weekday, 1,086 trips during the AM peak hour, and 1,017 trips during the PM peak hour.

4.3.2 Trip Capture

Internal capture trip was estimated based on ITE methodologies as required by ACHD. Copies of the internal capture worksheets are included in the appendix. Based on the proposed land uses, the development is expected to retain trips approximately 3% during the PM peak hour. Daily capture rates were not available and was assumed 3%, the same as the PM peak hour trip capture rate. The Phase 1 developments are not expected to retain a significant number of trips during the AM peak hour.

4.3.3 Pass-by Trips

Based on ITE pass-by rates, the proposed commercial development is expected to attract approximately 20 pass-by trips during the PM peak hour. ITE does not have pass-by rates for the daily or AM peak hour. No pass-by trips were assumed in the AM peak hour analysis.

4.3.4 Modal Split

For the traffic analysis purposes, all trips generated by the development were assumed to be made by personal and commercial vehicles.

4.3.5 Trip Distribution and Assignment

Site traffic was distributed and assigned to the external roadway system based on the current travel patterns, site layout and the general location of the site within the area. Traffic forecasts from the COMPASS models were also used. **Figure 4.1** summarizes the expected site traffic distribution patterns. **Figure 4.2** and **Figure 4.3** summarize the estimated 2025 Phase 1 peak hour site traffic.

Table 4.1 – 2025 Phase 1 Site Trip Generation Summary

Land Use	ITE		Unit	Total Trips	Capture Rate	Internal Capture	Pass-by Rate	Pass-by Trips	Primary Trips				
	Code	Size							Total	Entering	Exiting	Exiting	
Weekday Daily (vpd)													
Single-Family Detached Housing	210	757	DU	6,694	3%	201	--	--	6,493	50%	3,246	50%	3,247
Multifamily Housing (Low-Rise)	220	136	DU	987	3%	30	--	--	957	50%	478	50%	479
Elementary School	520	600	Students	1,134	8%	91	--	--	1,043	50%	522	50%	521
Day Care Center	565	5	TSF	238	3%	7	--	--	231	50%	116	50%	115
Small Office Building	712	10	TSF	162	3%	5	--	--	157	50%	78	50%	79
Quality Restaurant	931	6	TSF	503	3%	15	--	--	488	50%	244	50%	244
Weekday Daily Total Trips				9,718		349		0	9,369		4,684		4,685
Weekday AM Peak Hour (vph)													
Single-Family Detached Housing	210	757	DU	542	0%	0	--	--	542	25%	135	75%	407
Multifamily Housing (Low-Rise)	220	136	DU	64	0%	0	--	--	64	23%	15	77%	49
Elementary School	520	600	Students	402	8%	32	--	--	370	54%	200	46%	170
Day Care Center	565	5	TSF	55	0%	0	--	--	55	53%	29	47%	26
Small Office Building	712	10	TSF	19	0%	0	--	--	19	83%	16	17%	3
Quality Restaurant	931	6	TSF	4	0%	0	--	--	4	67%	3	33%	1
Weekday AM Peak Total Trips				1,086		32		0	1,054		398		656
Weekday PM Peak Hour (vph)													
Single-Family Detached Housing	210	757	DU	709	3%	21	--	--	688	63%	433	37%	255
Multifamily Housing (Low-Rise)	220	136	DU	78	3%	2	--	--	76	63%	48	37%	28
Elementary School	520	600	Students	102	8%	8	--	--	94	48%	45	52%	49
Day Care Center	565	5	TSF	56	3%	2	--	--	54	47%	25	53%	29
Small Office Building	712	10	TSF	25	3%	1	--	--	24	32%	8	68%	16
Quality Restaurant	931	6	TSF	47	3%	1	44%	20	26	67%	17	33%	9
Weekday PM Peak Hour Total Trips				1,017		35		20	962		576		386

4.4 Total Traffic

The 2025 site traffic is then added to the 2025 background traffic as determined above to obtain the 2025 total traffic. **Figure 4.4** and **Figure 4.5** summarize the estimated 2025 weekday peak hour total traffic at each intersection.

Figure 4.1 – Site Traffic Distribution Patterns

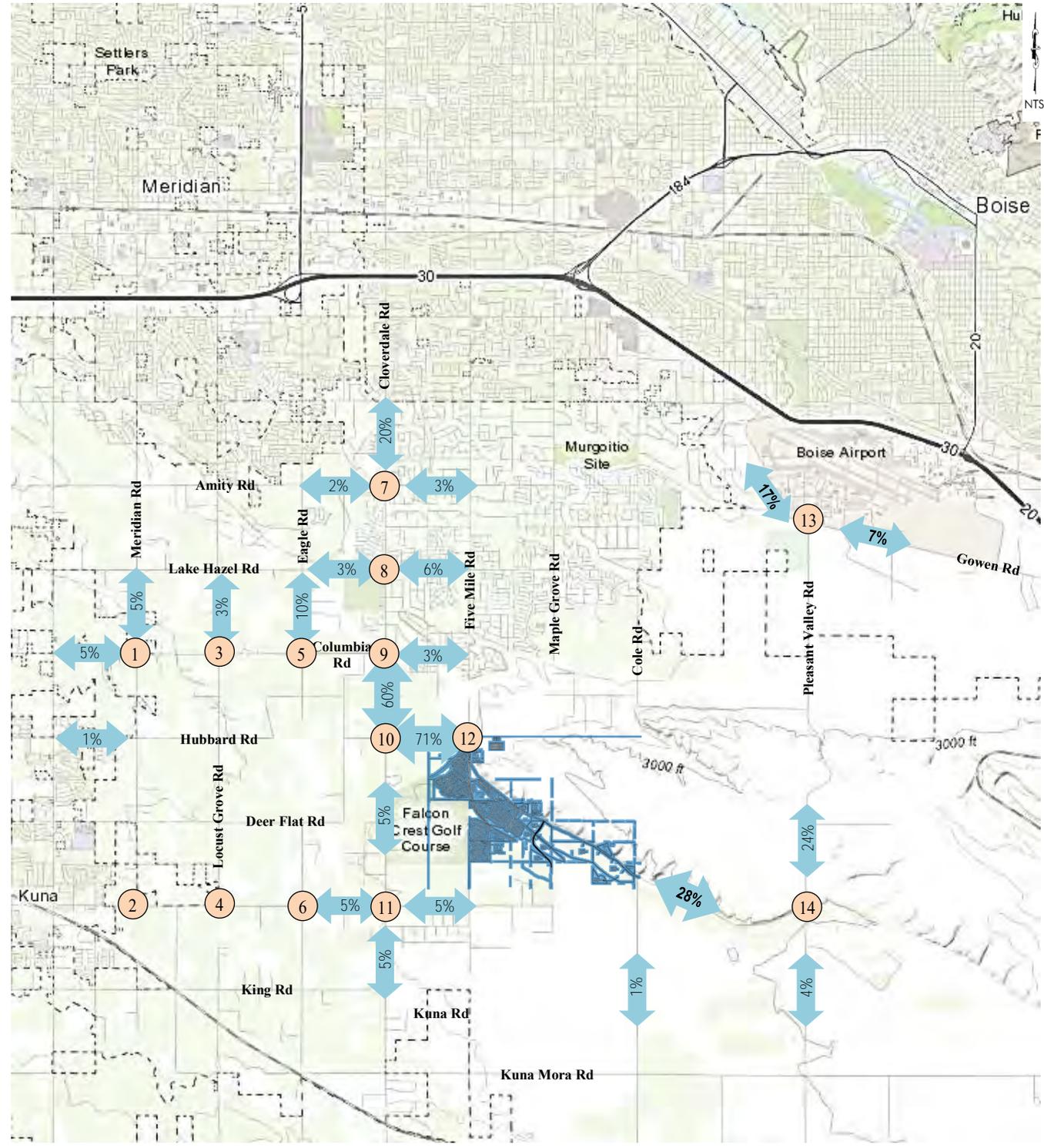


Figure 4.2 – 2025 Phase 1 AM Peak Hour Site Traffic

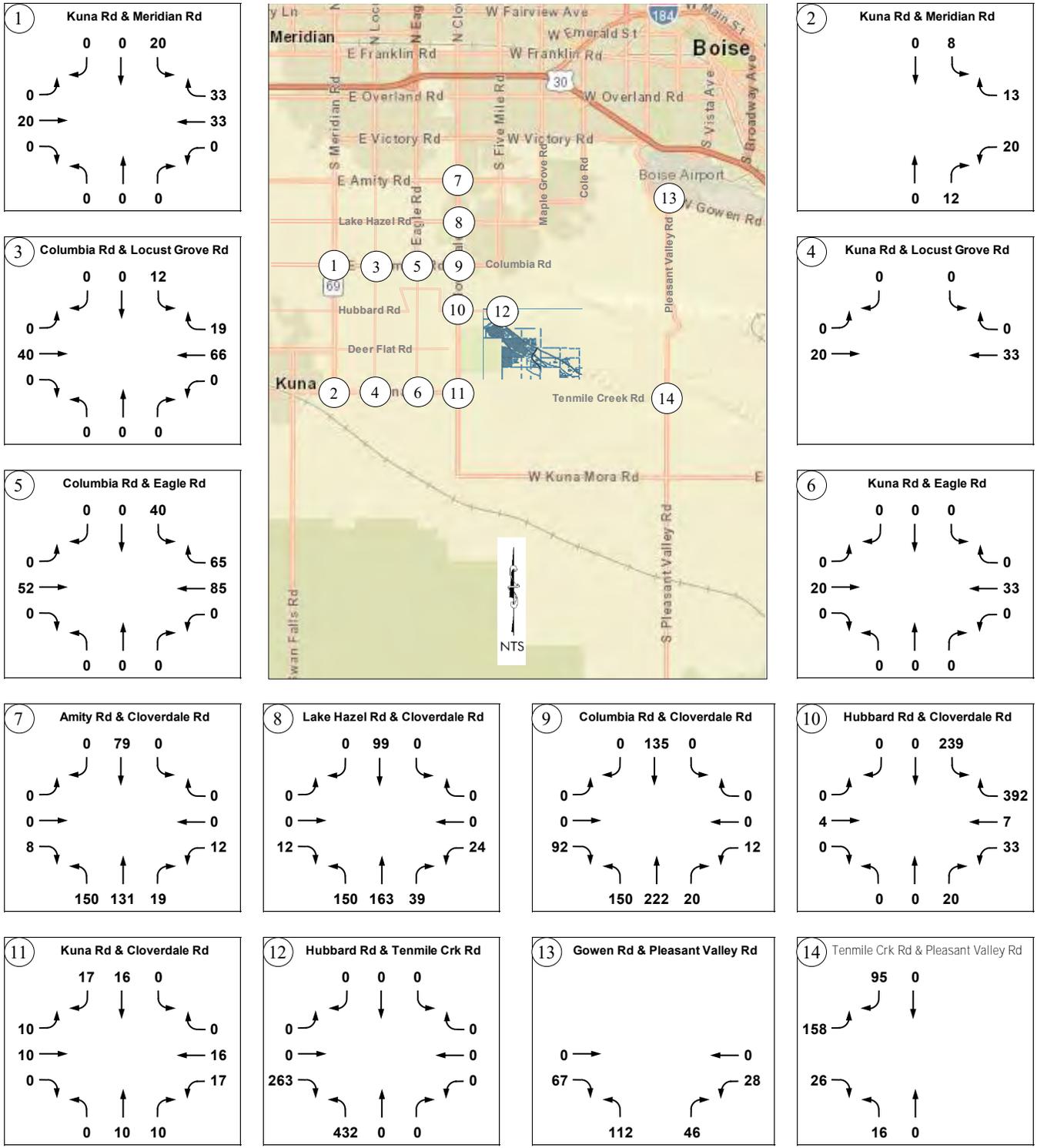


Figure 4.3 –2025 Phase 1 PM Peak Hour Site Traffic

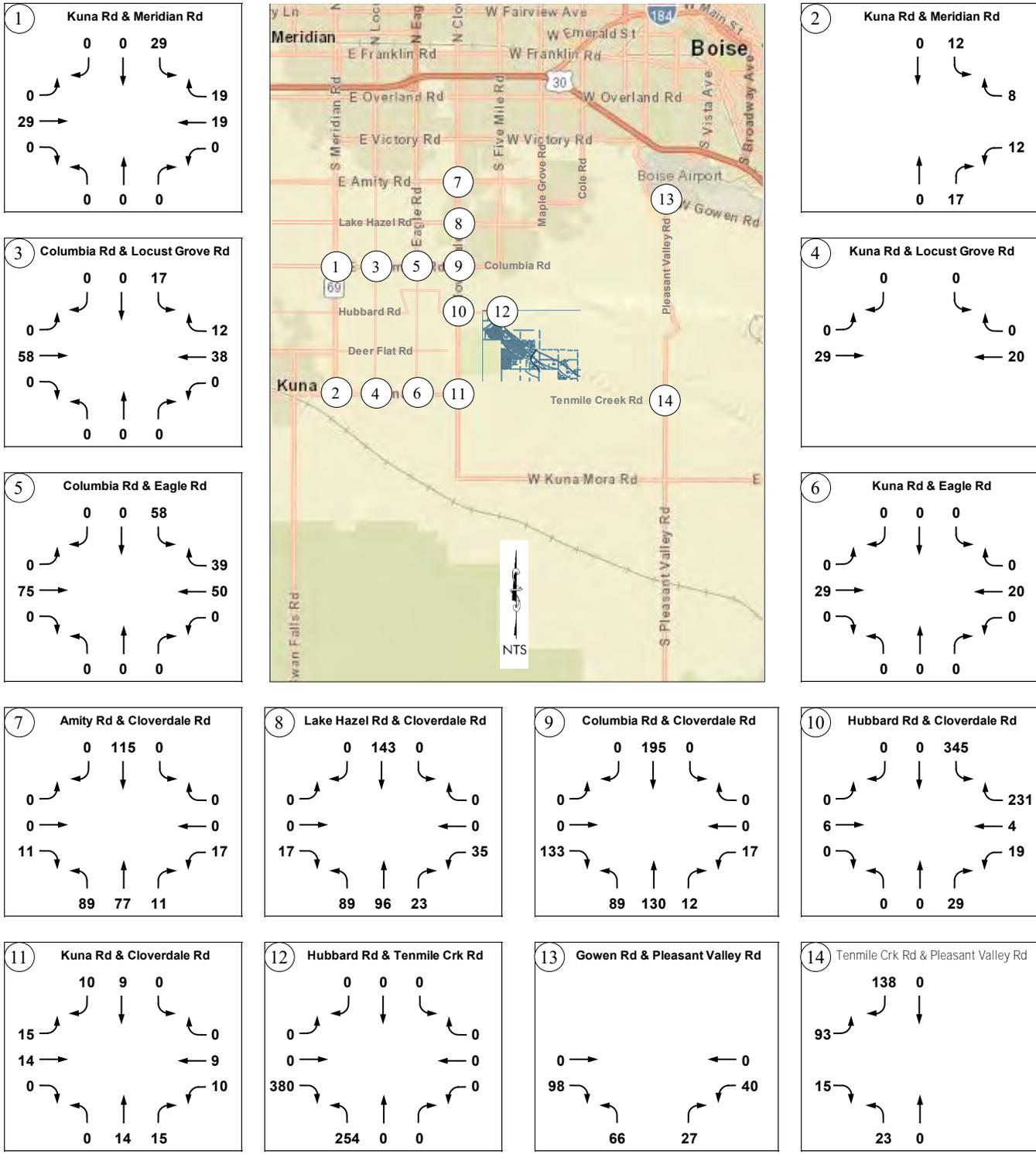


Figure 4.4 – 2025 Phase 1 AM Peak Hour Total Traffic

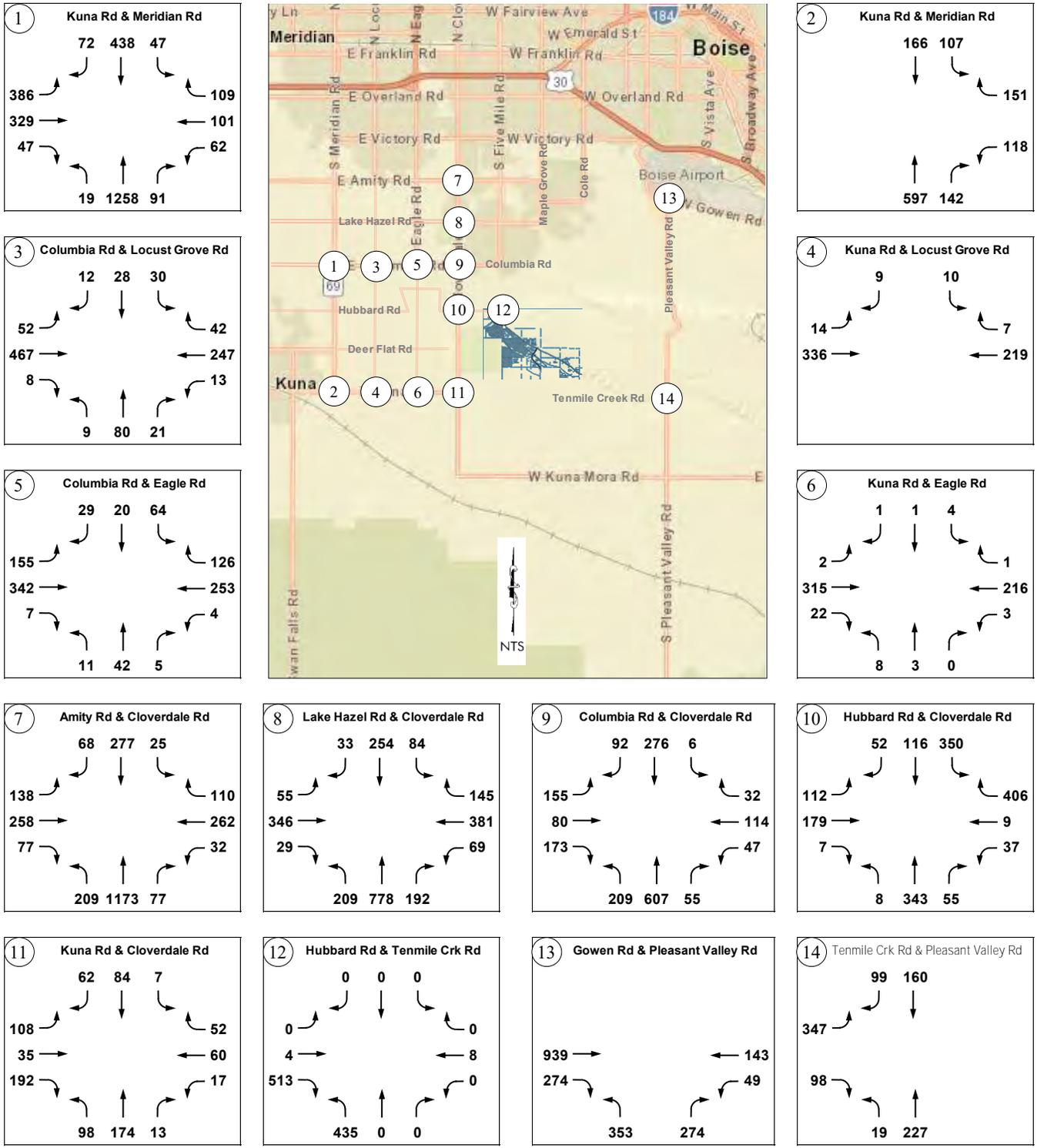
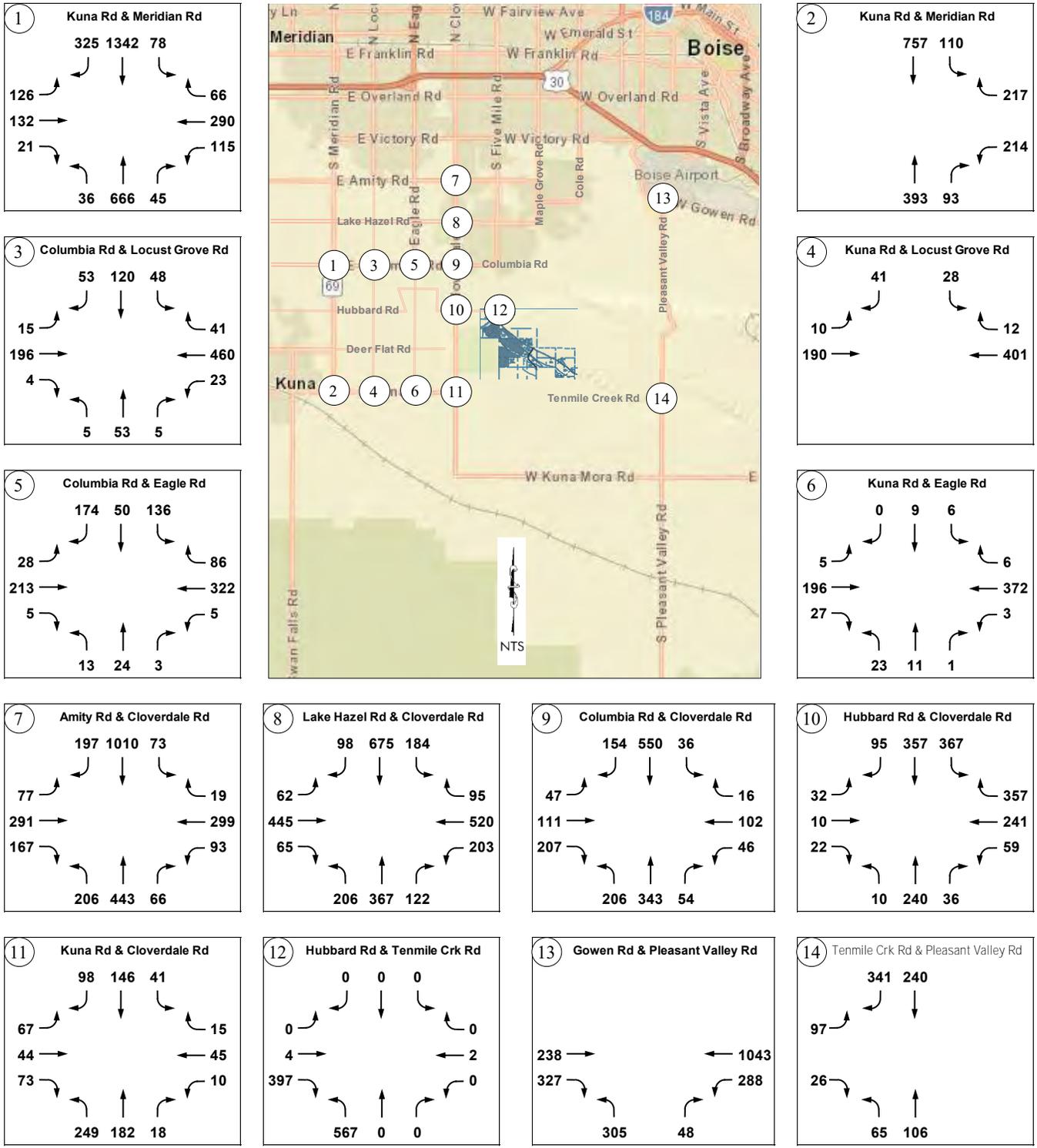


Figure 4.5 – 2025 Phase 1 PM Peak Hour Total Traffic



4.5 Roadway Segment Level of Service

The study area roadway segments were evaluated based on ACHD's LOS planning thresholds. **Table 4.2** summarizes the roadway segment level of service with the existing number of lanes and 2025 total traffic. All study area roadway segments are expected to meet ACHD's LOS planning thresholds, with the exception of three roadway segments:

- Cloverdale Road between Lake Hazel Road and Columbia Road
- Cloverdale Road between Columbia Road and Hubbard Road
- Hubbard Road between Cloverdale Road and Five Mile Road

Table 4.2 – Roadway Segment Level of Service – 2025 Phase 1 Total Traffic

Roadway	Segment	Functional Classification (No. of Lanes)	ACHD LOS Planning Threshold [vph]	Peak Hour Directional Volume [vph]		Meets LOS Planning Threshold?
				AM Peak	PM Peak	
Cloverdale Rd	Amity Rd to Lake Hazel Rd	Minor Arterial (5)	LOS E 1,540	1,473	1,270	Yes
	Lake Hazel Rd to Columbia Rd	Minor Arterial (2)	LOS E 575	1,034	943	No
	Columbia Rd to Hubbard Rd	Minor Arterial (2)	LOS E 575	871	819	No
Pleasant Valley Rd	Gowen Rd to Hollilynn Dr	Principal Arterial (2)	LOS E 690	627	615	Yes
	Hollilynn Dr to Tenmile Creek Rd	Principal Arterial (2)	LOS E 690	574	581	Yes
Columbia Rd	Meridian Rd to Locust Grove Rd	Minor Arterial (2)	LOS E 575	527	518	Yes
	Locust Grove Rd to Eagle Rd	Minor Arterial (2)	LOS E 575	518	524	Yes
	Eagle Rd to Cloverdale Rd	Minor Arterial (2)	LOS E 575	415	462	Yes
Hubbard Rd	Cloverdale Rd to Five Mile Rd	Minor Arterial (2)	LOS E 575	584	657	No
Five Mile Rd	Tenmile Creek Rd to Hubbard Rd	Minor Arterial (3) ¹	LOS E 720	513	567	Yes
Tenmile Creek Rd	Five Mile Rd to Pleasant Valley Rd	Minor Arterial (3/2) ¹	LOS E 720/575	445	406	Yes
Kuna Rd	Meridian Rd to Locust Grove Rd	Minor Arterial (2)	LOS E 575	445	406	Yes
	Locust Grove Rd to Eagle Rd	Minor Arterial (2)	LOS E 575	346	413	Yes
	Eagle Rd to Cloverdale Rd	Minor Arterial (2)	LOS E 575	335	392	Yes

¹ Springrock Subdivision planned to be widened this roadway segment to 3 lanes along the site frontages

4.6 Intersection Level of Service

To determine the 2025 total traffic impacts, the study area intersections were analyzed with the existing intersection control and lane configuration or with the preceding improvements needed to mitigate 2019 existing traffic and 2025 background traffic. Copies of the analysis reports are included in the appendix. **Table 4.3** summarizes the intersection capacity analysis results. All study area intersections are expected to meet minimum operational thresholds, with the exception of five intersections:

- Columbia Road and Meridian Road intersection
- Lake Hazel Road and Cloverdale Road intersection
- Columbia Road and Cloverdale Road intersection
- Hubbard Road and Cloverdale Road intersection
- Gowen Road and Pleasant Valley Road intersection

Table 4.3 – Intersection MOEs – 2025 Phase 1 Total Traffic

Intersection	Control	Intersection or Lane Group	AM Peak			PM Peak		
			LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
① Columbia Road and Meridian Road	Signal	Intersection	D	50	0.91	D	37	0.81
		EBL	E	79	0.95	E	71	0.81
		EBTR	E	69	0.88	D	50	0.43
		WBL	E	61	0.45	D	51	0.45
		WBT	E	80	0.72	E	78	0.90
		WBR	F	119	0.91	D	50	0.24
		NBL	B	19	0.05	C	26	0.28
		NBT	D	41	0.86	C	23	0.43
		NBR	C	22	0.14	B	18	0.06
		SBL	C	31	0.37	B	18	0.22
		SBT	C	23	0.28	C	33	0.80
② Kuna Road and Meridian Road	Stop (Kuna Rd)	WBL	C	22	0.39	E	38	0.69
		WBR	B	12	0.25	B	11	0.29
		NBT	-	-	-	-	-	-
		NBR	-	-	-	-	-	-
		SBL	A	10	0.13	A	9	0.10
		SBT	-	-	-	-	-	-
③ Columbia Road and Locust Grove Road	4-Way Stop	Intersection	C	20	-	C	19	-
		EBLTR	D	27	0.81	B	12	0.36
		WBLTR	B	13	0.49	D	26	0.79
		NBLTR	B	11	0.21	B	11	0.12
		SBLTR	B	11	0.14	B	13	0.39
④ Kuna Road and Locust Grove Road	Stop (Locust)	EBLT	A	8	0.01	A	8	0.01
		WBTR	-	-	-	-	-	-
		SBLR	B	12	0.04	B	13	0.14
⑤ Columbia Road and Eagle Road	4-Way Stop	Intersection	C	17	-	C	17	-
		EBLTR	C	21	0.73	B	14	0.44
		WBLTR	B	14	0.55	C	20	0.68
		NBLTR	B	10	0.11	B	11	0.08
		SBLTR	B	11	0.20	C	18	0.61
⑥ Kuna Road and Eagle Road	2-Way Stop	EBLTR	A	8	< 0.01	A	8	0.01
		WBLTR	A	8	< 0.01	A	8	< 0.01
		NBLTR	B	14	0.03	C	15	0.10
		SBLTR	B	13	0.02	B	15	0.04
⑦ Amity Road and Cloverdale Road	Signal ¹	Intersection	D	38	0.84	D	46	0.87
		EBL	D	41	0.69	C	30	0.28
		EBTR	D	40	0.68	E	58	0.90
		WBL	C	35	0.1	D	37	0.57
		WBTR	E	59	0.90	D	38	0.58
		NBL	B	19	0.44	D	44	0.81
		NBT	D	37	0.82	C	28	0.38
		NBTR	D	37	0.83	C	28	0.38
		SBL	C	28	0.19	C	24	0.20
		SBT	C	27	0.27	E	55	0.91
SBTR	C	27	0.28	E	56	0.91		

Table 4.3 – Intersection MOEs – 2025 Phase 1 Total Traffic (continued)

Intersection	Control	Intersection or Lane Group	AM Peak			PM Peak		
			LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c
⑧ Lake Hazel Road and Cloverdale Road	Signal	Intersection	E	80	1.11	E	73	1.26
		EBL	F	225	1.09	F	85	0.66
		EBTR	D	44	0.68	F	100	1.04
		WBL	E	60	0.40	F	153	1.14
		WBTR	F	80	0.98	D	53	0.90
		NBL	C	21	0.12	F	225	1.12
		NBTR	F	110	1.13	D	41	0.75
		SBL	F	92	0.89	E	61	0.81
⑨ Columbia Road and Cloverdale Road	Roundabout ²	Intersection	C	19	-	C	17	-
		EBLTR	A	9	0.46	B	14	0.56
		WBLTR	B	14	0.41	A	8	0.24
		NBLTR	D	28	0.90	B	11	0.59
		SBLTR	A	9	0.44	D	25	0.85
⑩ Hubbard Road and Cloverdale Road	Roundabout ³	Intersection	B	11	-	C	22	-
		EBLTR	A	9	0.39	A	7	0.12
		WBLTR	B	13	0.57	C	15	0.72
		NBLTR	C	16	0.61	A	8	0.35
⑪ Kuna Road and Cloverdale Road	4-Way Stop	SBLTR	A	7	0.44	D	32	0.92
		Intersection	B	13	-	C	15	-
		EBLTR	B	15	0.55	B	12	0.32
		WBLTR	B	11	0.23	B	10	0.13
		NBLTR	B	14	0.50	C	20	0.70
⑫ Hubbard Road and Tenmile Creek Rd	2-Way Stop	EBLTR	Low volume on minor approach resulting in no reported MOEs in Synchro outputs. Expected to meet minimum operation thresholds.					
		WBLTR						
		NBLTR						
		SBLTR						
⑬ Gowen Road and Pleasant Valley Road	Signal	Intersection	C	28	0.75	C	30	1.00
		EBT	C	22	0.70	B	15	0.20
		EBR	A	3	0.23	A	6	0.32
		WBL	B	15	0.22	A	10	0.51
		WBT	A	8	0.14	C	32	0.95
		NBL	E	59	0.92	E	75	0.93
		NBR	D	46	0.80	D	37	0.16
⑭ Tenmile Creek Road and Pleasant Valley Road	Stop (Tenmile)	EBLR	D	35	0.84	B	15	0.27
		NBLT	A	8	0.02	A	9	0.08
		SBTR	-	-	-	-	-	-

¹ Multi-lane roundabout = LOS D with maximum lane group v/c ratio of 0.91

² Signal = Overall intersection LOS D with 0.86 v/c ratio and a maximum lane group v/c ratio of 0.94

³ Signal = Overall intersection LOS D with 0.92 v/c ratio and a maximum lane group v/c ratio of 0.94

4.7 Roadway Segment Mitigation

Cloverdale Road between Lake Hazel Road and Columbia Road

The Cloverdale Road segment between Lake Hazel Road and Columbia Road is expected to exceed ACHD's LOS service planning thresholds as a 2-lane minor arterial with 2025 total traffic. Based on the intersection improvements discussed below, the Cloverdale Road approaches are expected to need two through lanes in each direction. As a result, this Cloverdale Road segment is recommended to be widened to five lanes to mitigate 2025 total traffic impacts. Cloverdale Road is programmed in the 2016 CIP to be widened to five lanes from Lake Hazel Road to Columbia Road.

The estimated Phase 1 site traffic on this Cloverdale Road segment is approximately 20.7% of the total traffic during the PM peak hour.

Cloverdale Road between Columbia Road and Hubbard Road

The Cloverdale Road segment between Columbia Road and Hubbard Road is expected to exceed ACHD's LOS planning thresholds for a 2-lane minor arterial with 2025 total traffic. Based on the intersection capacity analysis results, this Cloverdale Road segment is not expected to need two through lanes in each direction. As a result, no roadway capacity improvements for this Cloverdale Road segment are recommended to mitigate 2025 total traffic impacts.

The estimated Phase 1 site traffic on this Cloverdale Road segment is approximately 11.3% of the total traffic during the PM peak hour.

Hubbard Road between Cloverdale Road and Five Mile Road

The Hubbard Road segment between Cloverdale Road and Five Mile Road is expected to exceed ACHD's LOS planning thresholds for a 2-lane minor arterial with 2025 total traffic. Based on the intersection capacity analysis, Hubbard Road is not expected to need two through lanes in each direction. As a result, no roadway capacity improvements for this Hubbard Road segment are recommended to mitigate 2025 total traffic impacts. There are no capacity improvements programmed on Hubbard Road in the current ACHD transportation plans.

The estimated Phase 1 site traffic on this Hubbard Road segment is approximately 79.1% of the total traffic during the PM peak hour.

4.8 Intersection Mitigation

Two study area intersections are expected to exceed ITD's or ACHD's minimum operational thresholds with 2025 total traffic. One study area intersection is expected to meet ACHD's turn-lane guidelines. The proposed intersection improvements discussed below are expected to mitigate 2025 total traffic impacts. **Table 4.4** summarizes the analysis results for the proposed mitigations.

Columbia Road and Meridian Road Intersection

The Columbia Road and Meridian Road intersection is expected to slightly exceed 0.90 overall intersection v/c ratio during the AM peak hour with optimized signal timing. The westbound right-turn lane group is expected to operate at LOS F, but under capacity with a 0.91 v/c ratio during the AM peak hour. All other lane groups are also expected to operate under capacity with a v/c ratio of 0.95 or less during the peak hour. As a result, no improvements are proposed to mitigate 2025 total traffic impacts.

The estimated Phase 1 site traffic at the Columbia Road and Meridian Road intersection is approximately 3.0% of the total intersection traffic during the PM peak hour.

Lake Hazel Road and Cloverdale Road Intersection

The Lake Hazel Road and Cloverdale Road intersection is expected to exceed ACHD's minimum operational thresholds as a signalized intersection with one left-turn lane and one shared through/right-turn lane on all approaches. The following improvements are proposed to mitigate 2025 background traffic impacts:

- Widen intersection to have on left-turn lane, one through lane, and one shared through/right-turn lane on all approaches (5x5)
 - The Lake Hazel Road and Cloverdale Road intersection is programmed in the 2019-2023 IFYWP to be widened to five lanes on both Lake Hazel Road and Cloverdale Road. The construction years have not been identified and the project is listed as preliminary development.

The estimated Phase 1 site traffic at the Lake Hazel Road and Cloverdale Road intersection is approximately 11.2% of the total intersection traffic during the PM peak hour.

Columbia Road and Cloverdale Road Intersection

The Columbia Road and Cloverdale Road intersection is expected to meet minimum operational thresholds as a signalized intersection. As a single-lane roundabout, one lane group is expected to slightly exceed 0.85 v/c ratio threshold during the AM peak hour. To avoid over-building the roundabout, no additional improvements are proposed to mitigate 2025 total traffic impacts.

The estimated Phase 1 site traffic at the Columbia Road and Cloverdale Road intersection is approximately 30.8% of the total intersection traffic during the PM peak hour.

Hubbard Road and Cloverdale Road Intersection

The Hubbard Road and Cloverdale Road intersection is expected to meet minimum operational thresholds as a signalized intersection, with the exception of the overall intersection v/c ratio slightly exceeding 0.90 threshold during the AM peak hour. No additional improvements are proposed to reduce the overall intersection v/c ratio.

As a single-lane roundabout, one lane group is expected to slightly exceed 0.85 v/c ratio threshold during the AM peak hour. To avoid over-building the roundabout, no additional improvements are proposed to mitigate 2025 total traffic impacts.

The estimated Phase 1 site traffic at the Hubbard Road and Cloverdale Road intersection is approximately 34.7% of the total intersection traffic during the PM peak hour.

Gowen Road and Pleasant Valley Road Intersection

The Gowen Road and Pleasant Valley Road intersection is expected to only exceed 0.90 overall intersection v/c ratio during the PM peak hour. All lane groups are expected to operate with v/c ratios less than 1.00 during the peak hours. As a result, no improvements are proposed to mitigate 2025 total traffic impacts.

The estimated Phase 1 site traffic at the Gowen Road and Pleasant Valley Road intersection is approximately 10.3% of the total intersection traffic during the PM peak hour.

Tenmile Creek Road and Pleasant Valley Road Intersection

The Tenmile Creek Road and Pleasant Valley Road intersection is expected to meet ACHD's minimum operational thresholds. However, the following turn lanes are warranted based on ACHD's turn-lane guidelines:

- Eastbound left-turn lane
- Northbound left-turn lane

The estimated Phase 1 site traffic at the Tenmile Creek Road and Pleasant Valley Road intersection is approximately 30.7% of the total intersection traffic during the PM peak hour.

Table 4.4 – Intersection MOEs – 2025 Phase 1 Total Traffic Mitigation

Intersection	Mitigation	Intersection or Lane Group	AM Peak			PM Peak			
			LOS	Delay [s/v]	v/c	LOS	Delay [s/v]	v/c	
8	Lake Hazel Road and Cloverdale Road	Widen intersection to 5x5	Intersection	C	28	0.65	C	29	0.70
			EBL	C	31	0.29	C	29	0.28
			EBT	D	36	0.49	D	38	0.70
			EBTR	D	36	0.50	D	38	0.71
			WBL	C	30	0.27	C	26	0.65
			WBT	D	39	0.69	C	33	0.66
			WBTR	D	39	0.70	C	33	0.66
			NBL	B	14	0.12	C	21	0.27
			NBT	C	23	0.63	C	26	0.46
			NBTR	C	23	0.63	C	26	0.47
			SBL	B	17	0.33	B	18	0.47
			SBT	B	17	0.20	C	26	0.63
SBTR	B	18	0.20	C	26	0.63			
14	Tenmile Creek Road and Pleasant Valley Road	EBL lane and NBL turn lanes	EBL	C	17	0.58	B	12	0.17
			EBR	A	10	0.13	A	10	0.04
			NBL	A	8	0.02	A	9	0.08
			NBT	-	-	-	-	-	-
			SBT	-	-	-	-	-	-
SBR	-	-	-	-	-	-			

4.9 Site Access and Circulation

Springrock Subdivision is planning to construct a segment of Five Mile Road along the site frontages. A segment of Tenmile Creek Road will be realigned from Hubbard Road to intersect the proposed Five Mile Road segment. These roadway segments are planned as three-lane minor arterial roadways in the Master Street Map, and are planned to be constructed to three lanes along the site frontages. Based on Phase 1 total traffic projections, these roadway segments are expected to meet ACHD's LOS planning thresholds as 3-lane minor arterials.

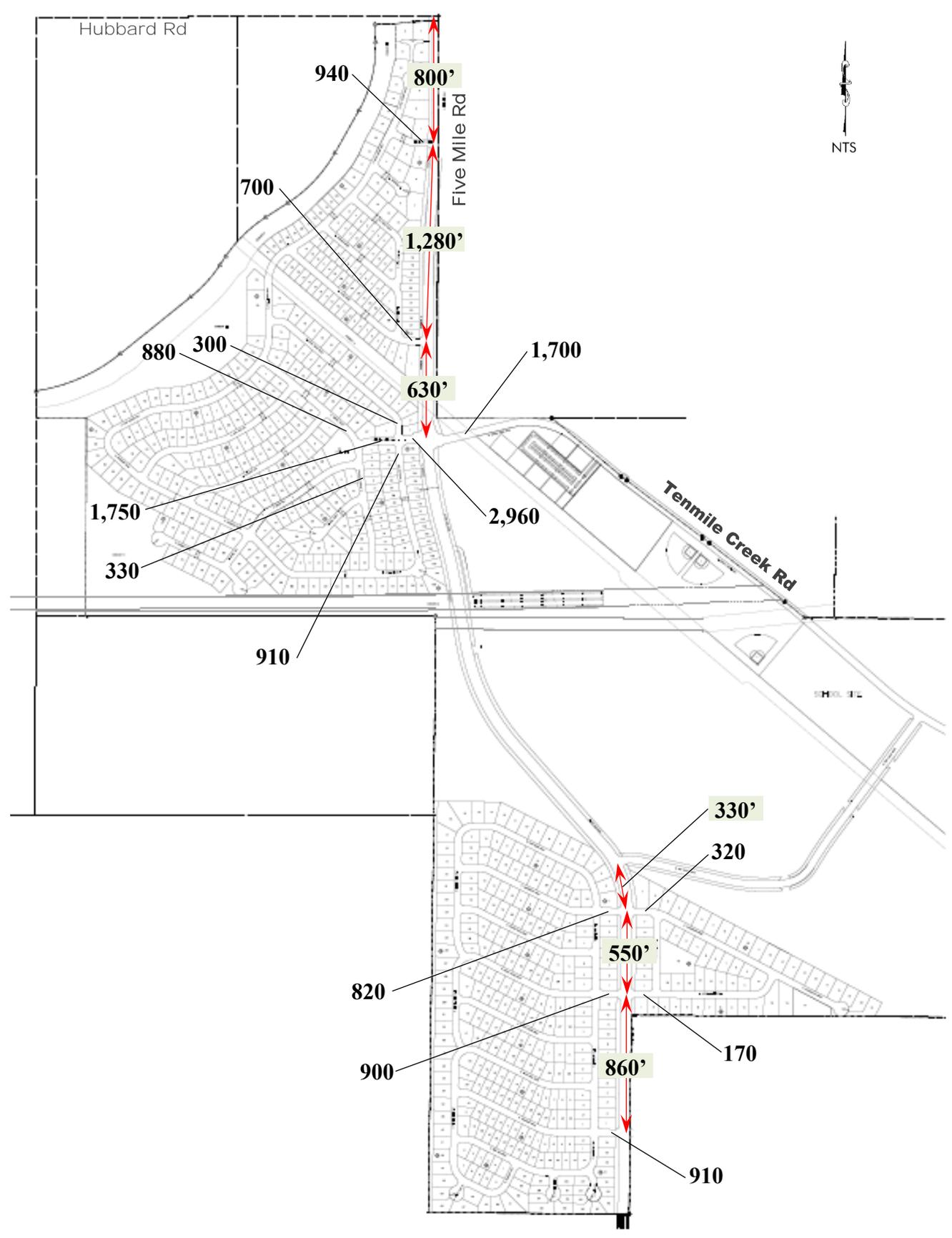
Multiple approaches are proposed on Tenmile Creek Road and the proposed Five Mile Road extension for Phase 1 site access as shown in **Figure 4.6**. We understand the design team has been working with ACHD to ensure the proposed access locations meet ACHD's spacing and requirements. Based on the Phase 1 preliminary site plan, all proposed driveways generally meet ACHD's minimum driveway separation of 330 feet on Five Mile Road and Tenmile Creek Road, a 35-mph minor arterial.

Sight distances at the proposed access intersections should be verified during construction. Building setback and landscaping should be located and designed to ensure adequate intersection sight distance.

Based on the project peak hour volumes, all proposed site access intersections are not expected to warrant right-turn lanes. The Five Mile Road and Tenmile Creek Road segments within the site boundary are expected to be constructed to three lanes with a center turn lane to accommodate left-turning traffic. All proposed site access intersections are expected to meet minimum operational thresholds with 2025 Phase 1 total traffic. Synchro outputs are included in the appendix.

The estimated ADTs on the internal roadways are shown in **Figure 4.6**.

Figure 4.6 – Phase 1 Site Access and Circulation and Internal Roadway ADTs



5.0 2040 BUILD-OUT YEAR PLANNING-LEVEL ANALYSIS

Planning-level analysis of the study area roadways was completed for the full build-out year traffic conditions. The study area roadways were determined based on COMPASS forecasts and are the same as Phase 1. The scope of the planning-level analysis does not include detailed intersection capacity or mitigation analyses. Separate TIS will be required for future phases.

5.1 Roadway Network, Demographics, and Background Traffic

COMPASS models were used to estimate 2040 background traffic. The COMPASS models are developed and calibrated for the Treasure Valley based on the adopted roadway network and demographics. The roadway network included funded and programmed projects. COMPASS 2040 forecasts are included in the appendix. The COMPASS forecasts were not post-processed for use in the planning-level analysis.

Falcon Crest Subdivision developments beyond Phase 1 are not entitled, and therefore were not included in the COMPASS model. Future phases of the proposed Falcon Crest Subdivision were included in the 2040 background traffic as off-site traffic.

5.2 Site Traffic

2040 analysis included the full build-out of Springrock Subdivision developments as summarized in **Table 1.1**. Site trip generation is estimated based on ITE trips rates and procedures. **Table 5.1** summarizes the site trip generation. At full build-out, Springrock Subdivision is expected to generate approximately 26,351 trips per weekday, 2,570 trips during the AM peak hour, and 2,563 trips during the PM peak hour. Based on ITE methodologies, approximately 9% of the trips are expected to be retained within the site during the AM peak hour and approximately 12% during the PM peak hour. A trip generation study for Springrock Subdivision should be conducted to verify trip generation and capture rates as developments are completed.

Site traffic was distributed and assigned to the external roadway system based on the estimated distribution patterns shown in **Figure 4.1**. **Table 5.2** summarizes the PM peak hour site traffic as a percentage of the 2040 total traffic for the study area roadway segments.

Table 5.1 – 2040 Build-Out Site Trip Generation Summary

Land Use	ITE		Unit	Total Trips	Capture Rate	Internal Capture	Pass-by Rate	Pass-by Trips	Primary Trips				
	Code	Size							Total	Entering	Exiting		
Weekday Daily (vpd)													
Mini-Warehouse	151	101	TSF	153	12%	18	--	--	135	50%	67	50%	68
Single-Family Detached Housing	210	1925	DU	15,798	12%	1896	--	--	13,902	50%	6,951	50%	6,951
Multifamily Housing (Low-Rise)	220	252	DU	1,864	12%	224	--	--	1,640	50%	820	50%	820
Multifamily Housing (Mid-Rise)	221	120	DU	652	12%	78	--	--	574	50%	287	50%	287
Elementary School	520	600	Students	1,134	8%	91	--	--	1,043	50%	522	50%	521
Day Care Center	565	5	TSF	238	12%	29	--	--	209	50%	104	50%	105
Small Office Building	710	60	TSF	646	12%	78	--	--	568	50%	284	50%	284
Convenience Market	851	4	TSF	3,049	12%	366	--	--	2,683	50%	1,341	50%	1,342
Quality Restaurant	931	6	TSF	503	12%	60	--	--	443	50%	222	50%	221
High-Turnover (Sit-Down) Restaurant	932	6	TSF	673	12%	81	--	--	592	50%	296	50%	296
Coffee/Donut Shop with Drive Thru	937	2	TSF	1,641	12%	197	60%	866	578	50%	289	50%	289
Weekday Daily Total Trips				26,351		3,118		866	22,367		11,183		11,184
Weekday AM Peak Hour (vph)													
Mini-Warehouse	151	101	TSF	10	9%	1	--	--	9	60%	5	40%	4
Single-Family Detached Housing	210	1925	DU	1,372	9%	123	--	--	1,249	25%	312	75%	937
Multifamily Housing (Low-Rise)	220	252	DU	115	9%	10	--	--	105	23%	24	77%	81
Multifamily Housing (Mid-Rise)	221	120	DU	41	9%	4	--	--	37	23%	9	77%	28
Elementary School	520	600	Students	402	8%	32	--	--	370	54%	200	46%	170
Day Care Center	565	5	TSF	55	9%	5	--	--	50	53%	27	47%	23
Small Office Building	710	60	TSF	83	9%	7	--	--	76	62%	47	38%	29
Convenience Market	851	4	TSF	250	9%	23	--	--	227	50%	114	50%	113
Quality Restaurant	931	6	TSF	4	9%	0	--	--	4	67%	3	33%	1
High-Turnover (Sit-Down) Restaurant	932	6	TSF	60	9%	5	--	--	55	55%	30	45%	25
Coffee/Donut Shop with Drive Thru	937	2	TSF	178	9%	16	60%	98	64	51%	33	49%	31
Weekday AM Peak Total Trips				2,570		226		98	2,246		804		1,442
Weekday PM Peak Hour (vph)													
Mini-Warehouse	151	101	TSF	17	12%	2	--	--	15	47%	7	53%	8
Single-Family Detached Housing	210	1925	DU	1,737	12%	208	--	--	1,529	63%	963	37%	566
Multifamily Housing (Low-Rise)	220	252	DU	134	12%	16	--	--	118	63%	74	37%	44
Multifamily Housing (Mid-Rise)	221	120	DU	58	12%	7	--	--	51	63%	32	37%	19
Elementary School	520	600	Students	102	8%	8	--	--	94	48%	45	52%	49
Day Care Center	565	5	TSF	56	12%	7	--	--	49	16%	8	84%	41
Small Office Building	710	60	TSF	70	12%	8	--	--	62	16%	10	84%	52
Convenience Market	851	4	TSF	196	12%	24	51%	88	84	51%	43	49%	41
Quality Restaurant	931	6	TSF	47	12%	6	44%	18	23	67%	15	33%	8
High-Turnover (Sit-Down) Restaurant	932	6	TSF	59	12%	7	43%	22	30	62%	19	38%	11
Coffee/Donut Shop with Drive Thru	937	2	TSF	87	12%	10	60%	46	31	50%	16	50%	15
Weekday PM Peak Hour Total Trips				2,563		303		174	2,086		1,232		854

Table 5.2 – 2040 Percent Site Traffic Estimate

Roadway	Segment	% Site Traffic of 2040 PM Peak Total Traffic
Cloverdale Rd	Amity Rd to Lake Hazel Rd	17%
	Lake Hazel Rd to Columbia Rd	20%
	Columbia Rd to Hubbard Rd	42%
Pleasant Valley Rd	Gowen Rd to Hollilynn Dr	34%
	Hollilynn Dr to Tenmile Creek Rd	38%
Columbia Rd	Meridian Rd to Locust Grove Rd	17%
	Locust Grove Rd to Eagle Rd	21%
	Eagle Rd to Cloverdale Rd	31%
Hubbard Rd	Cloverdale Rd to Five Mile Rd	79%
Five Mile Rd	Tenmile Creek Rd to Hubbard Rd	79%
Tenmile Creek Rd	Five Mile Rd to Pleasant Valley Rd	48%
Kuna Rd	Meridian Rd to Locust Grove Rd	8%
	Locust Grove Rd to Eagle Rd	8%
	Eagle Rd to Cloverdale Rd	9%

5.3 Roadway Segment Level of Service

The study area roadway segments were evaluated based on ACHD's LOS planning thresholds. **Table 5.3** summarizes the roadway segment level of service analysis with 2040 background traffic. The following roadway segments are expected to need additional lanes beyond the lanes programmed in the 2016 CIP:

- Cloverdale Road between Amity Road and Lake Hazel Road – Widen from five to seven lanes
- Cloverdale Road between Columbia Road and Hubbard Road – Widen from three lanes to five lanes
- Columbia Road between Meridian Road and Cloverdale Road – Widen from two lanes to three lanes
- Kuna Road between Meridian Road and Cloverdale Road – Widen from two lanes to three lanes

Table 5.4 summarizes the roadway segment level of service analysis with 2040 background plus site traffic. The following roadway segments are expected to need additional lanes beyond the lanes programmed in the 2016 CIP and lanes needed under 2040 background traffic:

- Cloverdale Road between Lake Hazel Road and Columbia Road – Widen from five to seven lanes
- Cloverdale Road between Columbia Road and Hubbard Road – Widen from five lanes to seven lanes
- Pleasant Valley Road between Gowen Road and Tenmile Creek Road – Widen from two lanes to three lanes
- Columbia Road between Meridian Road and Cloverdale Road – Widen from three lanes to five lanes
- Hubbard Road between Five Mile Road and Cloverdale Road – Widen from two lanes to five lanes
- Five Mile Road between Tenmile Creek Road and Hubbard Road – Widen from two lanes to five lanes
- Kuna Road between Meridian Road and Locust Grove Road – Widen from three lanes to five lanes

Table 5.3 – Roadway Segment Level of Service Analysis – 2040 Build-Out Year Background Traffic

Roadway	Segment	Functional Classification (CIP Lanes)	ACHD LOS Planning Threshold [vph]	Peak Hour Directional Volume [vph]		Meets LOS Planning Threshold? (Lane Needs)
				AM Peak	PM Peak	
Cloverdale Rd	Amity Rd to Lake Hazel Rd	Minor Arterial (5)	LOS E 1,540	1,340	1,507	Yes
	Lake Hazel Rd to Columbia Rd	Minor Arterial (5)	LOS E 1,540	1,355	1,648	No (7)
	Columbia Rd to Hubbard Rd	Minor Arterial (3)	LOS E 720	893	1,003	No (5)
Pleasant Valley Rd	Gowen Rd to Hollilynn Dr	Principal Arterial (2)	LOS E 690	505	566	Yes
	Hollilynn Dr to Tenmile Creek Rd	Principal Arterial (2)	LOS E 690	275	490	Yes
Columbia Rd	Meridian Rd to Locust Grove Rd	Minor Arterial (2)	LOS E 575	514	650	No (3)
	Locust Grove Rd to Eagle Rd	Minor Arterial (2)	LOS E 575	604	674	No (3)
	Eagle Rd to Cloverdale Rd	Minor Arterial (2)	LOS E 575	533	718	No (3)
Hubbard Rd	Five Mile Rd to Cloverdale Rd	Minor Arterial (2)	LOS E 575	180	466	Yes
Five Mile Rd	Tenmile Creek Rd to Hubbard Rd	Minor Arterial (3)	LOS E 720	180	464	Yes
Tenmile Creek Rd	Five Mile Rd to Pleasant Valley Rd	Minor Arterial (3/2)	LOS E 720/575	125	377	Yes
Kuna Rd	Meridian Rd to Locust Grove Rd	Minor Arterial (2)	LOS E 575	549	746	No (3)
	Locust Grove Rd to Eagle Rd	Minor Arterial (2)	LOS E 575	465	688	No (3)
	Eagle Rd to Cloverdale Rd	Minor Arterial (2)	LOS E 575	489	652	No (3)

Table 5.4 – Roadway Segment Level of Service Analysis – 2040 Build-Out Year Total Traffic

Roadway	Segment	Functional Classification (No. of Lanes) (CIP Lanes)	ACHD LOS Planning Threshold [vph]	Peak Hour Directional Volume [vph]		Meets LOS Planning Threshold? (Need Lanes)
				AM Peak	PM Peak	
Cloverdale Rd	Amity Rd to Lake Hazel Rd	Minor Arterial (5)	LOS E 1,540	1,700	1,815	No (7)
	Lake Hazel Rd to Columbia Rd	Minor Arterial (5)	LOS E 1,540	1,845	2,067	No (7)
	Columbia Rd to Hubbard Rd	Minor Arterial (3)	LOS E 720	1,757	1,743	No (7)
Pleasant Valley Rd	Gowen Rd to Hollilynn Dr	Principal Arterial (2)	LOS E 690	851	861	No (3)
	Hollilynn Dr to Tenmile Creek Rd	Principal Arterial (2)	LOS E 690	621	785	No (3)
Columbia Rd	Meridian Rd to Locust Grove Rd	Minor Arterial (2)	LOS E 575	594	735	No (5)
	Locust Grove Rd to Eagle Rd	Minor Arterial (2)	LOS E 575	708	785	No (5)
	Eagle Rd to Cloverdale Rd	Minor Arterial (2)	LOS E 575	718	914	No (5)
Hubbard Rd	Five Mile Rd to Cloverdale Rd	Minor Arterial (2)	LOS E 575	995	1,029	No (5)
Five Mile Rd	Tenmile Creek Rd to Hubbard Rd	Minor Arterial (3)	LOS E 720	991	1,027	No (5)
Tenmile Creek Rd	Five Mile Rd to Pleasant Valley Rd	Minor Arterial (3/2)	LOS E 720/575	529	721	Yes
Kuna Rd	Meridian Rd to Locust Grove Rd	Minor Arterial (2)	LOS E 575	589	789	No (5)
	Locust Grove Rd to Eagle Rd	Minor Arterial (2)	LOS E 575	505	731	No (3)
	Eagle Rd to Cloverdale Rd	Minor Arterial (2)	LOS E 575	530	695	No (3)

APPENDIX A: SCOPE AND COMPASS AREA OF INFLUENCE RESULTS

181 East 50th Street
Garden City, ID 83714
(208) 841-4996
chream@gmail.com

MEMORANDUM – TIS SCOPE

DATE: April 10, 2019

TO: Mindy Wallace, AICP, Ada County Highway District
Erika Bowen, P.E., Idaho Transportation Department

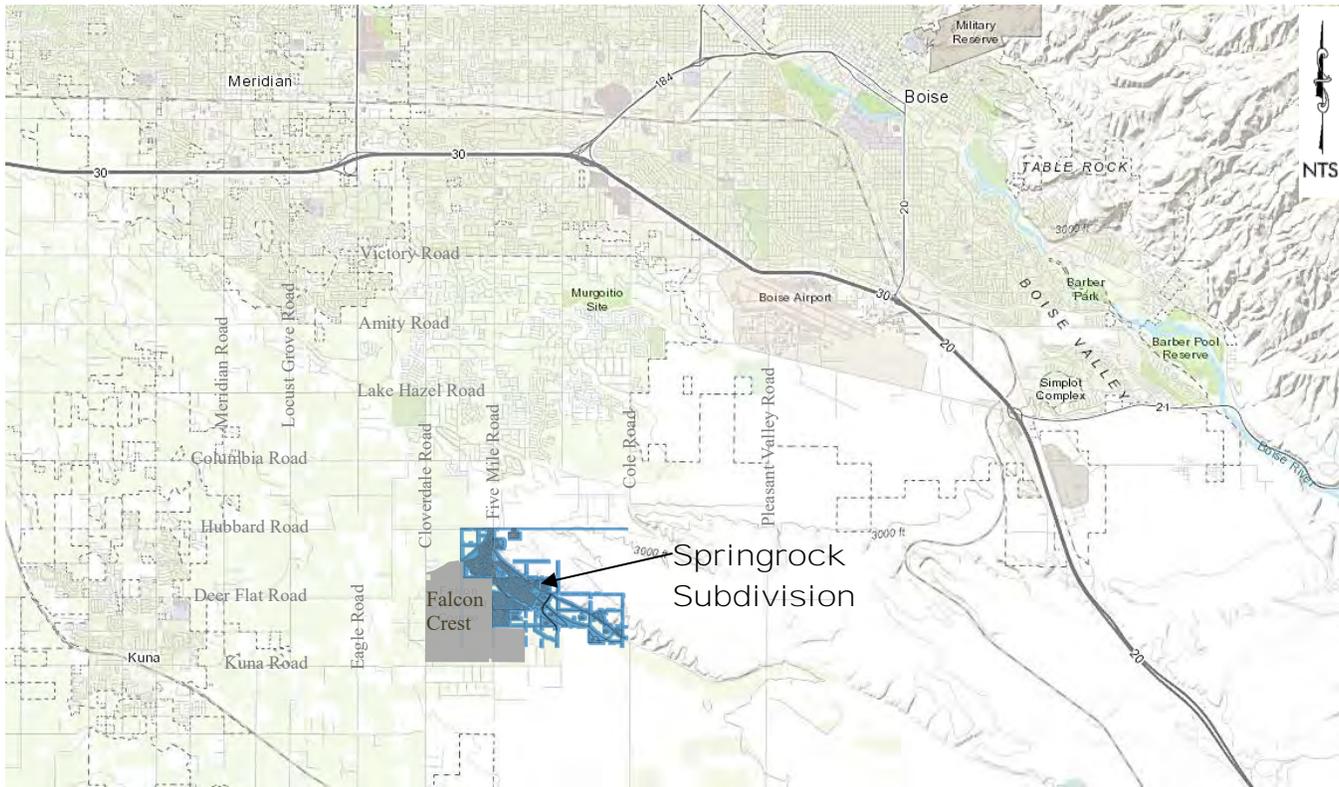
FROM: Chhang Ream
CR Engineering, Inc.

PROJECT: Springrock Subdivision
Ada County, Idaho

SUBJECT: Proposed Scope of Work for Traffic Impact Study

This memorandum summarizes the scope of work for conducting the traffic impact study (TIS) for the proposed development located on Ten Mile Creek Road between Cloverdale Road and Pleasant Valley Road, in Ada County, Idaho, as shown in **Figure 1**. The scope of work is based on the results from COMPASS influence area modeling with the study area intersections and roadway segments as determined by ACHD.

Figure 1 – Project Location and Vicinity



The TIS scope of work includes and address items presented in the following sections:

1. **PROPOSED DEVELOPMENT** (preliminary plat as shown in **Figure 2**)
 - Mixed-use development with proposed land uses as summarized in **Table 1**

Figure 2 – Springrock Subdivision Preliminary Plat

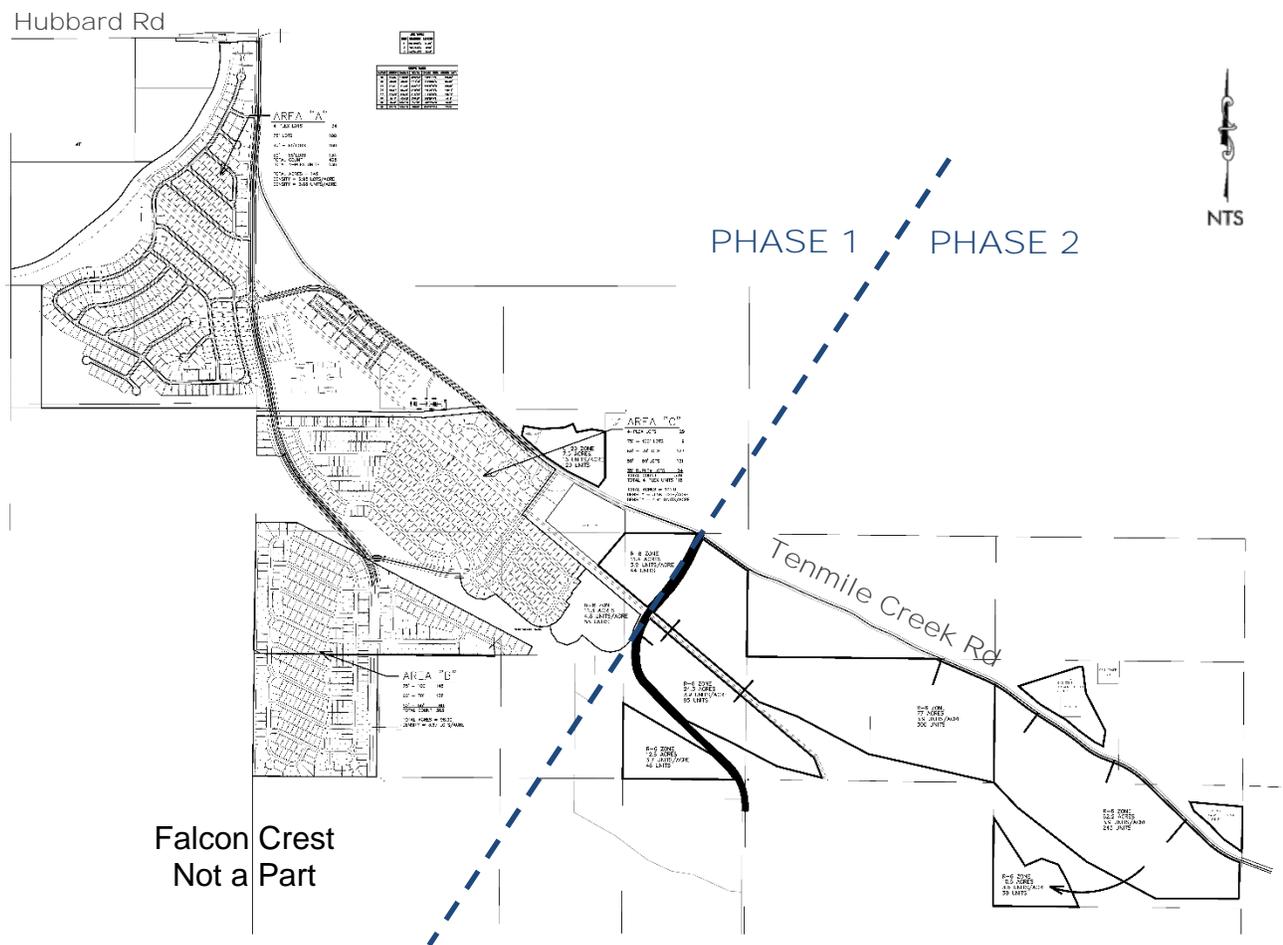


Table 1 – Proposed Land Use Summary

Land Use	Phase 1 (2030 build-out year)	Phase 2 (2040 build-out year)	Total
Single-family residential (DU)	1,104	821	1,925
4-Plex residential (DU)	252	-	252
Multi-family residential (DU)	120	-	120
Office (SF)	60,000	-	60,000
Daycare (SF)	5,000	-	5,000
Coffee shop with drive-thru (SF)	2,000	-	2,000
Quality restaurant (SF)	6,000	-	6,000
High-turnover restaurant (SF)	6,000	-	6,000
Convenience market (SF)	-	4,000	4,000
Mini-storage (SF)	-	101,000	101,000
Elementary school (EA)	1	-	1
Community parks (EA)	2	-	2

2. SITE TRIP GENERATION, MODE SPLIT, TRIP DISTRIBUTION AND ASSIGNMENT

- Estimate site trip generation using ITE Trip Generation Manual (10th Edition)
- Estimate internal capture trips using ITE methodologies
 - Phase 1 – 7% AM peak and 5% PM peak
 - Build-out – 9% AM peak and 12% PM peak
- Pass-by rates are based on ITE data and applied to the following land uses after internal trip capture
 - Coffee shop with drive-thru – assumed 60% AM and PM peak hours pass-by rate
 - ITE Code 938 (Coffee shop with drive-thru and no indoor seating) has a daily pass-by rate of 89%. This is reduced to a more conservative 60%, which has been used in other developments’ TIS that included coffee shops with drive-thru windows within Ada County
 - Quality restaurant - 44% average PM peak hour rate as listed in Trip Generation Handbook
 - High-turnover restaurant – 43% average PM peak hour rate as listed in Trip Generation Handbook
 - Convenience Market – 51% average PM peak hour rate as listed in Trip Generation Handbook
- **Table 2** summarizes 2030 Phase 1 trip generation
- **Table 3** summarizes 2040 full build-out trip generation
- Site traffic distribution and assignment is based on COMPASS travel demand model results and adjusted as needed to reflect the proposed land uses and travel patterns in the area. **Figure 3** summarizes site traffic distribution patterns

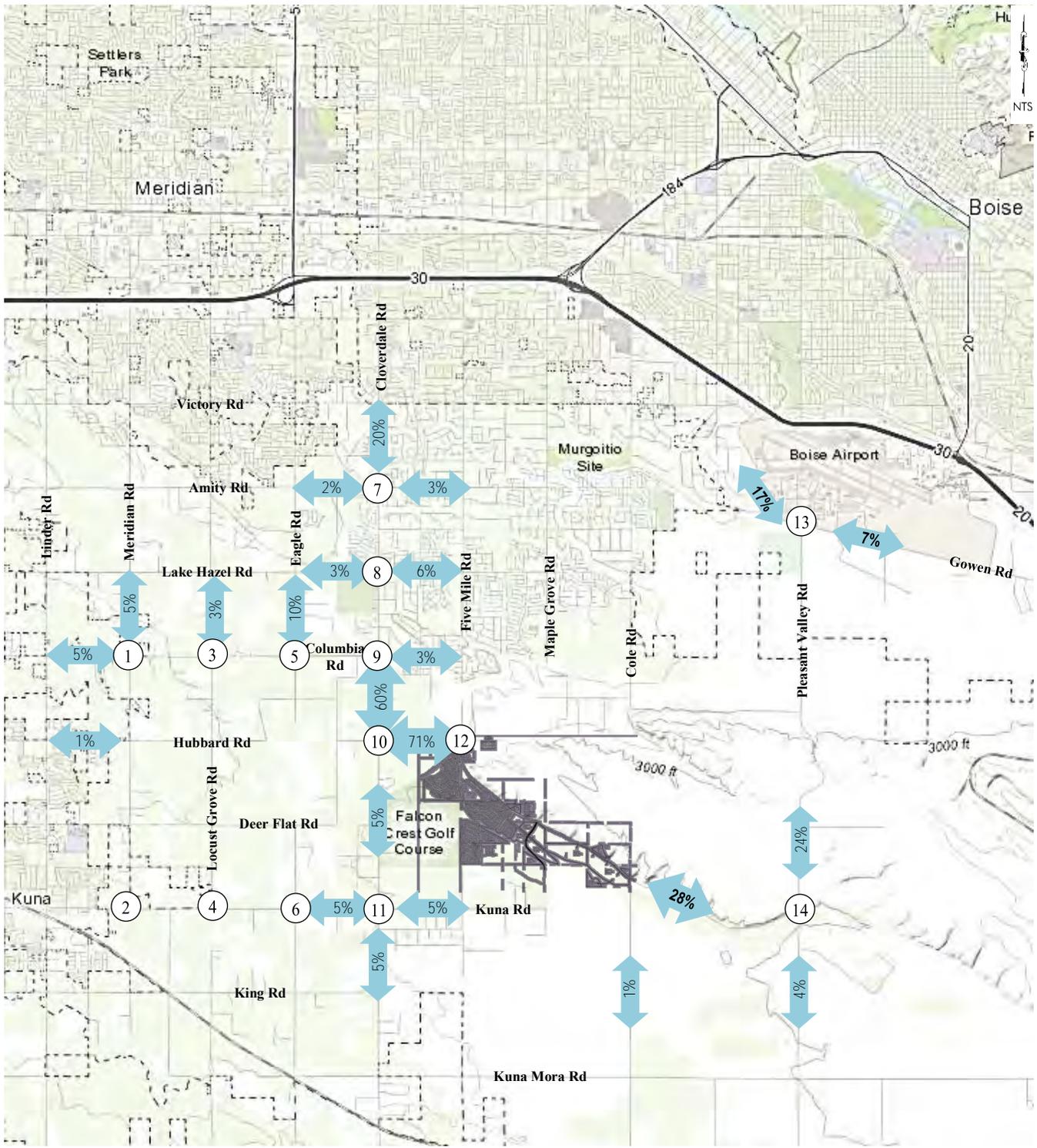
Table 2 – Phase 1 2030 Build-Out Trip Generation Summary

Land Use	ITE Code	Size	Unit	Trips per Unit	Total Trips	Internal Capture	Pass-by Trips	Primary Trips				
								Total	Entering	Exiting		
Weekday Daily (vpd)												
Single-Family Residential Housing	210	1104	DU	EXP[0.92(Ln(X)) + 2.71]	9,473	568	--	8,905	50%	4,453	50%	4,452
Multifamily Housing (Low-Rise)	220	252	DU	7.56(X) - 40.86	1,865	112	--	1,753	50%	877	50%	876
Multifamily Housing (Low-Rise)	221	120	DU	5.45(X) - 1.75	653	39	--	614	50%	307	50%	307
Flex Office	710	60	TSF	EXP[0.97(Ln(X))+2.50]	646	39	--	607	50%	303	50%	304
Daycare	535	5	TSF	47.62	58	3	--	55	50%	27	50%	28
Coffee Shop with Drive Thru	937	2	TSF	820.38	1,641	98	--	1,543	50%	772	50%	771
Quality Restaurant	931	6	TSF	83.84	503	30	--	473	50%	237	50%	236
High Turnover Restaurant	932	6	TSF	112.18	673	40	--	633	50%	316	50%	317
Elementary School	520	600	Students	1.89	1,134	68	--	1,066	50%	533	50%	533
Community Park	411	2	Parks	--	0	0	--	0	50%	0	50%	0
Weekday Daily Total Trips					16,646	997		15,649		7,825		7,824
Weekday AM Peak Hour (vph)												
Single-Family Residential Housing	210	1104	DU	0.71(X) + 4.80	789	55	--	734	25%	184	75%	550
Multifamily Housing (Low-Rise)	220	252	DU	EXP[0.95(Ln(X)) - 0.51]	115	8	--	107	23%	25	77%	82
Multifamily Housing (Low-Rise)	221	120	DU	EXP[0.98(Ln(X)) - 0.98]	41	3	--	38	23%	9	77%	29
Flex Office	710	60	TSF	0.94(X) + 26.49	83	6	--	77	62%	48	38%	29
Daycare	535	5	TSF	11.00	58	4	--	54	53%	29	47%	25
Coffee Shop with Drive Thru	937	2	TSF	88.99	178	12	100	66	51%	34	49%	32
Quality Restaurant	931	6	TSF	0.73	4	0	--	4	67%	3	33%	1
High Turnover Restaurant	932	6	TSF	9.94	60	4	--	56	55%	31	45%	25
Elementary School	520	600	Students	0.67	402	28	--	374	54%	202	46%	172
Community Park	411	2	Parks	--	0	0	--	0	59%	0		0
Weekday AM Peak Total Trips					1,730	120	100	1,510		565		945
Weekday PM Peak Hour (vph)												
Single-Family Residential Housing	210	1104	DU	EXP[0.96(Ln(X)) + 0.20]	1,019	51	--	968	63%	610	37%	358
Multifamily Housing (Low-Rise)	220	252	DU	EXP[0.89(Ln(X)) - 0.02]	135	7	--	128	63%	81	37%	47
Multifamily Housing (Low-Rise)	221	120	DU	EXP[0.96(Ln(X)) - 0.63]	59	3	--	56	63%	35	37%	21
Flex Office	710	60	TSF	EXP[0.95(Ln(X))+0.36]	70	4	--	66	16%	11	84%	55
Daycare	535	5	TSF	11.12	56	3	--	53	16%	8	84%	45
Coffee Shop with Drive Thru	937	2	TSF	43.38	87	4	50	33	50%	17	50%	16
Quality Restaurant	931	6	TSF	7.80	47	2	20	25	67%	17	33%	8
High Turnover Restaurant	932	6	TSF	9.77	59	3	24	32	62%	20	38%	12
Elementary School	520	600	Students	0.17	102	5	--	97	48%	47	52%	50
Community Park	411	2	Parks	--	0	0	--	0		0		0
Weekday PM Peak Hour Total Trips					1,634	82	94	1,458		846		612

Table 3 – 2040 Full Build-Out Trip Generation Summary

Land Use	ITE			Trips per Unit	Total Trips	Internal Capture	Pass-by Trips	Total	Primary Trips			
	Code	Size	Unit						Entering	Exiting	Exiting	
Weekday Daily (vpd)												
Single-Family Residential Housing	210	1925	DU	$EXP[0.92(\ln(X) + 2.71)]$	15,799	1896	--	13,903	50%	6,952	50%	6,951
Multifamily Housing (Low-Rise)	220	252	DU	$7.56(X) - 40.86$	1,865	224	--	1,641	50%	821	50%	820
Multifamily Housing (Low-Rise)	221	120	DU	$5.45(X) - 1.75$	653	78	--	575	50%	288	50%	287
Flex Office	710	60	TSF	$EXP[0.97(\ln(X)+2.50)]$	646	78	--	568	50%	284	50%	284
Daycare	535	5	TSF	47.62	58	7	--	51	50%	25	50%	26
Coffee Shop with Drive Thru	937	2	TSF	820.38	1,641	197	--	1,444	50%	722	50%	722
Quality Restaurant	931	6	TSF	83.84	503	60	--	443	50%	222	50%	221
High Turnover Restaurant	932	6	TSF	112.18	673	81	--	592	50%	296	50%	296
Convenience Market	851	4	TSF	762.28	3,049	366	--	2,683	50%	1,341	50%	1,342
Storage	151	101	TSF	1.51	153	18	--	135	50%	67	50%	68
Elementary School	520	600	Students	1.89	1,134	136	--	998	50%	499	50%	499
Community Park	411	2	Parks	--	0	0	--	0	50%	0	50%	0
Weekday Daily Total Trips					26,174	3,141		23,033		11,517		11,516
Weekday AM Peak Hour (vph)												
Single-Family Residential Housing	210	1925	DU	$0.71(X) + 4.80$	1,372	123	--	1,249	25%	312	75%	937
Multifamily Housing (Low-Rise)	220	252	DU	$EXP[0.95(\ln(X) - 0.51)]$	115	10	--	105	23%	24	77%	81
Multifamily Housing (Low-Rise)	221	120	DU	$EXP[0.98(\ln(X) - 0.98)]$	41	4	--	37	23%	9	77%	28
Flex Office	710	60	TSF	$0.94(X) + 26.49$	83	7	--	76	62%	47	38%	29
Daycare	535	5	TSF	11.00	58	5	--	53	53%	28	47%	25
Coffee Shop with Drive Thru	937	2	TSF	88.99	178	16	97	65	51%	33	49%	32
Quality Restaurant	931	6	TSF	0.73	4	0	--	4	67%	3	33%	1
High Turnover Restaurant	932	6	TSF	9.94	60	5	--	55	55%	30	45%	25
Convenience Market	851	4	TSF	62.54	250	23	--	227	50%	114	50%	113
Storage	151	101	TSF	0.10	10	1	--	9	60%	5	40%	4
Elementary School	520	600	Students	0.67	402	36	--	366	54%	198	46%	168
Community Park	411	2	Parks	--	0	0		0		0		0
Weekday AM Peak Total Trips					2,573	230	97	2,246		803		1,443
Weekday PM Peak Hour (vph)												
Single-Family Residential Housing	210	1925	DU	$EXP[0.96(\ln(X) + 0.20)]$	1,738.0	209	--	1,529	63%	963	37%	566
Multifamily Housing (Low-Rise)	220	252	DU	$EXP[0.89(\ln(X) - 0.02)]$	135.0	16	--	119	63%	75	37%	44
Multifamily Housing (Low-Rise)	221	120	DU	$EXP[0.96(\ln(X) - 0.63)]$	59	7	--	52	63%	33	37%	19
Flex Office	710	60	TSF	$EXP[0.95(\ln(X)+0.36)]$	70.1	8	--	62	16%	10	84%	52
Daycare	535	5	TSF	11.12	56.0	7	--	49	16%	8	84%	41
Coffee Shop with Drive Thru	937	2	TSF	43.38	86.8	10	46	31	50%	16	50%	15
Quality Restaurant	931	6	TSF	7.80	46.8	6	18	23	67%	15	33%	8
High Turnover Restaurant	932	6	TSF	9.77	58.6	7	22	30	62%	19	38%	11
Convenience Market	851	4	TSF	49.11	196.4	24	88	84	51%	43	49%	41
Storage	151	101	TSF	0.17	17.2	2	--	15	47%	7	53%	8
Elementary School	520	600	Students	0.17	102.0	12	--	90	48%	43	52%	47
Community Park	411	2	Parks	--	0	0	--	0		0		0
Weekday PM Peak Hour Total Trips					2,566	308	174	2,084		1,232		852

Figure 3 – Site Traffic Distribution Patterns



3. STUDY AREA INTERSECTIONS

- Pleasant Valley Road & Gowen Road
- Pleasant Valley Road & Ten Mile Creek Road
- Five Mile Road & Ten Mile Creek Road (future intersection)
- Five Mile Road & Hubbard Road
- Cloverdale Road & Amity Road
- Cloverdale Road & Lake Hazel Road
- Cloverdale Road & Columbia Road
- Cloverdale Road & Hubbard Road
- Cloverdale Road & Kuna Road
- Columbia Road & Eagle Road
- Kuna Road & Eagle Road
- Columbia Road & Locust Grove Road
- Kuna Road & Locust Grove Road
- Columbia Road & SH 69
- Kuna Road & SH 69
- All proposed site access points

4. STUDY AREA ROADWAY SEGMENTS

- Pleasant Valley Road between Gowen Road and Hollilynn Drive
- Pleasant Valley Road between Hollilynn Drive and Ten Mile Creek Road
- Ten Mile Creek Road between Pleasant Valley Road and Five Mile Road
- Five Mile Road between Ten Mile Creek Road and Hubbard Road
- Hubbard Road between Five Mile Road and Cloverdale Road
- Cloverdale Road between Hubbard Road and Columbia Road
- Cloverdale Road between Columbia Road and Lake Hazel Road
- Cloverdale Road between Lake Hazel Road and Amity Road
- Columbia Road between Cloverdale Road and Eagle Road
- Columbia Road between Eagle Road and Locust Grove Road
- Columbia Road between Locust Grove Road and SH 69
- Kuna Road between Cloverdale Road and Eagle Road
- Kuna Road between Eagle Road and Locust Grove Road
- Kuna Road between Locust Grove Road and SH 69
- All proposed internal collector roadways

5. TRAFFIC DATA COLLECTION

- Intersection peak hour turning movement counts will be collected on a typical weekday (Tuesday-Thursday) for the AM peak period (7:00-9:00 AM) and PM peak period (4:00-6:00 PM)
- 24-hour directional volumes will be collected for the study area roadway segments on a typical weekday

6. ANALYSIS YEARS

- 2019 existing traffic
- 2030 Phase 1 build-out year background traffic
- 2030 Phase 1 build-out year background plus site traffic
 - Includes proposed development in Phase 1 only
- 2040 full build-out year background traffic
 - Planning-level analysis of roadway segment level of service
- 2040 full build-out year background plus site traffic
 - Planning-level analysis of roadway segment level of service
 - Includes full build-out of the development

7. ANALYSIS PEAK HOUR PERIODS

- Weekday AM peak hour of the adjacent transportation system (7:00-9:00 AM)
- Weekday PM peak hour of the adjacent transportation system (4:00-6:00 PM)
- 2040 planning-level analysis will be conducted with PM peak hour traffic only

8. BACKGROUND TRAFFIC ESTIMATE

- 2030 traffic growth will be estimated by expanding the existing traffic counts with the percent annual growth rates estimated from COMPASS forecast as summarized in **Table 4**:

Table 4 – Background Traffic Growth

Roadway	Phase 1 (2019-2030)	2040 Full Build-Out
SH 69	3%	2040 PM peak hour background traffic for roadway segments will be based on COMPASS forecasts
Locust Grove Road	10%	
Eagle Road	5%	
Cloverdale Road	8%	
Five Mile Road	2%	
Pleasant Valley Road	3%	
Amity Road	4%	
Gowen Road	2%	
Lake Hazel Road	5%	
Columbia Road	5%	
Hubbard Road	10%	
Kuna Road	8%	
Tenmile Creek Road	6%	

- 2040 PM peak hour background traffic for roadways segments will be obtained from COMPASS model forecasts

9. OFF-SITE DEVELOPMENT

- One proposed off-site development located adjacent to the site will be included in the background traffic in addition to the traffic growth – Falcon Crest Subdivision.
 - Phase 1 (400 DU) of Falcon Crest Subdivision is included in the COMPASS model growth rate. The proposed developments beyond Phase 1 are not included in the COMPASS model demographics and will be included in the background traffic as off-site traffic.

10. ANALYSIS TOOLS AND METHODOLOGIES

- Signalized and unsignalized intersection capacity analysis will be performed using Synchro 10 (version 10.3.55.0) with 2010 Highway Capacity Manual methodologies
- Roundabout capacity analysis will be based on the HCM 2016 methodologies, which reflect the latest research on roundabout capacity

11. MINIMUM OPERATIONAL THRESHOLDS

- ACHD intersections
 - Signalized intersection – overall intersection v/c ratio of 0.90 and 1.00 for a lane group
 - Unsignalized intersection – v/c ratio of 1.00 for the critical lane group
 - We will conduct preliminary signal warrant analysis for ACHD intersections operating at LOS D or worse
- ACHD roadway segment LOS planning level thresholds
 - Principal and minor arterial – LOS E or better

- Collector street – LOS D or better
- ITD intersections
 - LOS D with an overall intersection v/c ratio of 0.90 and 1.00 for a lane group

12. PLANNED ROADWAY AND INTERSECTION IMPROVEMENTS

- Review ACHD transportation plans and identify planned roadway and intersection improvements within the study area to be considered for mitigating the traffic impacts if necessary (summarized in **Table 5**). All ACHD IFYWP improvements are in accordance with the 2016 ACHD CIP unless otherwise stated. If the lane configuration is built to the planned reservation as described in the ACHD Master Street Map, no additional improvements will be recommended as described in the ACHD Policy Manual.

Table 5 – Roadway Network Improvements

Transportation Plan	Project	Project Year	Funding
ACHD 2019-2023 IFYWP	Cloverdale Road ● Widen to 5 lanes with curb, gutter, multi-use paths from Victory Road to Lake Hazel Road	Unknown	Unfunded
	Lake Hazel Road ● Widen to 5 lanes with curb, gutter, multi-use paths from Eagle Road to Five Mile Road	Preliminary Development	Programmed
	Lake Hazel Road and Cloverdale Road intersection ● Widen intersection to 5 lanes on all approaches	Unknown	Unfunded
	Amity Road and Cloverdale Road intersection ● Install a multi-lane roundabout	Preliminary Development	Programmed
ACHD 2016 CIP	Amity Road - Eagle Road to Cloverdale Road ● Reconstruct/widen - two to three lanes	2026-2030	Unfunded
	Cloverdale Road - Victory Road to Lake Hazel Road ● Reconstruct/widen - two to five lanes	2021-2025	Unfunded
	Cloverdale Road - Lake Hazel Road to Columbia Road ● Reconstruct/widen - two to five lanes	2026-2030	Unfunded
	Cloverdale Road - Columbia Road to Kuna Road ● Reconstruct/widen - two to three lanes	2031-2035	Unfunded
	Lake Hazel Road - Eagle Road to Cloverdale Road ● Reconstruct/widen - two to three lanes	2021-2025	Unfunded
	Lake Hazel Road - Cloverdale Road to Five Mile Road ● Reconstruct/widen - two to five lanes	2021-2025	Unfunded
	Amity Road and Cloverdale Road intersection ● Construct a multi-lane roundabout with 2 lanes for Cloverdale Road approaches and 1 lane for Amity Road approaches	2021-2025	Unfunded
	Columbia Road and Cloverdale Road intersection ● Construct a single-lane roundabout with a westbound right-turn bypass lane	2026-2030	Unfunded
	Kuna Road and Cloverdale Road intersection ● Construct a single-lane roundabout	2031-2035	Unfunded
	Lake Hazel Road and Cloverdale Road intersection ● Reconstruct/widen approaches for dual left-turn lanes on Lake Hazel Road approaches, two through lanes on Cloverdale Road and eastbound Lake Hazel Road approaches, and an exclusive westbound right-turn lane	2031-2035	Unfunded

ACHD 2018 MSM	Amity Road - Eagle Road to Five Mile Road • Reservation for three lanes	Unknown	Unfunded
	Lake Hazel Road - Eagle Road to Five Mile Road • Reservation for five lanes	Unknown	Unfunded
	Columbia Road - Eagle Road to Five Mile Road • Reservation for three lanes	Unknown	Unfunded
	Hubbard Road - Linder Road to Locust Grove Road • Reservation for three lanes 3 2 5 3(Extend) 5	Unknown	Unfunded
	Hubbard Road - Locust Grove Road to Eagle Road • Reservation for two lanes	Unknown	Unfunded
	Hubbard Road - Eagle Road to Five Mile Road • Reservation for five lanes	Unknown	Unfunded
	Hubbard Road Extension • Reservation for three lanes	Unknown	Unfunded
	Kuna Road - Meridian Road to Eagle Road • Reservation for two lanes	Unknown	Unfunded
	Kuna Road - Eagle Road to Pleasant Valley Road • Reservation for three lanes	Unknown	Unfunded
	Ten Mile Creek Road - Five Mile Road to Pleasant Valley Road • Reservation for three lanes	Unknown	Unfunded
	Locust Grove Road - Lake Hazel Road to Kuna Road • Reservation for three lanes	Unknown	Unfunded
	Eagle Road - Lake Hazel Road to Hubbard Road • Reservation for three lanes	Unknown	Unfunded
	Cloverdale Road - Victory Road to Lake Hazel Road • Reservation for three lanes	Unknown	Unfunded
	Cloverdale Road - Victory Road to Lake Hazel Road • Reservation for five lanes	Unknown	Unfunded
	Five Mile Road - Columbia Road to 10 Mile Creek Road • Reservation for three lanes	Unknown	Unfunded
	Pleasant Valley Road south of Gowen Road • Reservation for five lanes	Unknown	Unfunded
	Pleasant Valley Road at 10 Mile Creek Road • Reservation for five lanes	Unknown	Unfunded
Gowen Road at Pleasant Valley Road • Reservation for five lanes	Unknown	Unfunded	

- Review ITD transportation plans
 - 2019-2025 Idaho Transportation Investment Program
 - SH 69 Corridor Plan (This study is underway)

13. 2030 PHASE 1 TRAFFIC IMPACT ANALYSIS

- Conduct intersection capacity analysis
- Conduct roadway segment LOS planning level analysis
- Conduct turn lane warrant analysis using ACHD guidelines
- Identify intersection and roadway improvements needed to mitigate the impacts if necessary

14. 2040 FULL BUILD-OUT PLANNING-LEVEL ANALYSIS

- Conduct planning-level analysis of roadway segment level of service analysis (PM peak hour only)
 - 2040 background traffic
 - 2040 total traffic
- Identify roadway improvement needed to mitigate the impacts if necessary
- Detailed intersection capacity analysis will not be conducted with 2040 full build-out traffic conditions
 - An update TIS will be required for future phase preliminary plats

15. PREPARE A REPORT SUMMARIZING THE FINDINGS AND RECOMMENDATIONS

Ten Mile Creek Road Mixed Use Site Proposed Development

The following summarizes the results of an area of influence model run for a proposed development located along Ten Mile Creek from Hubbard Road to Cole Road. The proposed development will consist of 2,233 single family units, 120 multi-family units, school, park, church and 20 acres of commercial use with an anticipated build out by 2040. See figure 1.

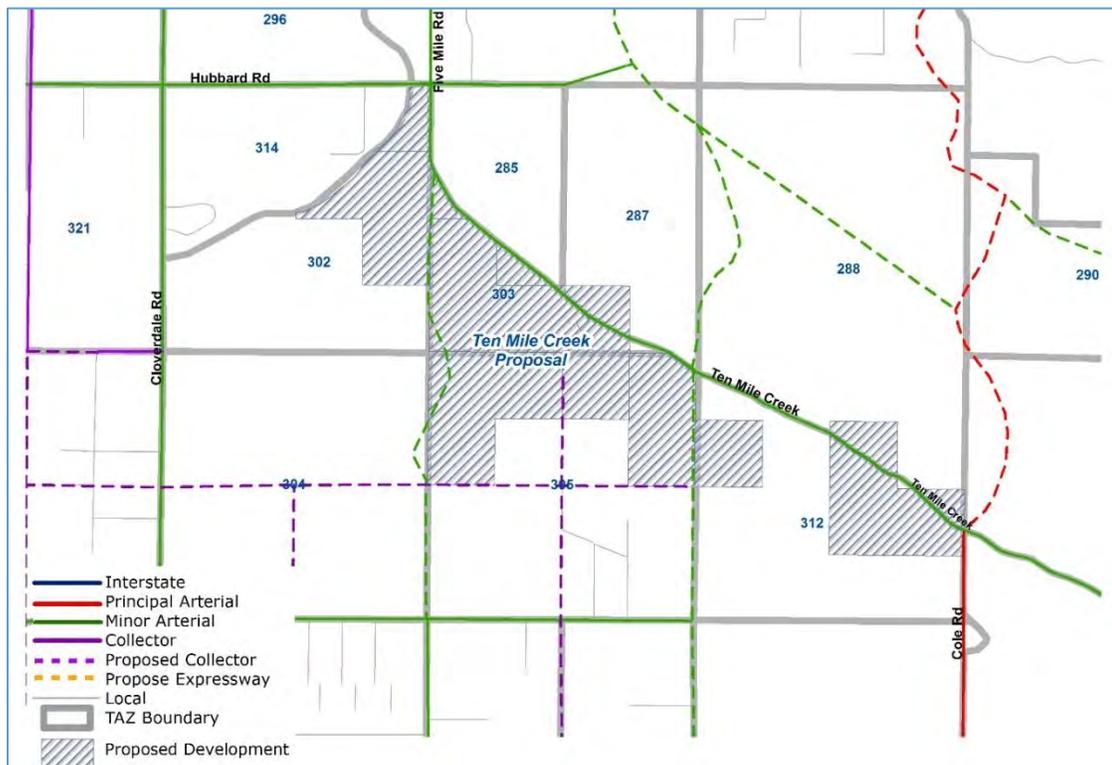


Figure 1: TAZs 302, 303,306, and 312

Table 1 provides the existing demographics for TAZ 302, 303, 306, and 312 and the proposed development’s demographics used for the area of influence model run. Temporary TAZs and TAZ splits were used to isolate the proposed development’s impact.

Table 1

TAZ	2018		2040 with proposal		2040	
	HH	Jobs	HH	Jobs	HH	Jobs
302, 303, 305, and 312	31		2,384	250	41	51

Falcon Crest, located in TAZ 304 northwest of Cloverdale and Kuna Roads, is entitled for 400 single family units. These were included in the special model run and the only TAZ with growth assumed. Limited information was provided to COMPASS regarding jobs by type for the proposed Ten Mile Creek development therefore, 50 retail, 150 office and 50 education jobs were assumed for the model run.

Figure 2: area of influence results for the proposed development

Figures 3 and 4: peak hour results

Figure 5: surrounding TAZs and demographics

Figures 6, 7 and 8: compounded annual growth rates

Figure 2: Area of Influence, Peak hour demand contribution to the total peak hour demand

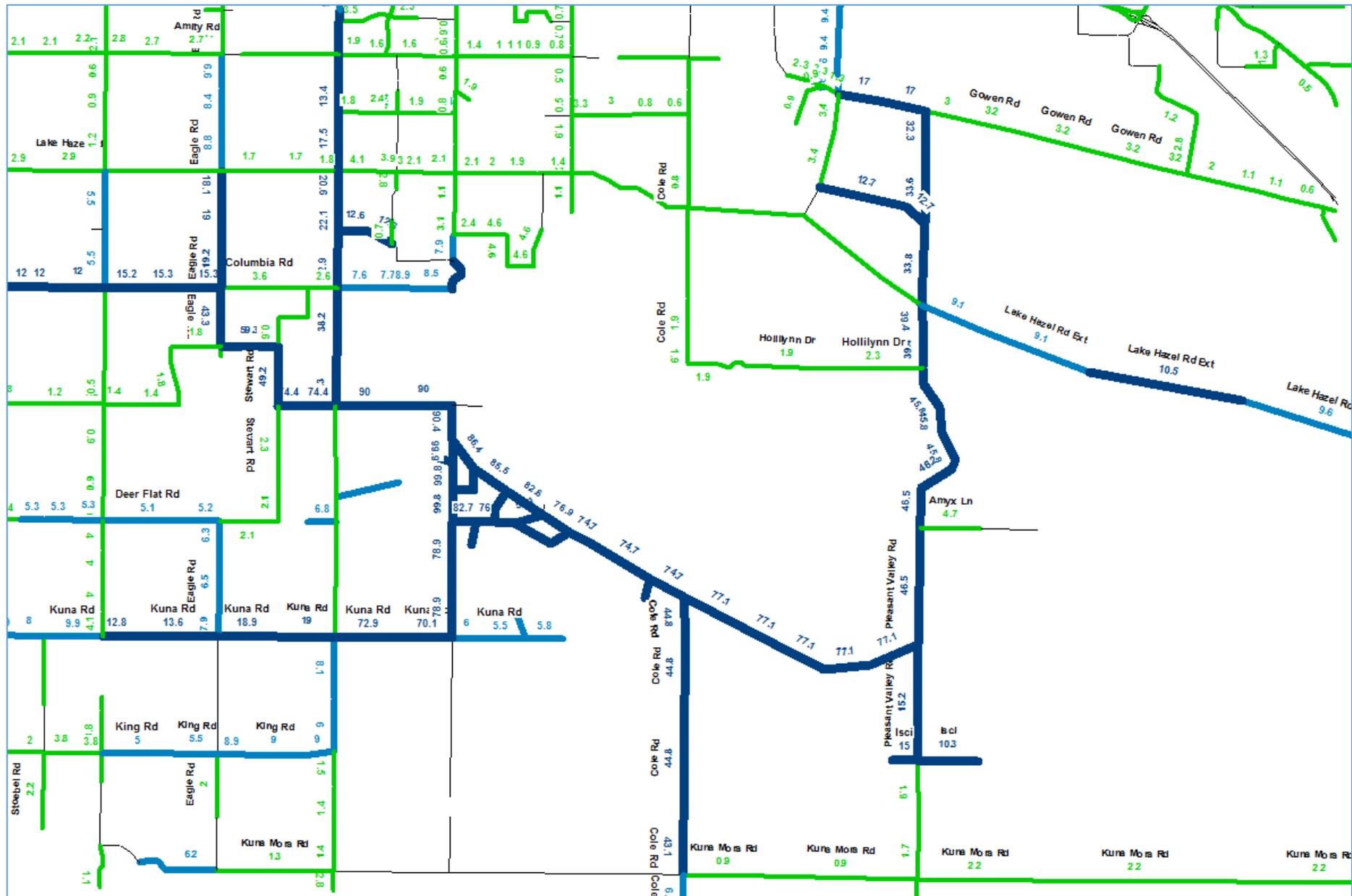


Figure 3: Peak Hour Demand with Proposed Development

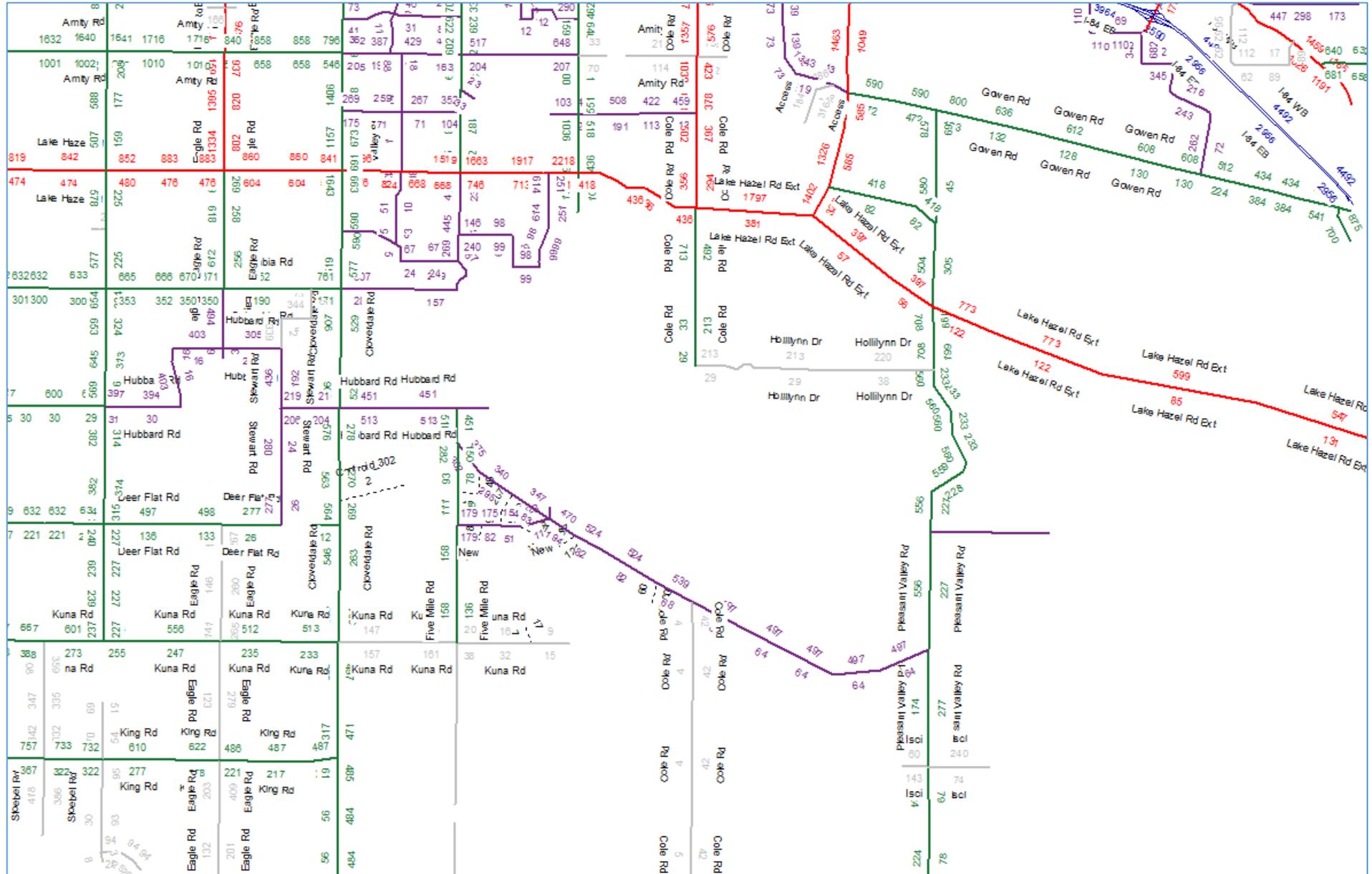
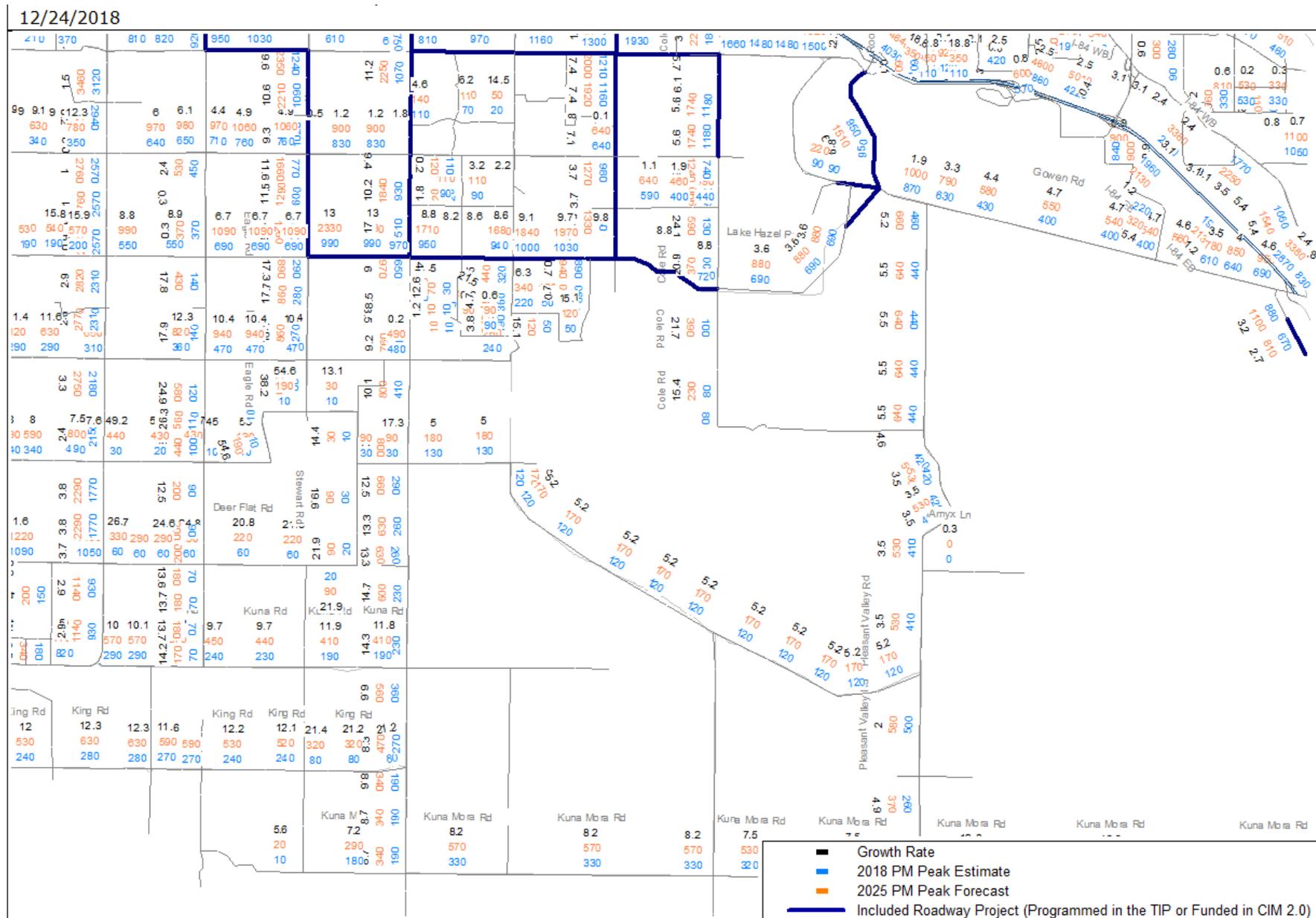
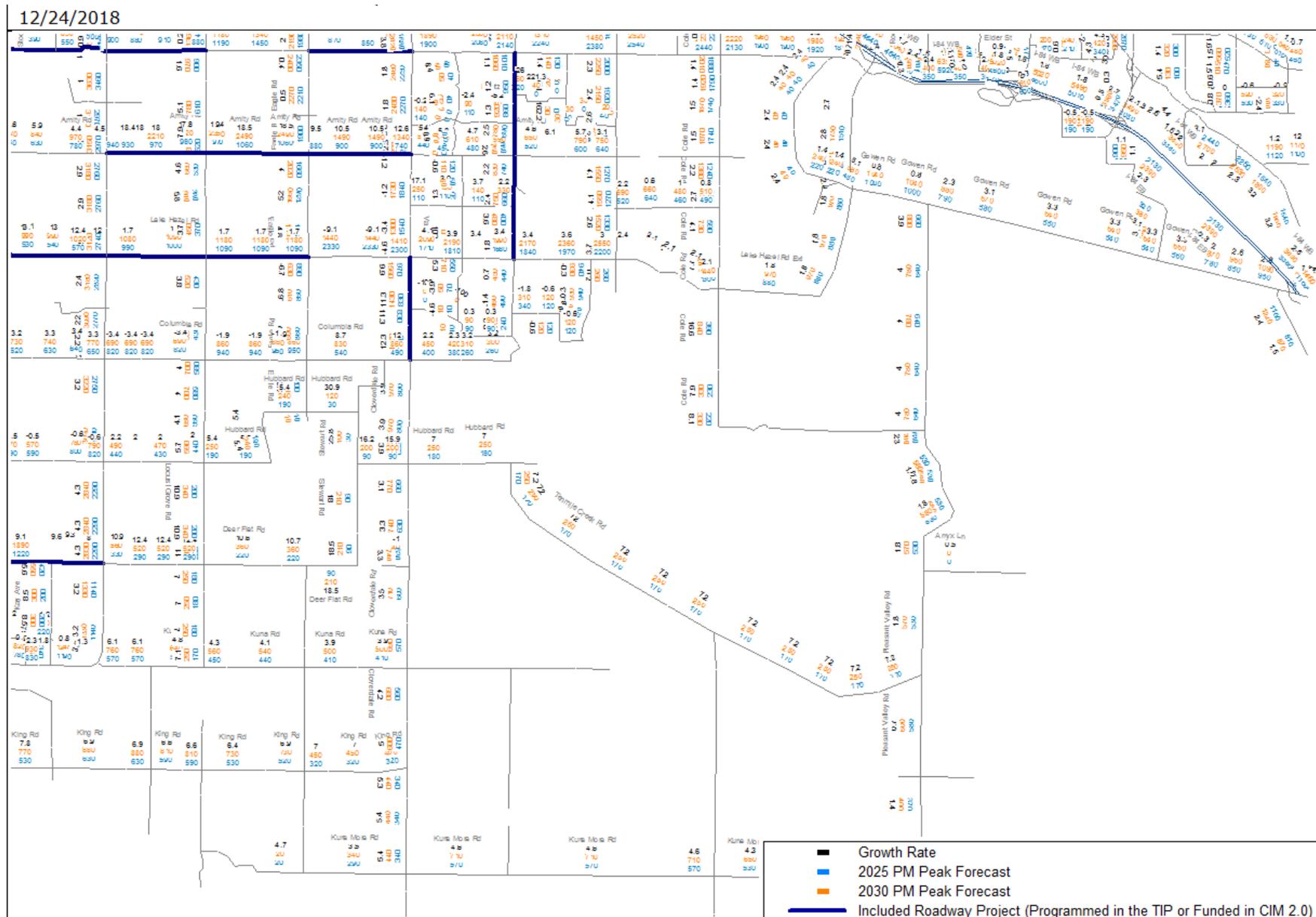


Figure 7: 2018 to 2025 Compounded Annual Growth Rate



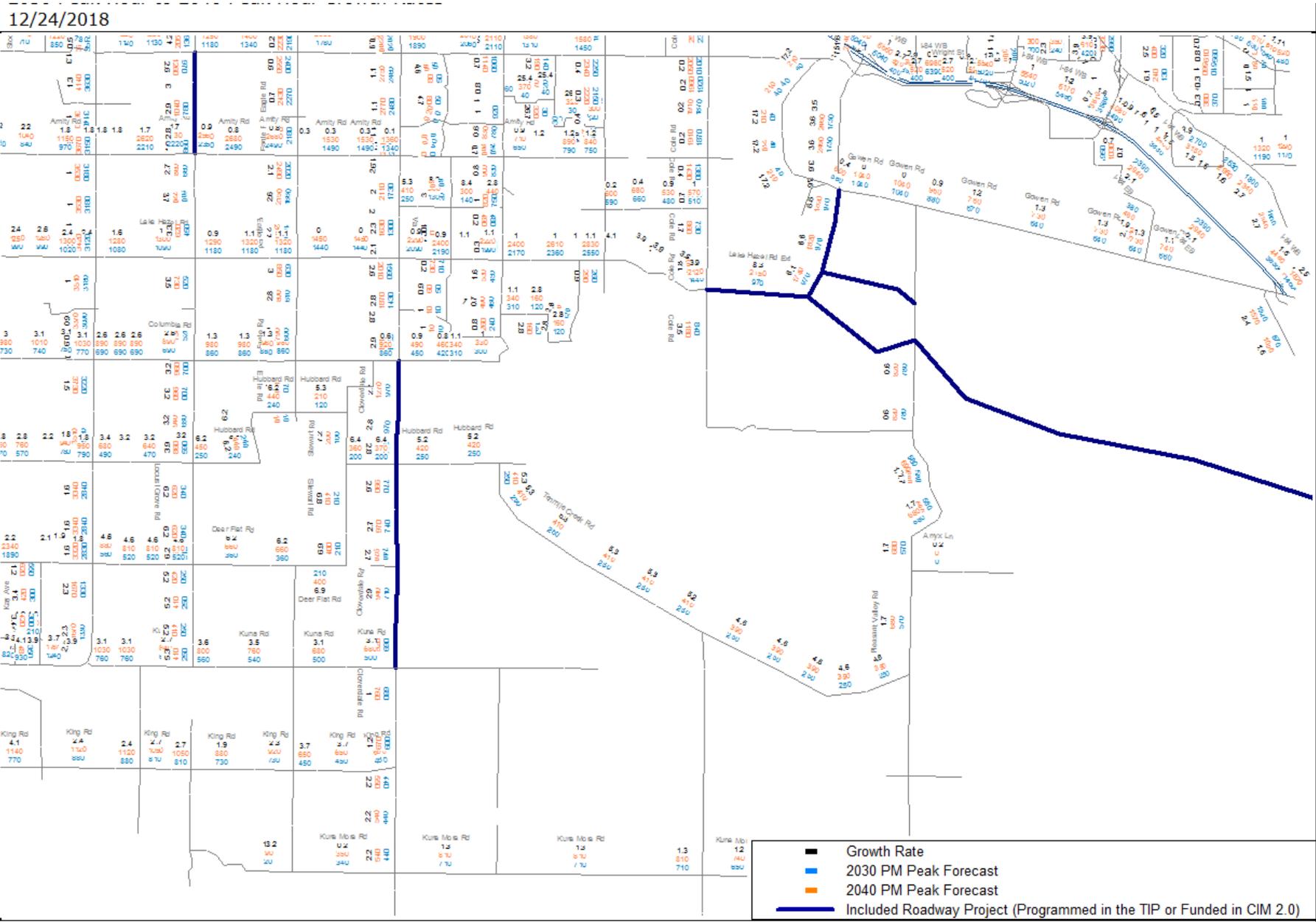
D:\UAG\2011Model\calibration\Base\TIP\FY1923R4\growthrates\GR2018_2025.net
 COMPASS reserves the right to rerun the model for any reason deemed necessary.

Figure 8: 2025 to 2030 Compounded Annual Growth Rate



D:\UAG\2011Model\calibration\Base\TIP\FY1923R4\growthrates\IGR2025_2030.net
 COMPASS reserves the right to rerun the model for any reason deemed necessary.

Figure 8: 2030 to 2040 Compounded Annual Growth Rate



D:\UAGV2011Model\calibration\Base\TIP\FY1923R4\growthrates\GR2030_2040.net
 COMPASS reserves the right to rerun the model for any reason deemed necessary.

APPENDIX B: TRAFFIC COUNTS

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
 Intersection: SH-69 / Columbia Rd
 City, State: Ada County, Idaho
 Control: Signalized

File Name : SH-69 (Meridian Rd) & Columbia Rd
 Site Code : 00000000
 Start Date : 3/5/2019
 Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Meridian Road (SH-69) From North					Columbia Road From East					Meridian Road (SH-69) From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	11	84	2	0	97	16	11	10	0	37	15	291	2	0	308	4	45	91	0	140	582
07:15 AM	13	100	6	0	119	15	9	16	0	40	20	297	3	0	320	9	66	69	0	144	623
07:30 AM	18	89	6	0	113	9	17	15	0	41	17	246	5	0	268	14	66	68	0	148	570
07:45 AM	18	94	9	0	121	17	10	5	0	32	24	215	6	0	245	8	52	60	0	120	518
Total	60	367	23	0	450	57	47	46	0	150	76	1049	16	0	1141	35	229	288	0	552	2293
08:00 AM	15	79	3	0	97	7	10	4	0	21	11	172	4	0	187	10	47	60	0	117	422
08:15 AM	10	90	6	0	106	3	16	4	0	23	12	201	6	0	219	5	45	77	0	127	475
08:30 AM	9	81	5	0	95	9	7	2	0	18	15	210	4	0	229	5	38	51	0	94	436
08:45 AM	17	89	11	0	117	10	5	5	0	20	11	154	0	0	165	4	21	43	0	68	370
Total	51	339	25	0	415	29	38	15	0	82	49	737	14	0	800	24	151	231	0	406	1703

04:00 PM	50	211	6	0	267	11	32	13	0	56	6	133	6	0	145	6	18	24	0	48	516
04:15 PM	60	301	8	0	369	7	47	17	0	71	6	118	7	0	131	5	20	26	0	51	622
04:30 PM	48	260	4	0	312	6	39	15	0	60	4	164	3	0	171	4	16	25	0	45	588
04:45 PM	49	253	12	0	314	8	44	22	0	74	9	128	4	0	141	3	16	18	0	37	566
Total	207	1025	30	0	1262	32	162	67	0	261	25	543	20	0	588	18	70	93	0	181	2292
05:00 PM	58	275	9	0	342	10	47	20	0	77	11	139	8	0	158	2	13	27	0	42	619
05:15 PM	78	285	9	0	372	8	58	31	0	97	10	160	9	0	179	9	23	22	1	55	703
05:30 PM	64	291	14	0	369	8	43	18	0	69	5	116	5	0	126	2	18	21	0	41	605
05:45 PM	72	269	9	0	350	9	51	17	0	77	12	139	8	0	159	3	19	24	0	46	632
Total	272	1120	41	0	1433	35	199	86	0	320	38	554	30	0	622	16	73	94	1	184	2559
Grand Total	590	2851	119	0	3560	153	446	214	0	813	188	2883	80	0	3151	93	523	706	1	1323	8847
Apprch %	16.6	80.1	3.3	0		18.8	54.9	26.3	0		6	91.5	2.5	0		7	39.5	53.4	0.1		
Total %	6.7	32.2	1.3	0	40.2	1.7	5	2.4	0	9.2	2.1	32.6	0.9	0	35.6	1.1	5.9	8	0	15	
General Traffic	2825										2854										
% General Traffic	99.7	99.1	94.1	0	99	96.7	98.9	99.5	0	98.6	99.5	99	96.2	0	99	100	97.5	99.3	100	98.6	98.9
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	0.3	0.9	5.9	0	1	3.3	1.1	0.5	0	1.4	0.5	1	3.8	0	1	0	2.5	0.7	0	1.4	1.1

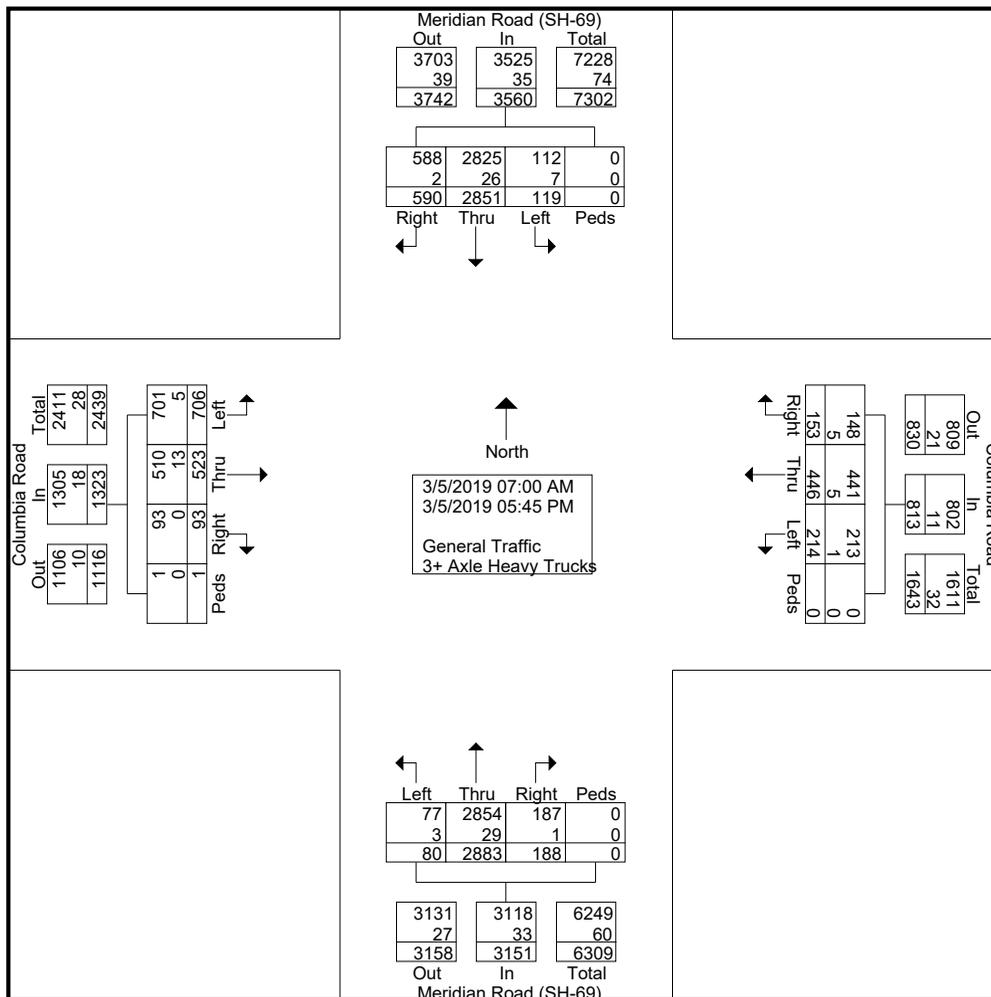
L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: SH-69 / Columbia Rd
City, State: Ada County, Idaho
Control: Signalized

File Name : SH-69 (Meridian Rd) & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 2



L2 Data Collection

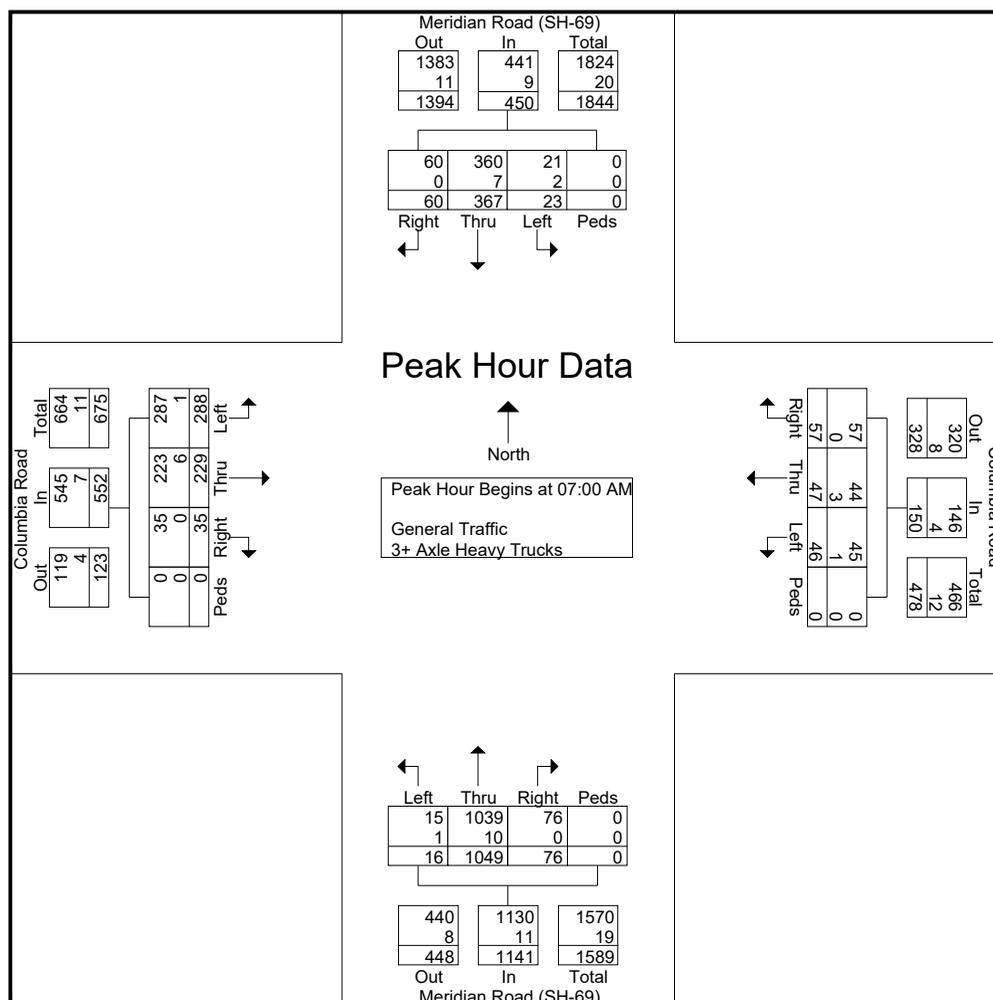
L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: SH-69 / Columbia Rd
City, State: Ada County, Idaho
Control: Signalized

File Name : SH-69 (Meridian Rd) & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 3

Start Time	Meridian Road (SH-69) From North					Columbia Road From East					Meridian Road (SH-69) From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	11	84	2	0	97	16	11	10	0	37	15	291	2	0	308	4	45	91	0	140	582
07:15 AM	13	100	6	0	119	15	9	16	0	40	20	297	3	0	320	9	66	69	0	144	623
07:30 AM	18	89	6	0	113	9	17	15	0	41	17	246	5	0	268	14	66	68	0	148	570
07:45 AM	18	94	9	0	121	17	10	5	0	32	24	215	6	0	245	8	52	60	0	120	518
Total Volume	60	367	23	0	450	57	47	46	0	150	76	1049	16	0	1141	35	229	288	0	552	2293
% App. Total	13.3	81.6	5.1	0		38	31.3	30.7	0		6.7	91.9	1.4	0		6.3	41.5	52.2	0		
PHF	.833	.918	.639	.000	.930	.838	.691	.719	.000	.915	.792	.883	.667	.000	.891	.625	.867	.791	.000	.932	.920
General Traffic	1039																				
% General Traffic	100	98.1	91.3	0	98.0	100	93.6	97.8	0	97.3	100	99.0	93.8	0	99.0	100	97.4	99.7	0	98.7	98.6
3+ Axle Heavy Trucks	0																				
% 3+ Axle Heavy Trucks	0	1.9	8.7	0	2.0	0	6.4	2.2	0	2.7	0	1.0	6.3	0	1.0	0	2.6	0.3	0	1.3	1.4



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

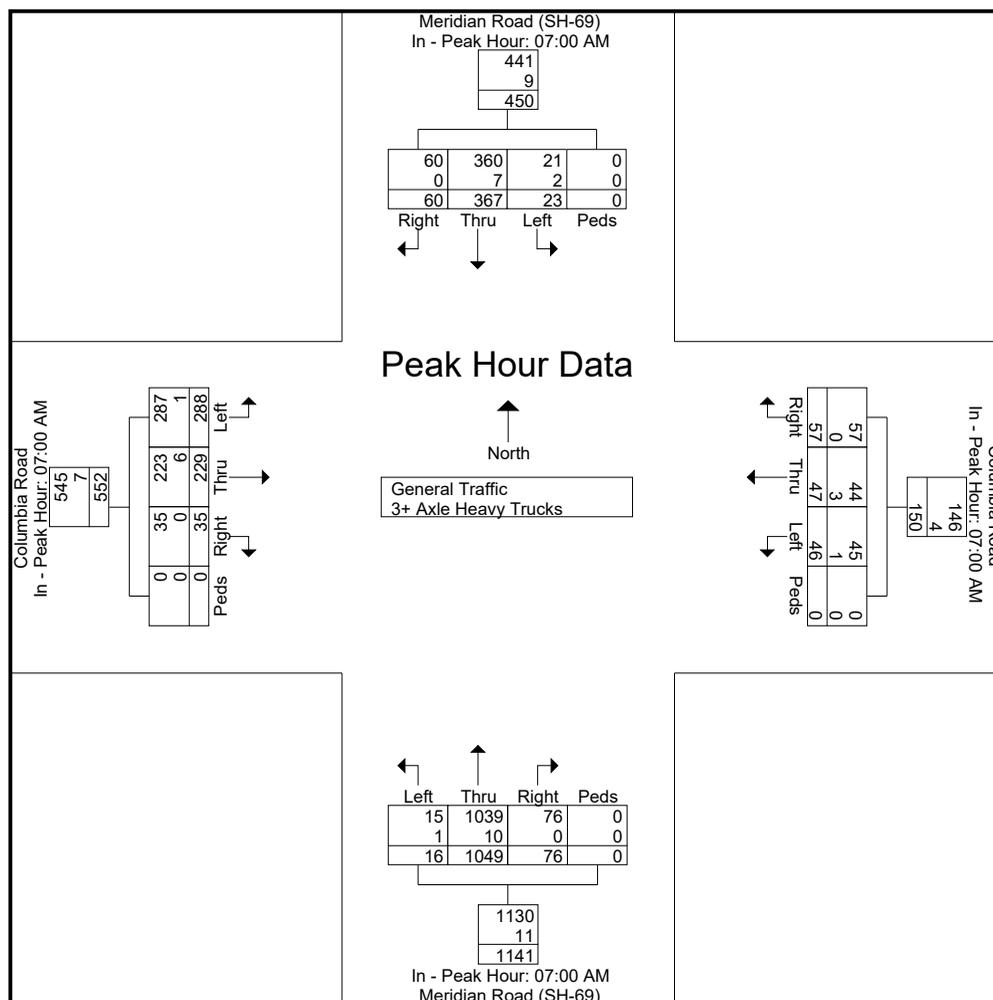
Study: CR0010
Intersection: SH-69 / Columbia Rd
City, State: Ada County, Idaho
Control: Signalized

File Name : SH-69 (Meridian Rd) & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 4

Start Time	Meridian Road (SH-69) From North					Columbia Road From East					Meridian Road (SH-69) From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	11	84	2	0	97	16	11	10	0	37	15	291	2	0	308	4	45	91	0	140
+15 mins.	13	100	6	0	119	15	9	16	0	40	20	297	3	0	320	9	66	69	0	144
+30 mins.	18	89	6	0	113	9	17	15	0	41	17	246	5	0	268	14	66	68	0	148
+45 mins.	18	94	9	0	121	17	10	5	0	32	24	215	6	0	245	8	52	60	0	120
Total Volume	60	367	23	0	450	57	47	46	0	150	76	1049	16	0	1141	35	229	288	0	552
% App. Total	13.3	81.6	5.1	0		38	31.3	30.7	0		6.7	91.9	1.4	0		6.3	41.5	52.2	0	
PHF	.833	.918	.639	.000	.930	.838	.691	.719	.000	.915	.792	.883	.667	.000	.891	.625	.867	.791	.000	.932
General Traffic	60	360	21	0	441	57	44	45	0	146	76	1039	15	0	1130	35	223	287	0	545
% General Traffic	100	98.	91.	0	98	100	93.	97.	0	97.3	100	99	93.	0	99	100	97.	99.	0	98.7
3+ Axle Heavy Trucks	0	7	2	0	9	0	3	1	0	4	0	10	1	0	11	0	6	1	0	7
% 3+ Axle Heavy Trucks	0	1.9	8.7	0	2	0	6.4	2.2	0	2.7	0	1	6.2	0	1	0	2.6	0.3	0	1.3



L2 Data Collection

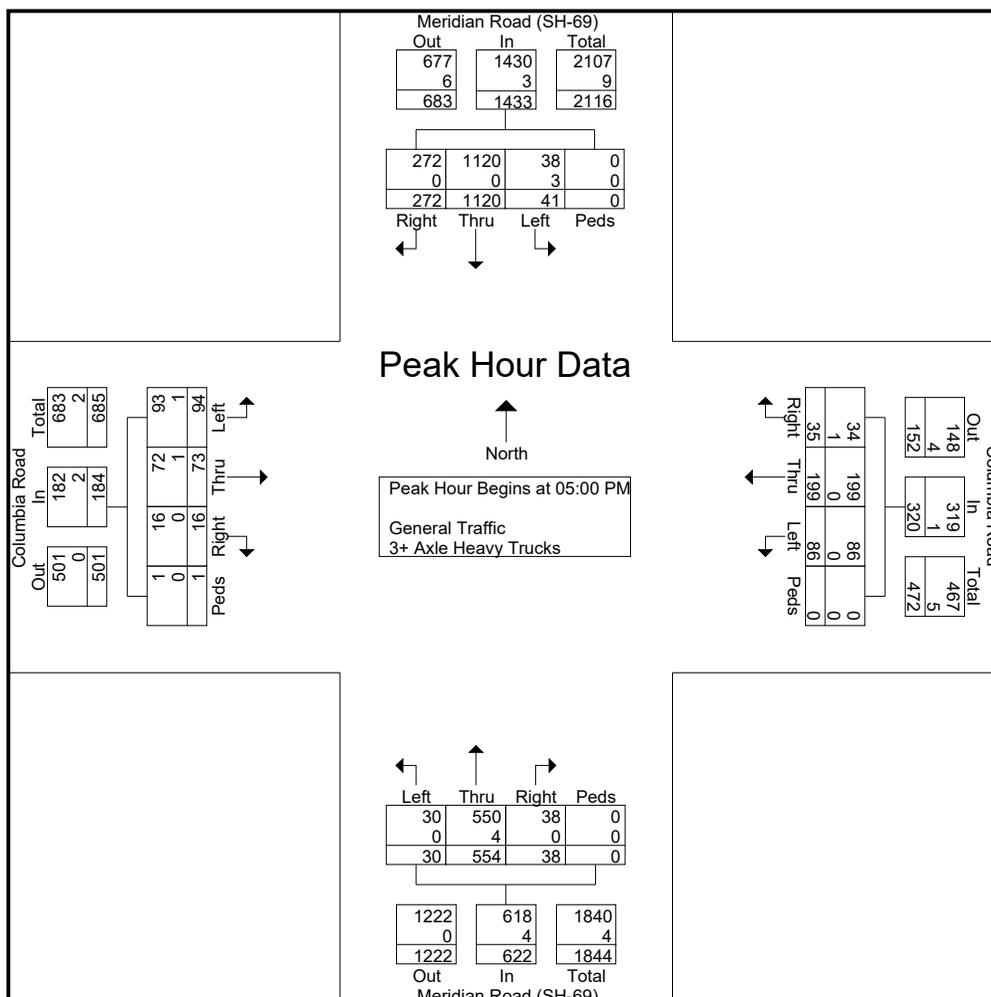
L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: SH-69 / Columbia Rd
City, State: Ada County, Idaho
Control: Signalized

File Name : SH-69 (Meridian Rd) & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 5

Start Time	Meridian Road (SH-69) From North					Columbia Road From East					Meridian Road (SH-69) From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	58	275	9	0	342	10	47	20	0	77	11	139	8	0	158	2	13	27	0	42	619
05:15 PM	78	285	9	0	372	8	58	31	0	97	10	160	9	0	179	9	23	22	1	55	703
05:30 PM	64	291	14	0	369	8	43	18	0	69	5	116	5	0	126	2	18	21	0	41	605
05:45 PM	72	269	9	0	350	9	51	17	0	77	12	139	8	0	159	3	19	24	0	46	632
Total Volume	272	1120	41	0	1433	35	199	86	0	320	38	554	30	0	622	16	73	94	1	184	2559
% App. Total	19	78.2	2.9	0		10.9	62.2	26.9	0		6.1	89.1	4.8	0		8.7	39.7	51.1	0.5		
PHF	.872	.962	.732	.000	.963	.875	.858	.694	.000	.825	.792	.866	.833	.000	.869	.444	.793	.870	.250	.836	.910
General Traffic	1120																				
% General Traffic	100	100	92.7	0	99.8	97.1	100	100	0	99.7	100	99.3	100	0	99.4	100	98.6	98.9	100	98.9	99.6
3+ Axle Heavy Trucks	0																				
% 3+ Axle Heavy Trucks	0	0	7.3	0	0.2	2.9	0	0	0	0.3	0	0.7	0	0	0.6	0	1.4	1.1	0	1.1	0.4



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: SH-69 / Columbia Rd
City, State: Ada County, Idaho
Control: Signalized

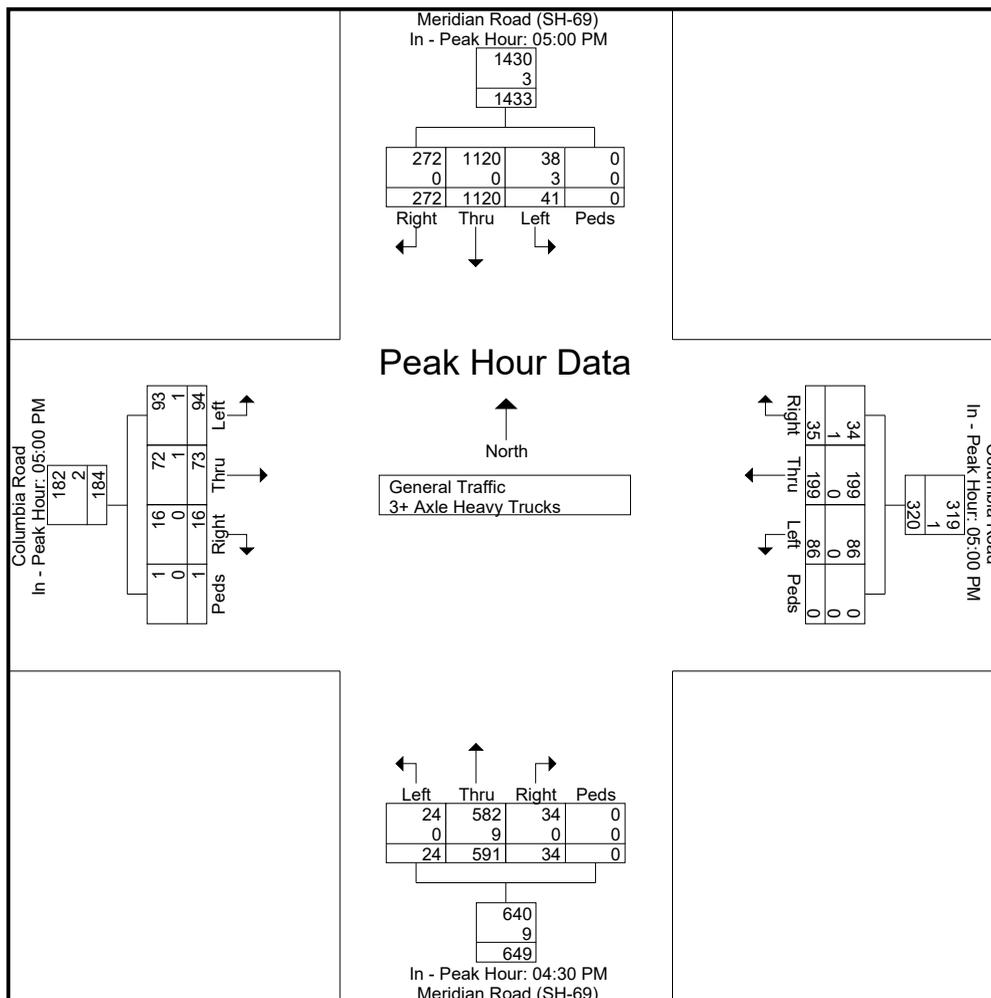
File Name : SH-69 (Meridian Rd) & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 6

Start Time	Meridian Road (SH-69) From North					Columbia Road From East					Meridian Road (SH-69) From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					04:30 PM					05:00 PM				
+0 mins.	58	275	9	0	342	10	47	20	0	77	4	164	3	0	171	2	13	27	0	42
+15 mins.	78	285	9	0	372	8	58	31	0	97	9	128	4	0	141	9	23	22	1	55
+30 mins.	64	291	14	0	369	8	43	18	0	69	11	139	8	0	158	2	18	21	0	41
+45 mins.	72	269	9	0	350	9	51	17	0	77	10	160	9	0	179	3	19	24	0	46
Total Volume	272	1120	41	0	1433	35	199	86	0	320	34	591	24	0	649	16	73	94	1	184
% App. Total	19	78.2	2.9	0		10.9	62.2	26.9	0		5.2	91.1	3.7	0		8.7	39.7	51.1	0.5	
PHF	.872	.962	.732	.000	.963	.875	.858	.694	.000	.825	.773	.901	.667	.000	.906	.444	.793	.870	.250	.836
General Traffic	272	1120	38	0	1430	34	199	86	0	319	34	582	24	0	640	16	72	93	1	182
% General Traffic	100	100	92.	0	99.8	97.	100	100	0	99.7	100	98.	100	0	98.6	100	98.	98.	100	98.9
3+ Axle Heavy Trucks	0	0	3	0	3	1	0	0	0	1	0	9	0	0	9	0	1	1	0	2
% 3+ Axle Heavy Trucks	0	0	7.3	0	0.2	2.9	0	0	0	0.3	0	1.5	0	0	1.4	0	1.4	1.1	0	1.1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: SH-69 / Columbia Rd
City, State: Ada County, Idaho
Control: Signalized

File Name : SH-69 (Meridian Rd) & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
 Intersection: SH-69 / Kuna Rd
 City, State: Ada County, Idaho
 Control: Stop Sign

File Name : SH-69 (Meridian Rd) & Kuna Rd
 Site Code : 00000000
 Start Date : 3/6/2019
 Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	SH-69 (Meridian Road) From Northeast				Kuna Road From Southeast				SH-69 (Meridian Road) From Southwest				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	14	19	0	33	17	9	0	26	21	144	0	165	224
07:15 AM	42	26	0	68	26	16	0	42	31	138	0	169	279
07:30 AM	32	23	0	55	27	21	0	48	38	135	0	173	276
07:45 AM	51	13	0	64	14	16	0	30	19	83	0	102	196
Total	139	81	0	220	84	62	0	146	109	500	0	609	975
08:00 AM	41	10	0	51	12	9	0	21	19	92	0	111	183
08:15 AM	45	22	0	67	12	11	0	23	18	83	0	101	191
08:30 AM	36	11	0	47	15	5	0	20	19	91	0	110	177
08:45 AM	46	9	0	55	22	9	0	31	14	75	0	89	175
Total	168	52	0	220	61	34	0	95	70	341	0	411	726

04:00 PM	117	20	0	137	20	24	0	44	15	81	0	96	277
04:15 PM	132	33	0	165	19	33	0	52	12	53	0	65	282
04:30 PM	135	19	0	154	25	26	0	51	15	79	0	94	299
04:45 PM	150	28	0	178	29	35	0	64	19	78	0	97	339
Total	534	100	0	634	93	118	0	211	61	291	0	352	1197
05:00 PM	156	14	0	170	32	30	0	62	24	103	0	127	359
05:15 PM	160	14	0	174	33	25	0	58	10	76	0	86	318
05:30 PM	168	22	0	190	35	37	0	72	11	72	0	83	345
05:45 PM	149	19	0	168	37	29	0	66	8	76	0	84	318
Total	633	69	0	702	137	121	0	258	53	327	0	380	1340
Grand Total	1474	302	0	1776	375	335	0	710	293	1459	0	1752	4238
Apprch %	83	17	0		52.8	47.2	0		16.7	83.3	0		
Total %	34.8	7.1	0	41.9	8.8	7.9	0	16.8	6.9	34.4	0	41.3	
General Traffic	1466	294	0	1760	366	326	0	692	287	1445	0	1732	4184
% General Traffic	99.5	97.4	0	99.1	97.6	97.3	0	97.5	98	99	0	98.9	98.7
3+ Axle Heavy Trucks	8	8	0	16	9	9	0	18	6	14	0	20	54
% 3+ Axle Heavy Trucks	0.5	2.6	0	0.9	2.4	2.7	0	2.5	2	1	0	1.1	1.3

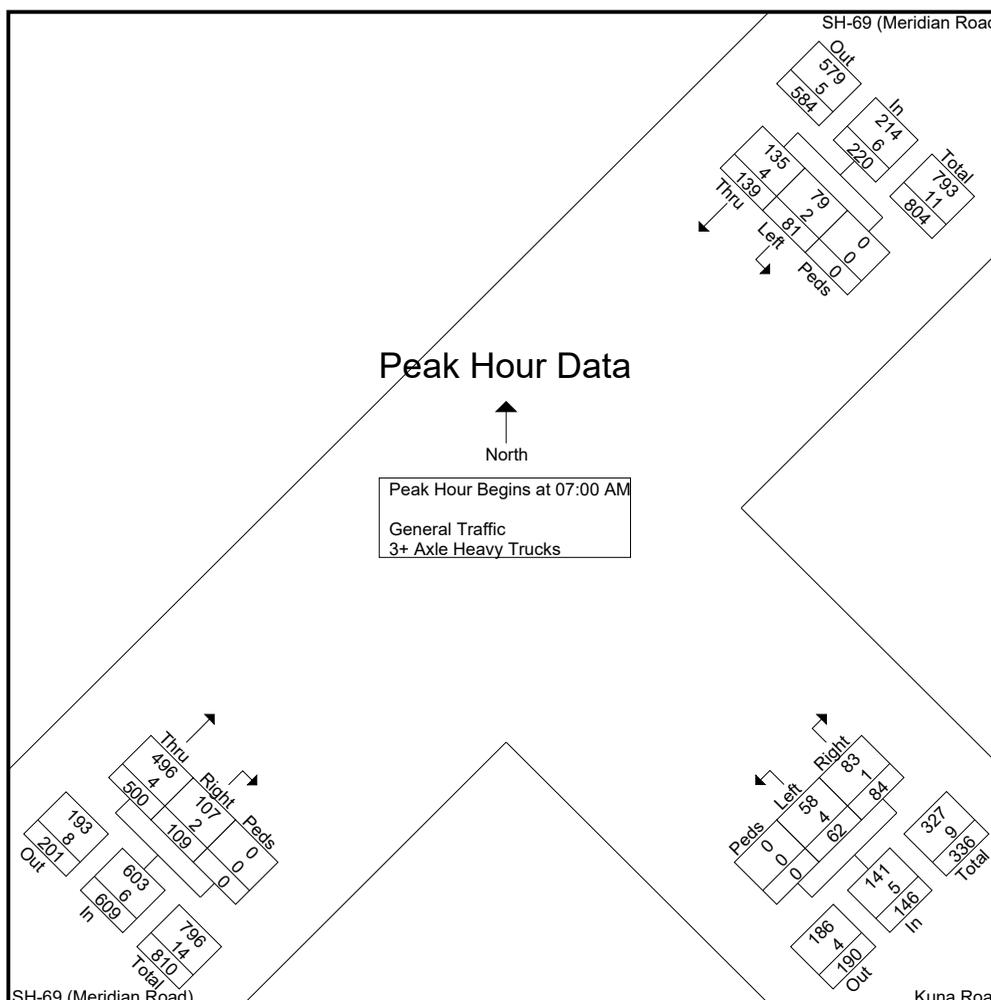
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: SH-69 / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : SH-69 (Meridian Rd) & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 3

Start Time	SH-69 (Meridian Road) From Northeast				Kuna Road From Southeast				SH-69 (Meridian Road) From Southwest				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	14	19	0	33	17	9	0	26	21	144	0	165	224
07:15 AM	42	26	0	68	26	16	0	42	31	138	0	169	279
07:30 AM	32	23	0	55	27	21	0	48	38	135	0	173	276
07:45 AM	51	13	0	64	14	16	0	30	19	83	0	102	196
Total Volume	139	81	0	220	84	62	0	146	109	500	0	609	975
% App. Total	63.2	36.8	0		57.5	42.5	0		17.9	82.1	0		
PHF	.681	.779	.000	.809	.778	.738	.000	.760	.717	.868	.000	.880	.874
General Traffic	135	79	0	214	83	58	0	141	107	496	0	603	958
% General Traffic	97.1	97.5	0	97.3	98.8	93.5	0	96.6	98.2	99.2	0	99.0	98.3
3+ Axle Heavy Trucks	4	2	0	6	1	4	0	5	2	4	0	6	17
% 3+ Axle Heavy Trucks	2.9	2.5	0	2.7	1.2	6.5	0	3.4	1.8	0.8	0	1.0	1.7



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

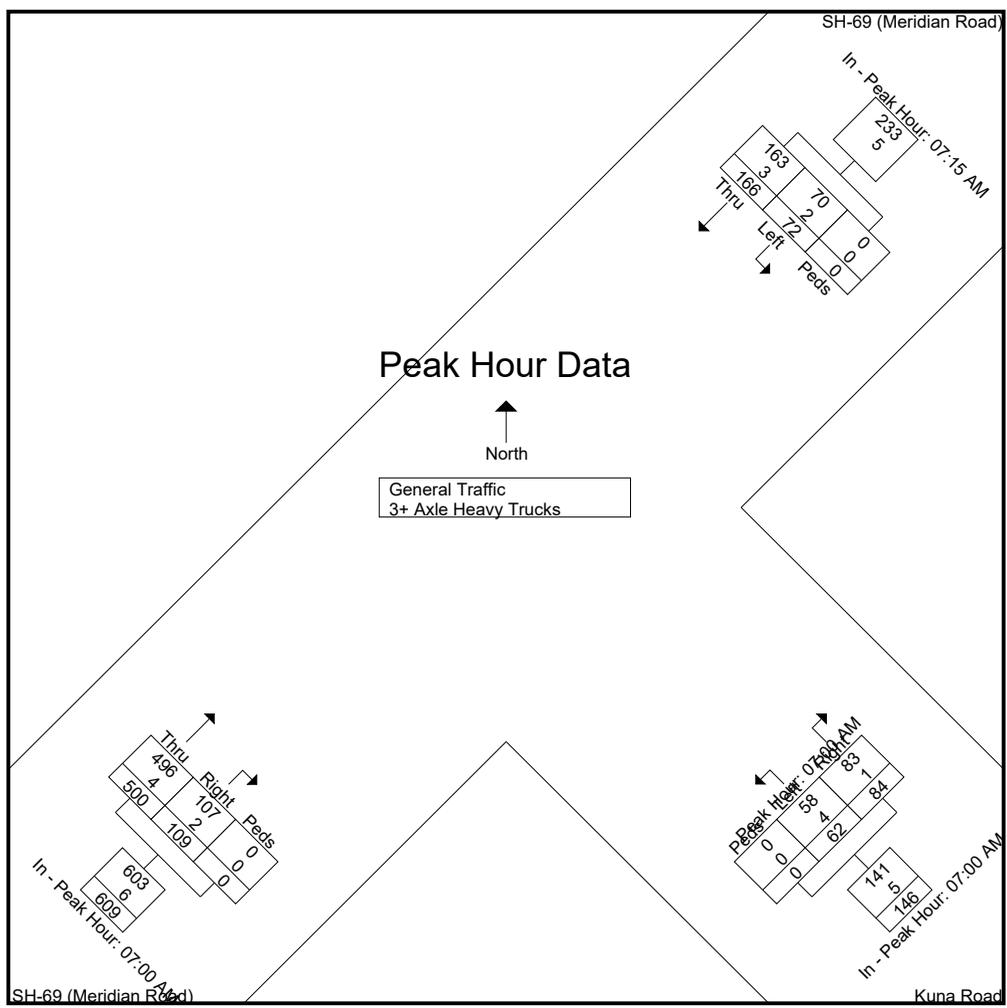
Study: CR0010
Intersection: SH-69 / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : SH-69 (Meridian Rd) & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 4

Start Time	SH-69 (Meridian Road) From Northeast				Kuna Road From Southeast				SH-69 (Meridian Road) From Southwest				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM			
+0 mins.	42	26	0	68	17	9	0	26	21	144	0	165
+15 mins.	32	23	0	55	26	16	0	42	31	138	0	169
+30 mins.	51	13	0	64	27	21	0	48	38	135	0	173
+45 mins.	41	10	0	51	14	16	0	30	19	83	0	102
Total Volume	166	72	0	238	84	62	0	146	109	500	0	609
% App. Total	69.7	30.3	0		57.5	42.5	0		17.9	82.1	0	
PHF	.814	.692	.000	.875	.778	.738	.000	.760	.717	.868	.000	.880
General Traffic	163	70	0	233	83	58	0	141	107	496	0	603
% General Traffic	98.2	97.2	0	97.9	98.8	93.5	0	96.6	98.2	99.2	0	99
3+ Axle Heavy Trucks	3	2	0	5	1	4	0	5	2	4	0	6
% 3+ Axle Heavy Trucks	1.8	2.8	0	2.1	1.2	6.5	0	3.4	1.8	0.8	0	1



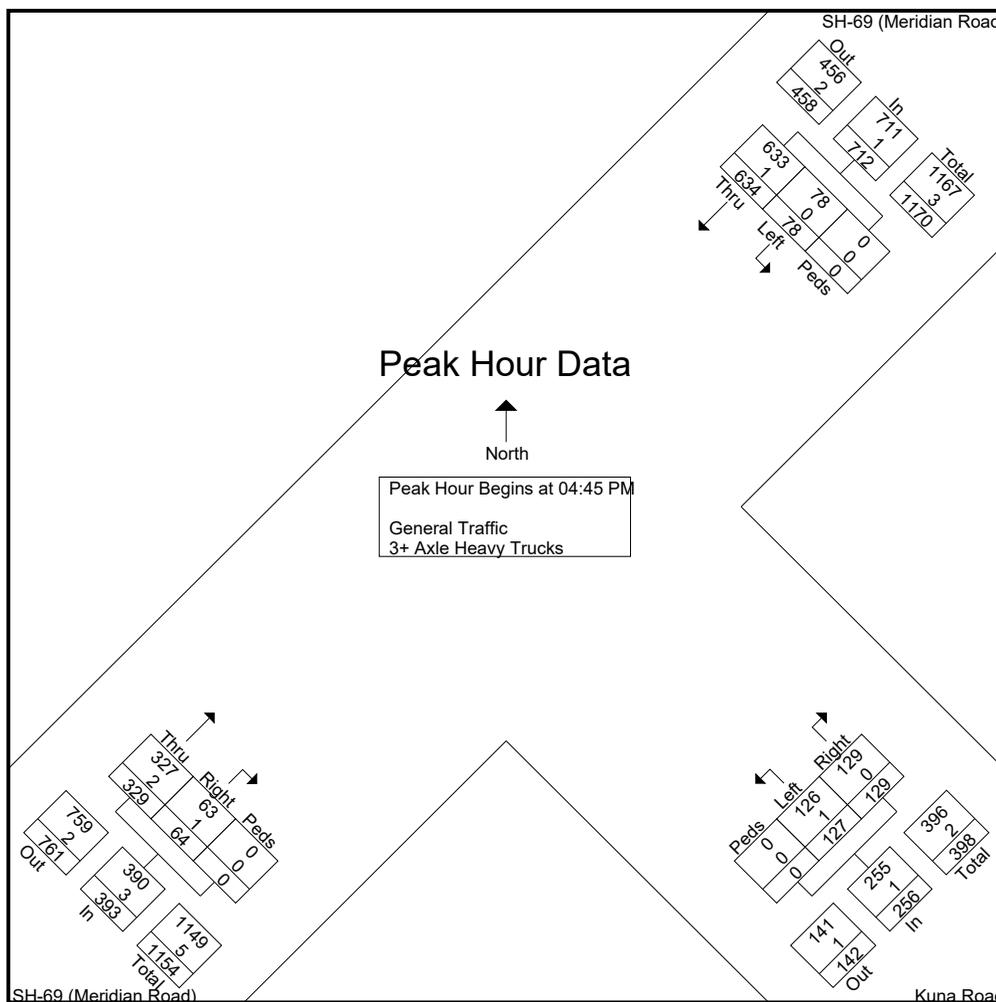
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: SH-69 / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : SH-69 (Meridian Rd) & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 5

Start Time	SH-69 (Meridian Road) From Northeast				Kuna Road From Southeast				SH-69 (Meridian Road) From Southwest				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	150	28	0	178	29	35	0	64	19	78	0	97	339
05:00 PM	156	14	0	170	32	30	0	62	24	103	0	127	359
05:15 PM	160	14	0	174	33	25	0	58	10	76	0	86	318
05:30 PM	168	22	0	190	35	37	0	72	11	72	0	83	345
Total Volume	634	78	0	712	129	127	0	256	64	329	0	393	1361
% App. Total	89	11	0		50.4	49.6	0		16.3	83.7	0		
PHF	.943	.696	.000	.937	.921	.858	.000	.889	.667	.799	.000	.774	.948
General Traffic	633	78	0	711	129	126	0	255	63	327	0	390	1356
% General Traffic	99.8	100	0	99.9	100	99.2	0	99.6	98.4	99.4	0	99.2	99.6
3+ Axle Heavy Trucks	1	0	0	1	0	1	0	1	1	2	0	3	5
% 3+ Axle Heavy Trucks	0.2	0	0	0.1	0	0.8	0	0.4	1.6	0.6	0	0.8	0.4



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: SH-69 / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

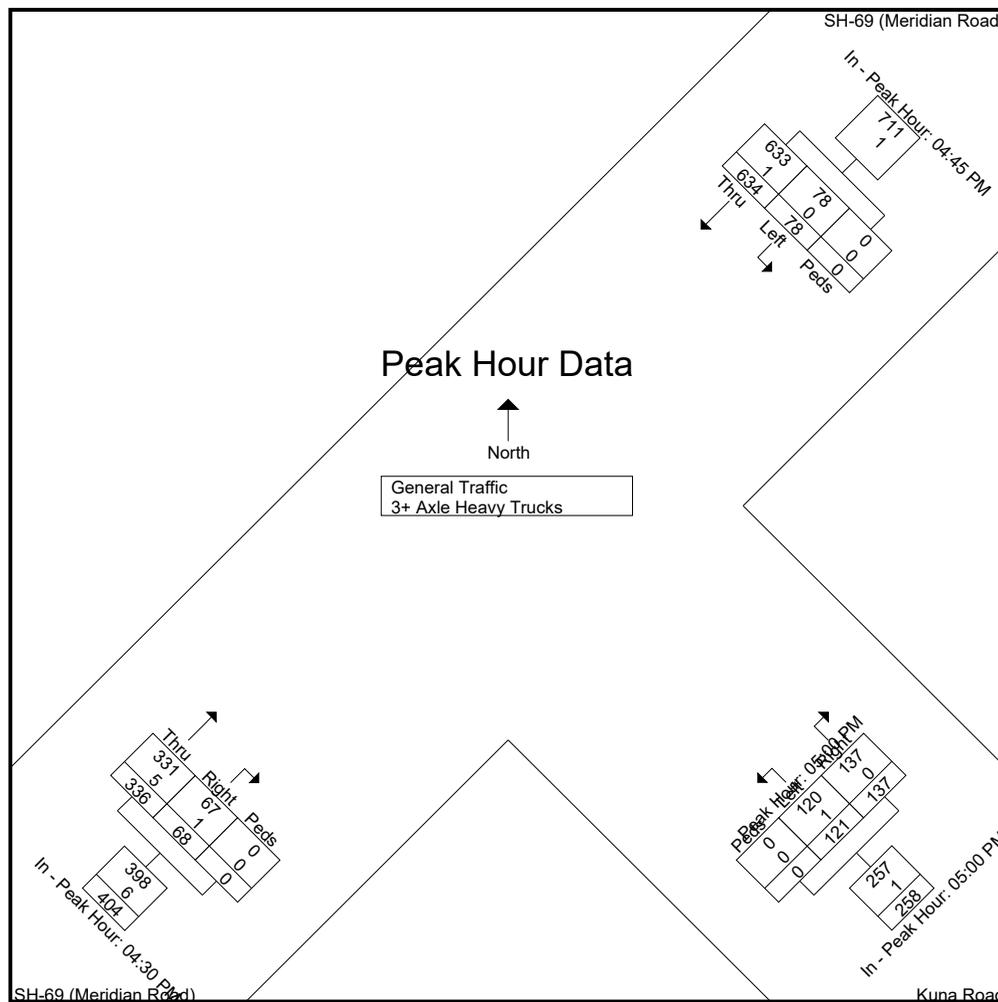
File Name : SH-69 (Meridian Rd) & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 6

Start Time	SH-69 (Meridian Road) From Northeast				Kuna Road From Southeast				SH-69 (Meridian Road) From Southwest				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:30 PM			
+0 mins.	150	28	0	178	32	30	0	62	15	79	0	94
+15 mins.	156	14	0	170	33	25	0	58	19	78	0	97
+30 mins.	160	14	0	174	35	37	0	72	24	103	0	127
+45 mins.	168	22	0	190	37	29	0	66	10	76	0	86
Total Volume	634	78	0	712	137	121	0	258	68	336	0	404
% App. Total	89	11	0		53.1	46.9	0		16.8	83.2	0	
PHF	.943	.696	.000	.937	.926	.818	.000	.896	.708	.816	.000	.795
General Traffic	633	78	0	711	137	120	0	257	67	331	0	398
% General Traffic	99.8	100	0	99.9	100	99.2	0	99.6	98.5	98.5	0	98.5
3+ Axle Heavy Trucks	1	0	0	1	0	1	0	1	1	5	0	6
% 3+ Axle Heavy Trucks	0.2	0	0	0.1	0	0.8	0	0.4	1.5	1.5	0	1.5



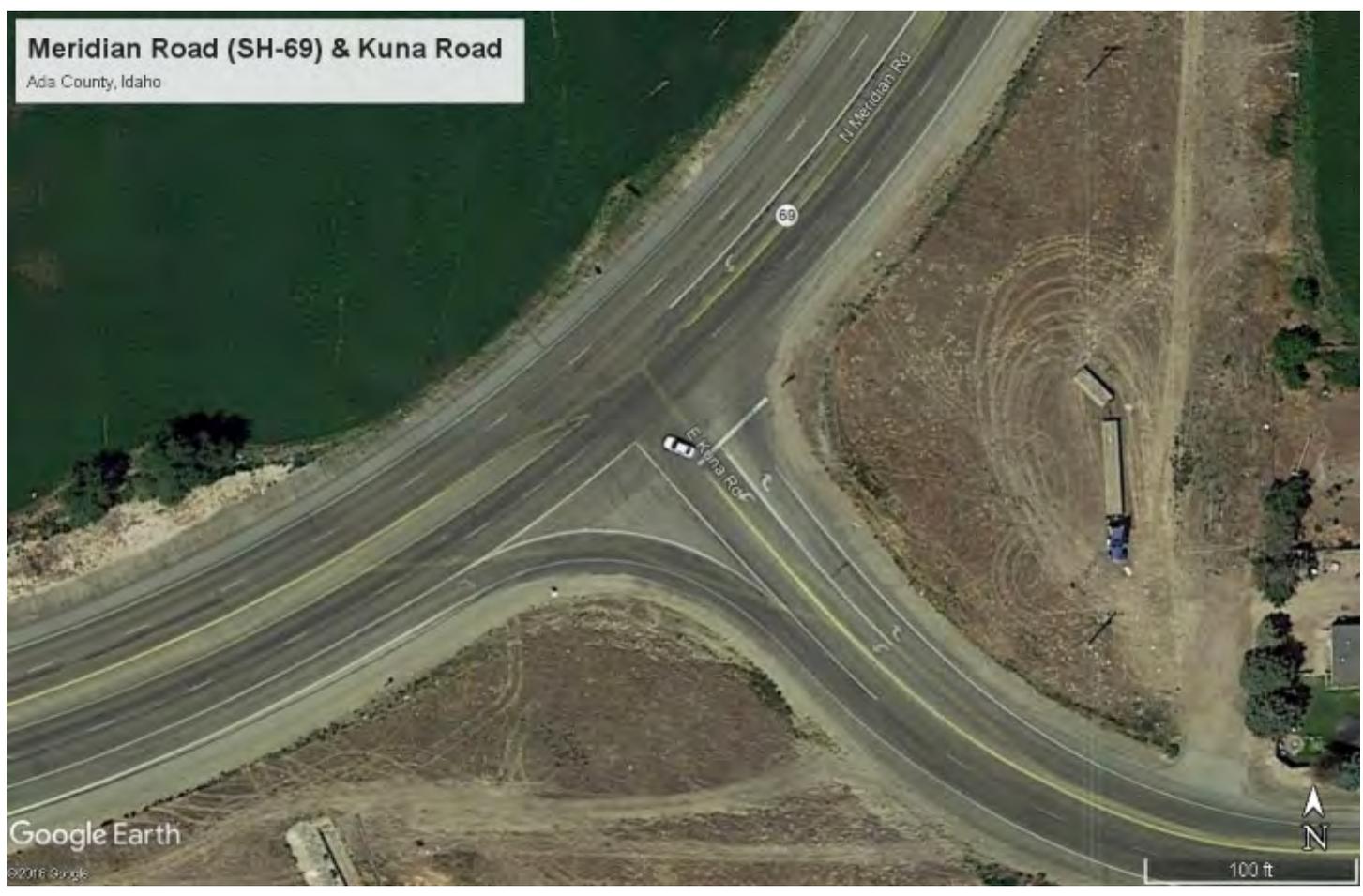
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: SH-69 / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : SH-69 (Meridian Rd) & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010

Intersection: Locust Grove / Columbia Rd

City, State: Ada County, Idaho

Control: All Stop

File Name : Locust Grove Rd & Columbia Rd

Site Code : 00000000

Start Date : 3/5/2019

Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Locust Grove Road From North					Columbia Road From East					Locust Grove Road From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	4	3	0	7	4	37	1	0	42	1	15	3	0	19	1	53	6	0	60	128
07:15 AM	2	7	4	0	13	3	46	2	0	51	3	13	1	0	17	0	74	10	0	84	165
07:30 AM	2	4	4	0	10	0	29	0	0	29	1	14	0	0	15	2	97	14	0	113	167
07:45 AM	1	3	0	0	4	3	29	5	0	37	3	13	0	0	16	3	75	9	0	87	144
Total	5	18	11	0	34	10	141	8	0	159	8	55	4	0	67	6	299	39	0	344	604
08:00 AM	2	2	1	0	5	7	27	3	0	37	5	5	4	0	14	1	71	6	0	78	134
08:15 AM	1	2	1	0	4	1	16	2	0	19	5	12	2	0	19	0	51	2	0	53	95
08:30 AM	2	0	7	0	9	5	16	1	0	22	4	7	1	0	12	0	53	5	0	58	101
08:45 AM	1	4	2	0	7	5	24	0	0	29	3	8	0	0	11	1	38	5	0	44	91
Total	6	8	11	0	25	18	83	6	0	107	17	32	7	0	56	2	213	18	0	233	421

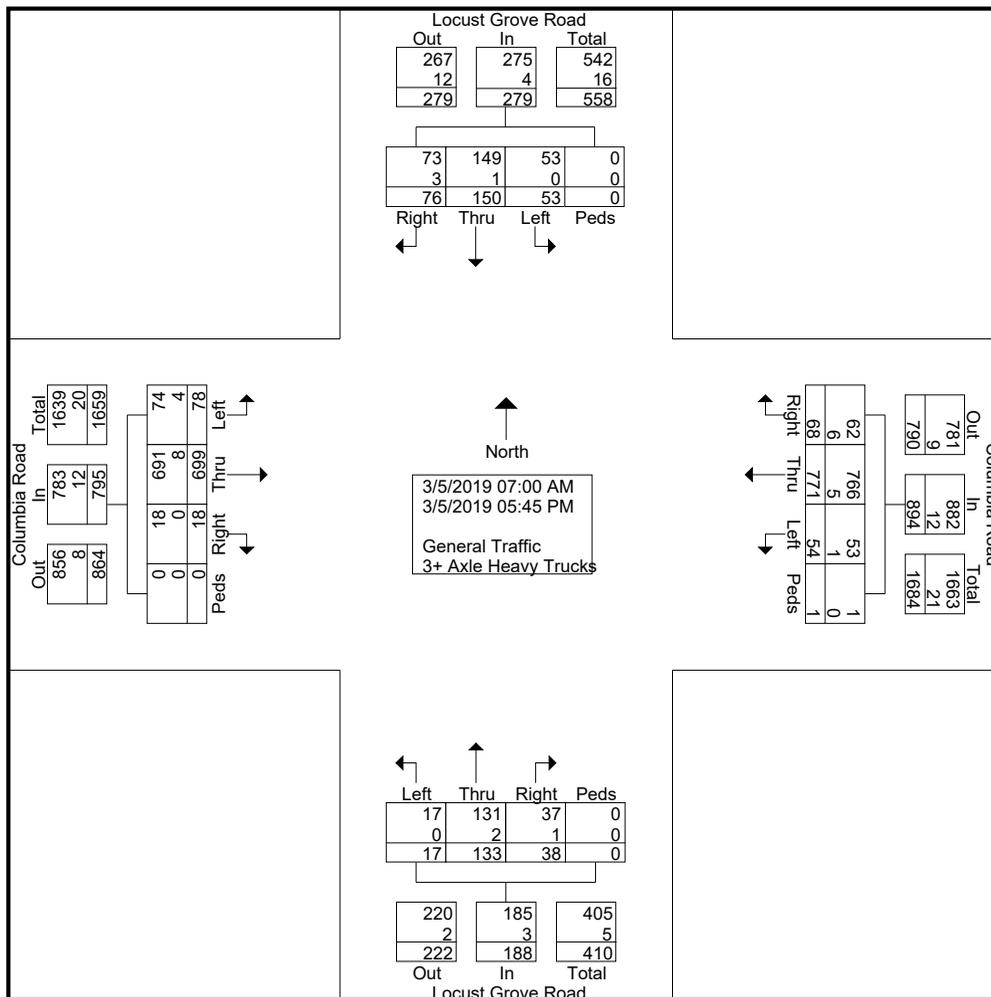
04:00 PM	6	9	5	0	20	8	51	2	1	62	1	4	1	0	6	4	25	2	0	31	119
04:15 PM	6	19	2	0	27	5	59	6	0	70	6	9	1	0	16	0	26	4	0	30	143
04:30 PM	11	15	6	0	32	5	63	8	0	76	1	4	1	0	6	2	26	2	0	30	144
04:45 PM	4	22	7	0	33	1	71	5	0	77	1	5	1	0	7	1	24	3	0	28	145
Total	27	65	20	0	112	19	244	21	1	285	9	22	4	0	35	7	101	11	0	119	551
05:00 PM	9	22	2	0	33	9	75	4	0	88	2	7	0	0	9	1	25	2	0	28	158
05:15 PM	8	12	4	0	24	3	84	4	0	91	0	4	0	0	4	1	22	2	0	25	144
05:30 PM	9	12	1	0	22	6	82	4	0	92	0	11	2	0	13	0	28	4	0	32	159
05:45 PM	12	13	4	0	29	3	62	7	0	72	2	2	0	0	4	1	11	2	0	14	119
Total	38	59	11	0	108	21	303	19	0	343	4	24	2	0	30	3	86	10	0	99	580
Grand Total	76	150	53	0	279	68	771	54	1	894	38	133	17	0	188	18	699	78	0	795	2156
Apprch %	27.2	53.8	19	0		7.6	86.2	6	0.1		20.2	70.7	9	0		2.3	87.9	9.8	0		
Total %	3.5	7	2.5	0	12.9	3.2	35.8	2.5	0	41.5	1.8	6.2	0.8	0	8.7	0.8	32.4	3.6	0	36.9	
General Traffic																					
% General Traffic	96.1	99.3	100	0	98.6	91.2	99.4	98.1	100	98.7	97.4	98.5	100	0	98.4	100	98.9	94.9	0	98.5	98.6
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	3.9	0.7	0	0	1.4	8.8	0.6	1.9	0	1.3	2.6	1.5	0	0	1.6	0	1.1	5.1	0	1.5	1.4

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Locust Grove / Columbia Rd
City, State: Ada County, Idaho
Control: All Stop

File Name : Locust Grove Rd & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 2



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010

Intersection: Locust Grove / Columbia Rd

City, State: Ada County, Idaho

Control: All Stop

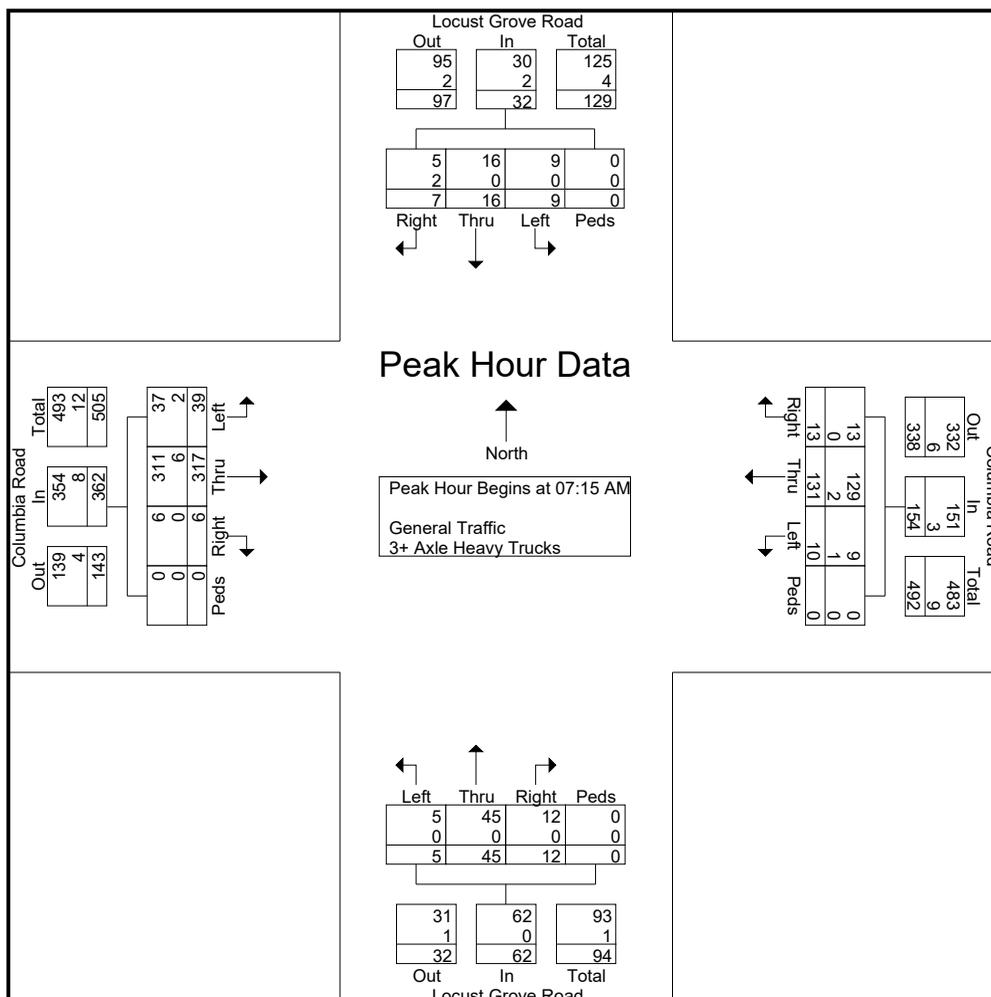
File Name : Locust Grove Rd & Columbia Rd

Site Code : 00000000

Start Date : 3/5/2019

Page No : 3

Start Time	Locust Grove Road From North					Columbia Road From East					Locust Grove Road From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	7	4	0	13	3	46	2	0	51	3	13	1	0	17	0	74	10	0	84	165
07:30 AM	2	4	4	0	10	0	29	0	0	29	1	14	0	0	15	2	97	14	0	113	167
07:45 AM	1	3	0	0	4	3	29	5	0	37	3	13	0	0	16	3	75	9	0	87	144
08:00 AM	2	2	1	0	5	7	27	3	0	37	5	5	4	0	14	1	71	6	0	78	134
Total Volume	7	16	9	0	32	13	131	10	0	154	12	45	5	0	62	6	317	39	0	362	610
% App. Total	21.9	50	28.1	0		8.4	85.1	6.5	0		19.4	72.6	8.1	0		1.7	87.6	10.8	0		
PHF	.875	.571	.563	.000	.615	.464	.712	.500	.000	.755	.600	.804	.313	.000	.912	.500	.817	.696	.000	.801	.913
General Traffic																					
% General Traffic	71.4	100	100	0	93.8	100	98.5	90.0	0	98.1	100	100	100	0	100	100	98.1	94.9	0	97.8	97.9
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	28.6	0	0	0	6.3	0	1.5	10.0	0	1.9	0	0	0	0	0	0	1.9	5.1	0	2.2	2.1



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

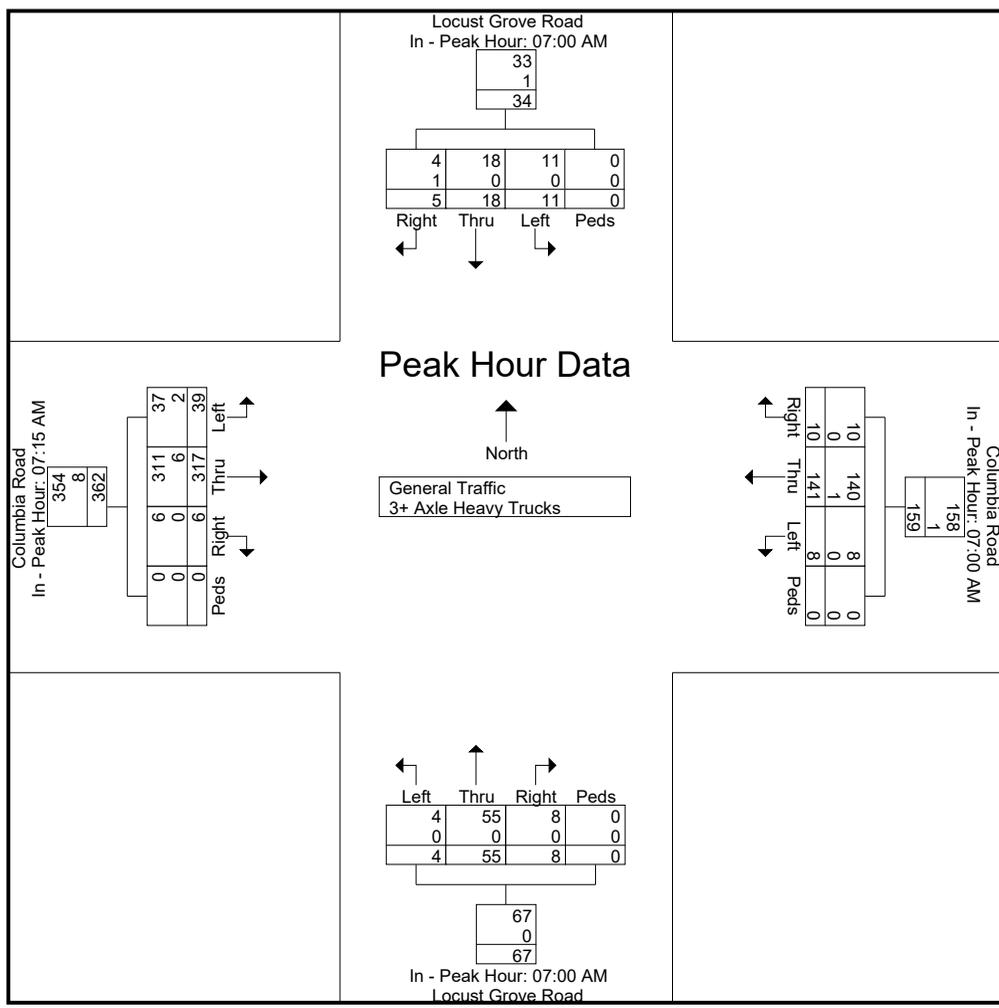
Study: CR0010
Intersection: Locust Grove / Columbia Rd
City, State: Ada County, Idaho
Control: All Stop

File Name : Locust Grove Rd & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 4

Start Time	Locust Grove Road From North					Columbia Road From East					Locust Grove Road From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:15 AM				
+0 mins.	0	4	3	0	7	4	37	1	0	42	1	15	3	0	19	0	74	10	0	84
+15 mins.	2	7	4	0	13	3	46	2	0	51	3	13	1	0	17	2	97	14	0	113
+30 mins.	2	4	4	0	10	0	29	0	0	29	1	14	0	0	15	3	75	9	0	87
+45 mins.	1	3	0	0	4	3	29	5	0	37	3	13	0	0	16	1	71	6	0	78
Total Volume	5	18	11	0	34	10	141	8	0	159	8	55	4	0	67	6	317	39	0	362
% App. Total	14.7	52.9	32.4	0		6.3	88.7	5	0		11.9	82.1	6	0		1.7	87.6	10.8	0	
PHF	.625	.643	.688	.000	.654	.625	.766	.400	.000	.779	.667	.917	.333	.000	.882	.500	.817	.696	.000	.801
General Traffic																				
% General Traffic	80	100	100	0	97.1	100	99.3	100	0	99.4	100	100	100	0	100	100	98.1	94.9	0	97.8
3+ Axle Heavy Trucks	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	6	2	0	8
% 3+ Axle Heavy Trucks	20	0	0	0	2.9	0	0.7	0	0	0.6	0	0	0	0	0	0	1.9	5.1	0	2.2



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010

Intersection: Locust Grove / Columbia Rd

City, State: Ada County, Idaho

Control: All Stop

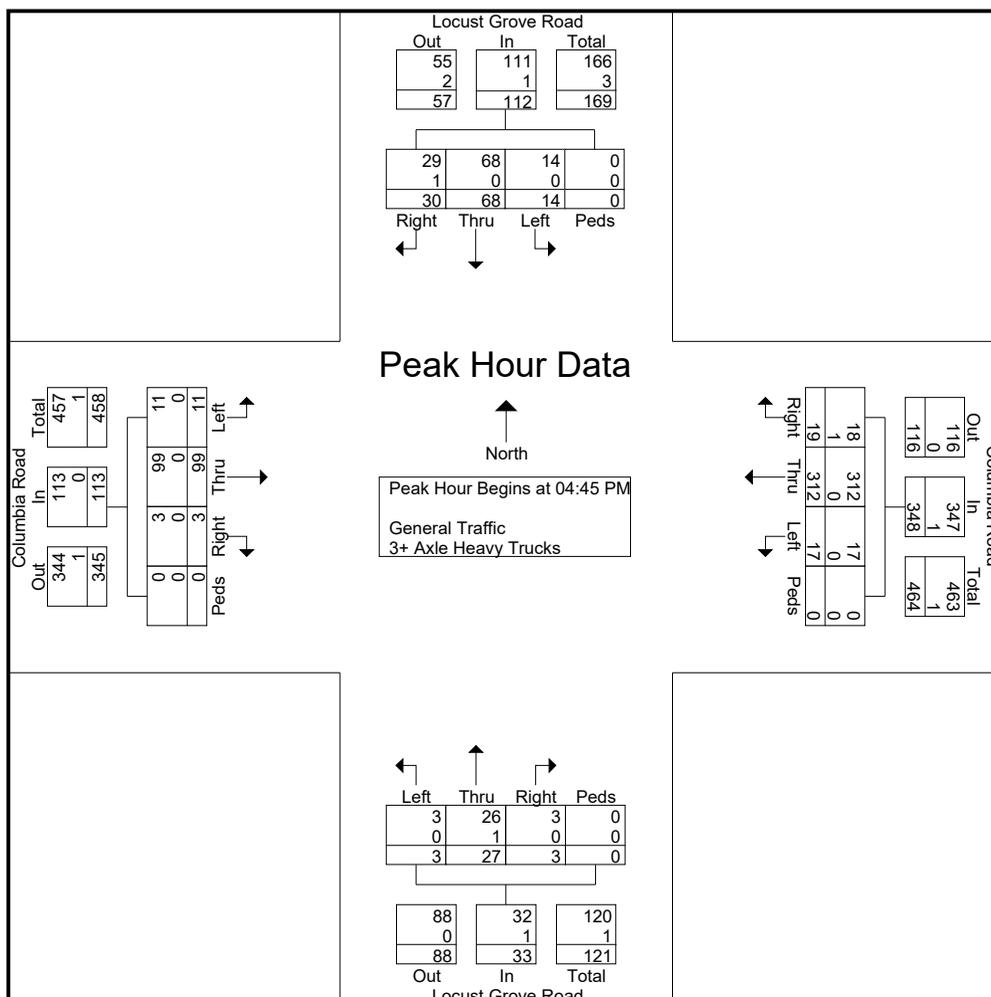
File Name : Locust Grove Rd & Columbia Rd

Site Code : 00000000

Start Date : 3/5/2019

Page No : 5

Start Time	Locust Grove Road From North					Columbia Road From East					Locust Grove Road From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	4	22	7	0	33	1	71	5	0	77	1	5	1	0	7	1	24	3	0	28	145
05:00 PM	9	22	2	0	33	9	75	4	0	88	2	7	0	0	9	1	25	2	0	28	158
05:15 PM	8	12	4	0	24	3	84	4	0	91	0	4	0	0	4	1	22	2	0	25	144
05:30 PM	9	12	1	0	22	6	82	4	0	92	0	11	2	0	13	0	28	4	0	32	159
Total Volume	30	68	14	0	112	19	312	17	0	348	3	27	3	0	33	3	99	11	0	113	606
% App. Total	26.8	60.7	12.5	0		5.5	89.7	4.9	0		9.1	81.8	9.1	0		2.7	87.6	9.7	0		
PHF	.833	.773	.500	.000	.848	.528	.929	.850	.000	.946	.375	.614	.375	.000	.635	.750	.884	.688	.000	.883	.953
General Traffic																					
% General Traffic	96.7	100	100	0	99.1	94.7	100	100	0	99.7	100	96.3	100	0	97.0	100	100	100	0	100	99.5
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	3.3	0	0	0	0.9	5.3	0	0	0	0.3	0	3.7	0	0	3.0	0	0	0	0	0	0.5



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010

Intersection: Locust Grove / Columbia Rd

City, State: Ada County, Idaho

Control: All Stop

File Name : Locust Grove Rd & Columbia Rd

Site Code : 00000000

Start Date : 3/5/2019

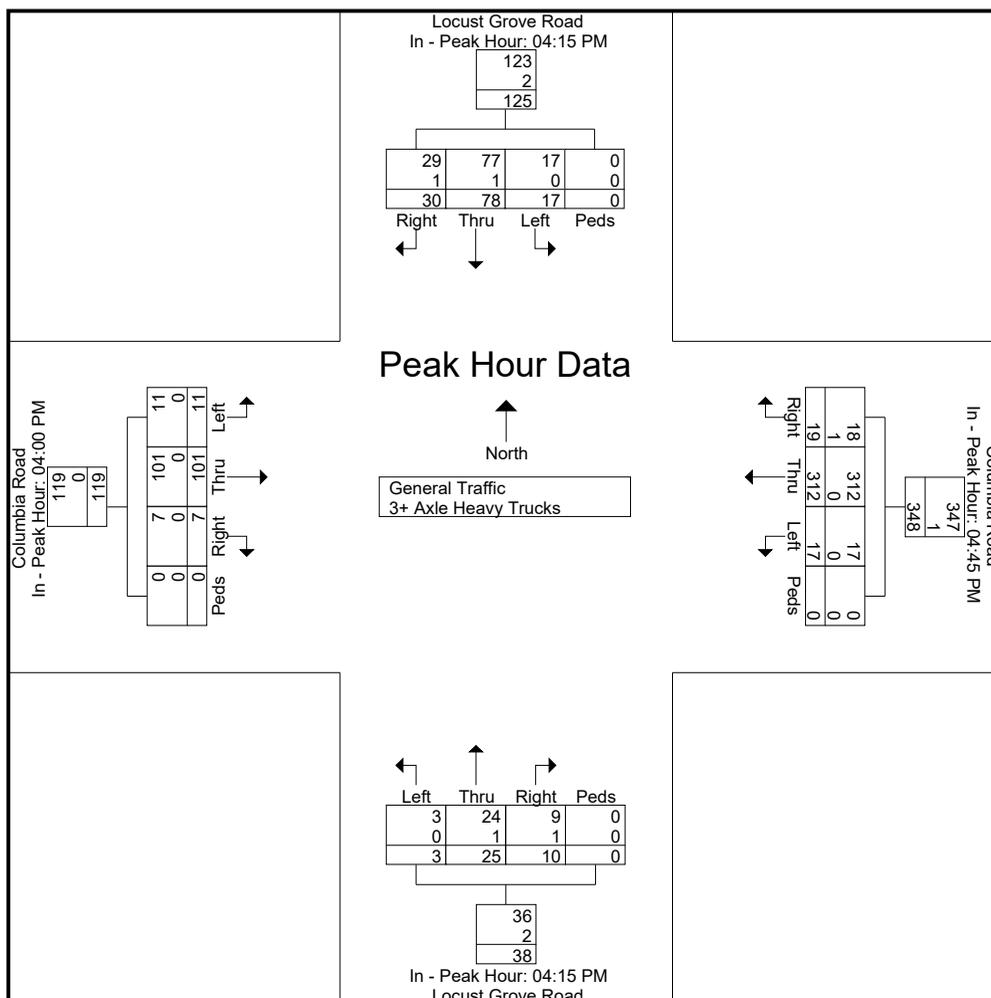
Page No : 6

Start Time	Locust Grove Road From North					Columbia Road From East					Locust Grove Road From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:45 PM					04:15 PM					04:00 PM				
+0 mins.	6	19	2	0	27	1	71	5	0	77	6	9	1	0	16	4	25	2	0	31
+15 mins.	11	15	6	0	32	9	75	4	0	88	1	4	1	0	6	0	26	4	0	30
+30 mins.	4	22	7	0	33	3	84	4	0	91	1	5	1	0	7	2	26	2	0	30
+45 mins.	9	22	2	0	33	6	82	4	0	92	2	7	0	0	9	1	24	3	0	28
Total Volume	30	78	17	0	125	19	312	17	0	348	10	25	3	0	38	7	101	11	0	119
% App. Total	24	62.4	13.6	0		5.5	89.7	4.9	0		26.3	65.8	7.9	0		5.9	84.9	9.2	0	
PHF	.682	.886	.607	.000	.947	.528	.929	.850	.000	.946	.417	.694	.750	.000	.594	.438	.971	.688	.000	.960
General Traffic	96.	98.	100	0	98.4	94.	100	100	0	99.7	90	96	100	0	94.7	100	100	100	0	100
% General Traffic	7	7				7														
3+ Axle Heavy Trucks	1	1	0	0	2	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0
% 3+ Axle Heavy Trucks	3.3	1.3	0	0	1.6	5.3	0	0	0	0.3	10	4	0	0	5.3	0	0	0	0	0



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Locust Grove / Columbia Rd
City, State: Ada County, Idaho
Control: All Stop

File Name : Locust Grove Rd & Columbia Rd
Site Code : 0000000
Start Date : 3/5/2019
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
 Intersection: Locust Grove / Kuna Rd
 City, State: Ada County, Idaho
 Control: Stop Sign

File Name : Locust Grove Rd & Kuna Rd
 Site Code : 00000000
 Start Date : 3/6/2019
 Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Locust Grove Road From North					Kuna Road From East					Gravel Road From South					Kuna Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	0	2	0	3	0	19	0	0	19	0	0	0	0	0	0	40	3	0	43	65
07:15 AM	1	0	1	0	2	0	36	0	0	36	0	0	0	0	0	0	58	3	0	61	99
07:30 AM	0	0	0	0	0	2	31	0	0	33	0	0	0	0	0	0	60	1	0	61	94
07:45 AM	3	0	2	0	5	2	22	0	0	24	0	0	1	0	1	0	37	2	0	39	69
Total	5	0	5	0	10	4	108	0	0	112	0	0	1	0	1	0	195	9	0	204	327
08:00 AM	0	0	1	0	1	1	14	0	0	15	0	0	0	0	0	0	34	1	0	35	51
08:15 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	38	3	0	41	57
08:30 AM	0	0	1	0	1	0	18	0	0	18	0	0	0	0	0	0	31	0	0	31	50
08:45 AM	2	0	1	0	3	0	22	0	0	22	0	0	0	0	0	0	17	0	0	17	42
Total	2	0	3	0	5	1	70	0	0	71	0	0	0	0	0	0	120	4	0	124	200

04:00 PM	3	0	3	0	6	4	40	0	0	44	0	0	0	0	0	0	24	2	0	26	76
04:15 PM	7	0	2	0	9	3	45	0	0	48	0	0	0	0	0	0	31	2	0	33	90
04:30 PM	6	0	1	0	7	0	39	0	0	39	0	0	0	0	0	0	30	0	0	30	76
04:45 PM	3	0	0	0	3	1	55	0	0	56	0	0	0	0	0	0	29	1	0	30	89
Total	19	0	6	0	25	8	179	0	0	187	0	0	0	0	0	0	114	5	0	119	331
05:00 PM	7	0	3	0	10	2	51	0	0	53	0	0	0	0	0	0	30	3	0	33	96
05:15 PM	8	0	2	0	10	2	58	0	0	60	0	0	0	0	0	0	21	0	0	21	91
05:30 PM	5	0	7	0	12	1	62	0	0	63	0	0	0	0	0	0	20	3	0	23	98
05:45 PM	3	0	3	0	6	2	62	0	0	64	0	0	0	0	0	0	20	0	0	20	90
Total	23	0	15	0	38	7	233	0	0	240	0	0	0	0	0	0	91	6	0	97	375
Grand Total	49	0	29	0	78	20	590	0	0	610	0	0	1	0	1	0	520	24	0	544	1233
Apprch %	62.8	0	37.2	0		3.3	96.7	0	0		0	0	100	0		0	95.6	4.4	0		
Total %	4	0	2.4	0	6.3	1.6	47.9	0	0	49.5	0	0	0.1	0	0.1	0	42.2	1.9	0	44.1	
% General Traffic	100	0	93.1	0	97.4	95	97.1	0	0	97	0	0	100	0	100	0	97.5	100	0	97.6	97.3
% 3+ Axle Heavy Trucks	0	0	6.9	0	2.6	5	2.9	0	0	3	0	0	0	0	0	0	2.5	0	0	2.4	2.7

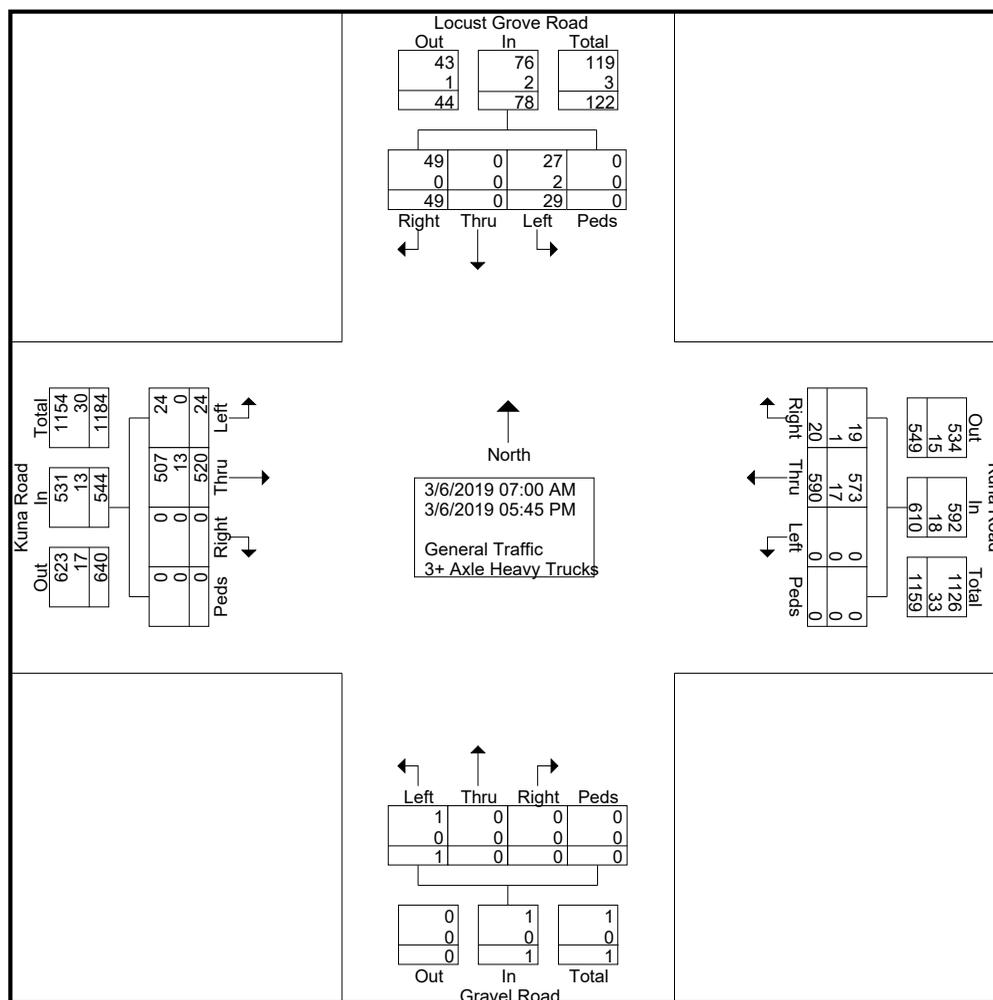
L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Locust Grove / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Locust Grove Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 2



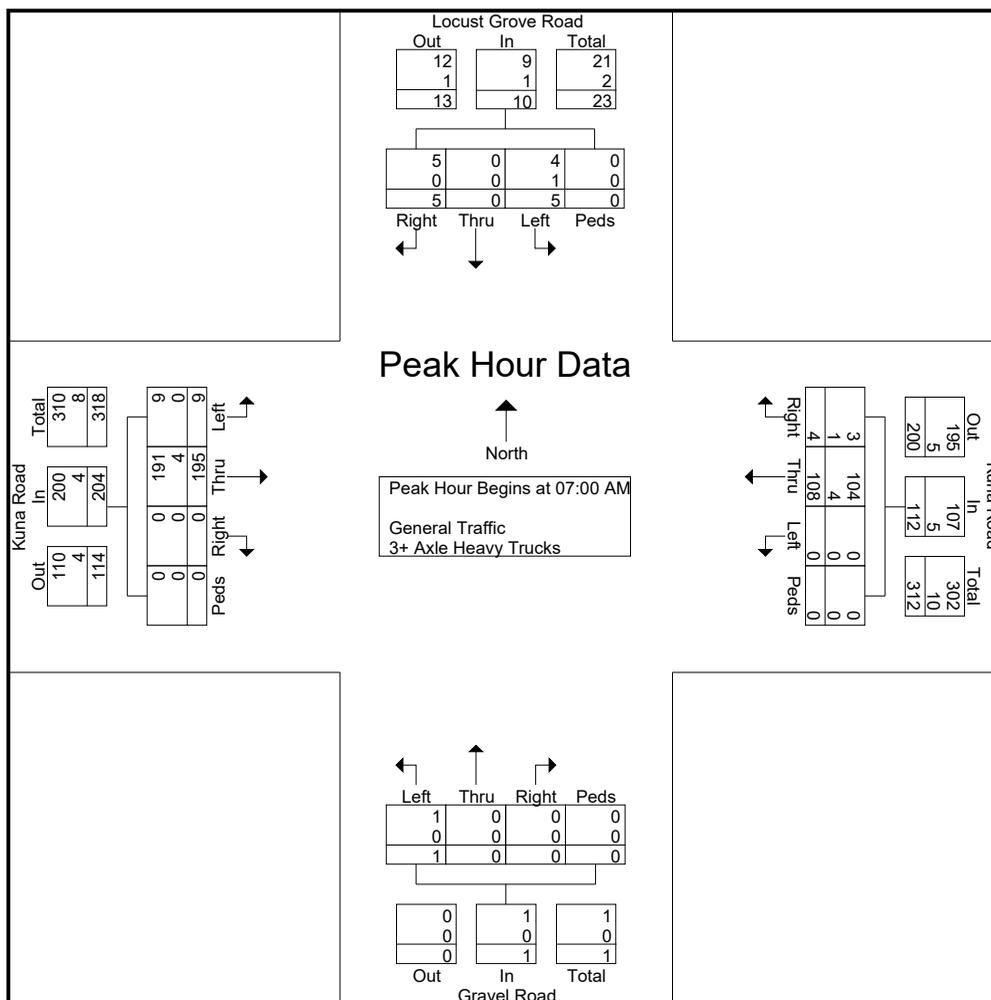
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Locust Grove / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Locust Grove Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 3

Start Time	Locust Grove Road From North					Kuna Road From East					Gravel Road From South					Kuna Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	0	2	0	3	0	19	0	0	19	0	0	0	0	0	0	40	3	0	43	65
07:15 AM	1	0	1	0	2	0	36	0	0	36	0	0	0	0	0	0	58	3	0	61	99
07:30 AM	0	0	0	0	0	2	31	0	0	33	0	0	0	0	0	0	60	1	0	61	94
07:45 AM	3	0	2	0	5	2	22	0	0	24	0	0	1	0	1	0	37	2	0	39	69
Total Volume	5	0	5	0	10	4	108	0	0	112	0	0	1	0	1	0	195	9	0	204	327
% App. Total	50	0	50	0		3.6	96.4	0	0		0	0	100	0		0	95.6	4.4	0		
PHF	.417	.000	.625	.000	.500	.500	.750	.000	.000	.778	.000	.000	.250	.000	.250	.000	.813	.750	.000	.836	.826
General Traffic																					
% General Traffic	100	0	80.0	0	90.0	75.0	96.3	0	0	95.5	0	0	100	0	100	0	97.9	100	0	98.0	96.9
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	0	0	20.0	0	10.0	25.0	3.7	0	0	4.5	0	0	0	0	0	0	2.1	0	0	2.0	3.1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Locust Grove / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

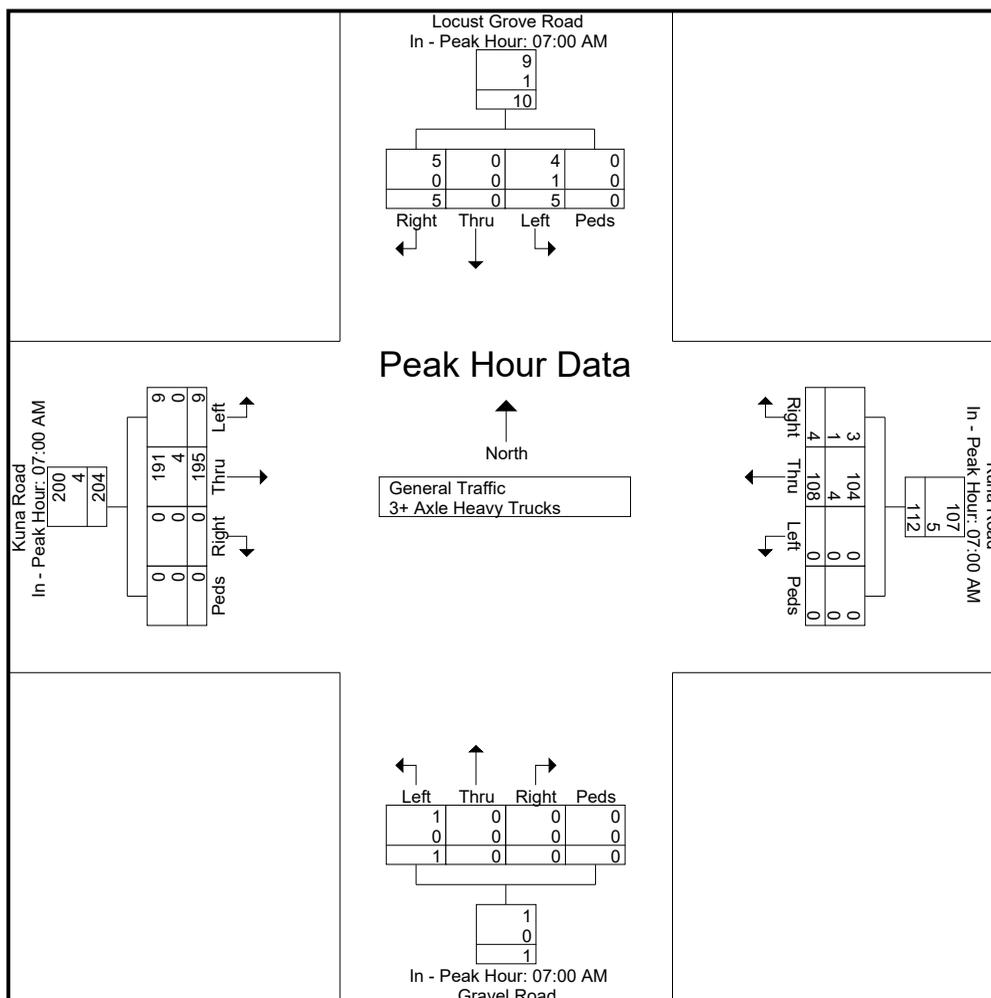
File Name : Locust Grove Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 4

Start Time	Locust Grove Road From North					Kuna Road From East					Gravel Road From South					Kuna Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	1	0	2	0	3	0	19	0	0	19	0	0	0	0	0	0	40	3	0	43
+15 mins.	1	0	1	0	2	0	36	0	0	36	0	0	0	0	0	0	58	3	0	61
+30 mins.	0	0	0	0	0	2	31	0	0	33	0	0	0	0	0	0	60	1	0	61
+45 mins.	3	0	2	0	5	2	22	0	0	24	0	0	1	0	1	0	37	2	0	39
Total Volume	5	0	5	0	10	4	108	0	0	112	0	0	1	0	1	0	195	9	0	204
% App. Total	50	0	50	0		3.6	96.4	0	0		0	0	100	0		0	95.6	4.4	0	
PHF	.417	.000	.625	.000	.500	.500	.750	.000	.000	.778	.000	.000	.250	.000	.250	.000	.813	.750	.000	.836
General Traffic																				
% General Traffic	100	0	80	0	90	75	96.3	0	0	95.5	0	0	100	0	100	0	97.9	100	0	98
3+ Axle Heavy Trucks	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4
% 3+ Axle Heavy Trucks	0	0	20	0	10	25	3.7	0	0	4.5	0	0	0	0	0	0	2.1	0	0	2



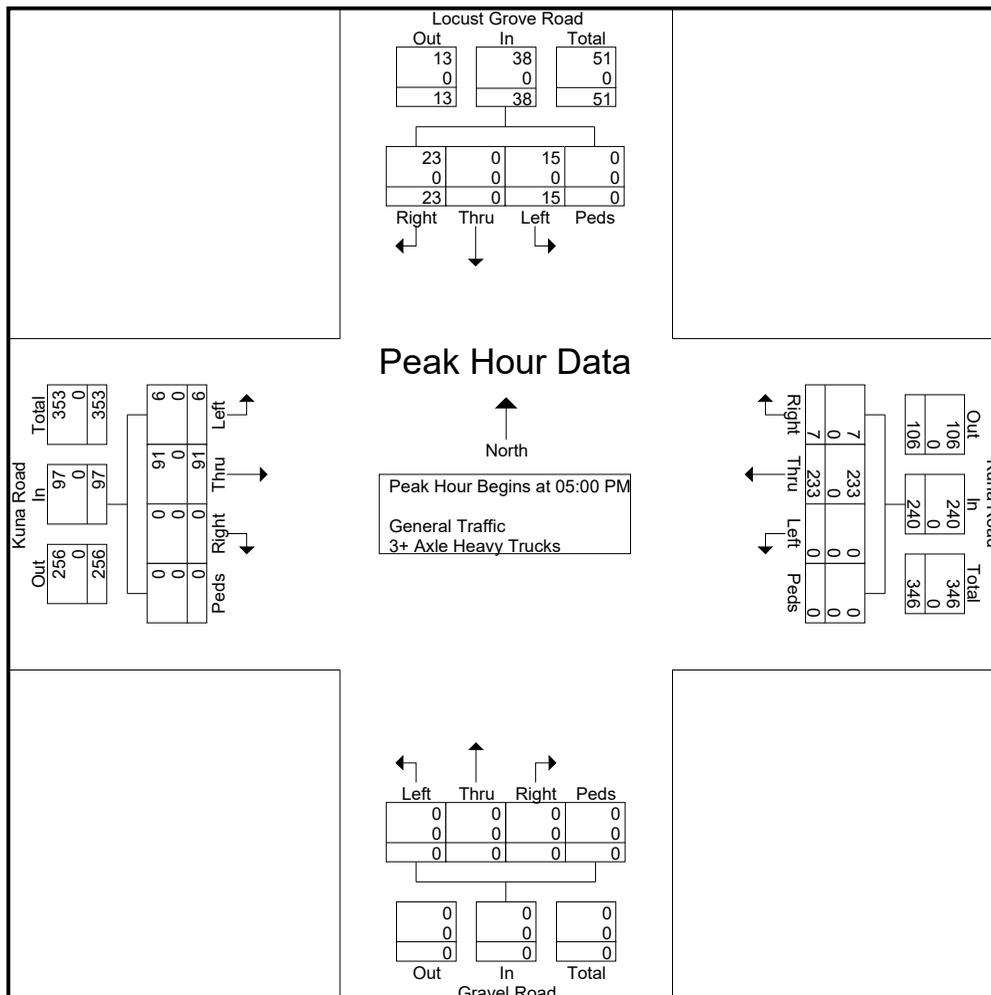
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Locust Grove / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Locust Grove Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 5

Start Time	Locust Grove Road From North					Kuna Road From East					Gravel Road From South					Kuna Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	7	0	3	0	10	2	51	0	0	53	0	0	0	0	0	0	30	3	0	33	96
05:15 PM	8	0	2	0	10	2	58	0	0	60	0	0	0	0	0	0	21	0	0	21	91
05:30 PM	5	0	7	0	12	1	62	0	0	63	0	0	0	0	0	0	20	3	0	23	98
05:45 PM	3	0	3	0	6	2	62	0	0	64	0	0	0	0	0	0	20	0	0	20	90
Total Volume	23	0	15	0	38	7	233	0	0	240	0	0	0	0	0	0	91	6	0	97	375
% App. Total	60.5	0	39.5	0		2.9	97.1	0	0		0	0	0	0		0	93.8	6.2	0		
PHF	.719	.000	.536	.000	.792	.875	.940	.000	.000	.938	.000	.000	.000	.000	.000	.000	.758	.500	.000	.735	.957
General Traffic																					
% General Traffic	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	0	100	100	0	100	100
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010

Intersection: Locust Grove / Kuna Rd

City, State: Ada County, Idaho

Control: Stop Sign

File Name : Locust Grove Rd & Kuna Rd

Site Code : 00000000

Start Date : 3/6/2019

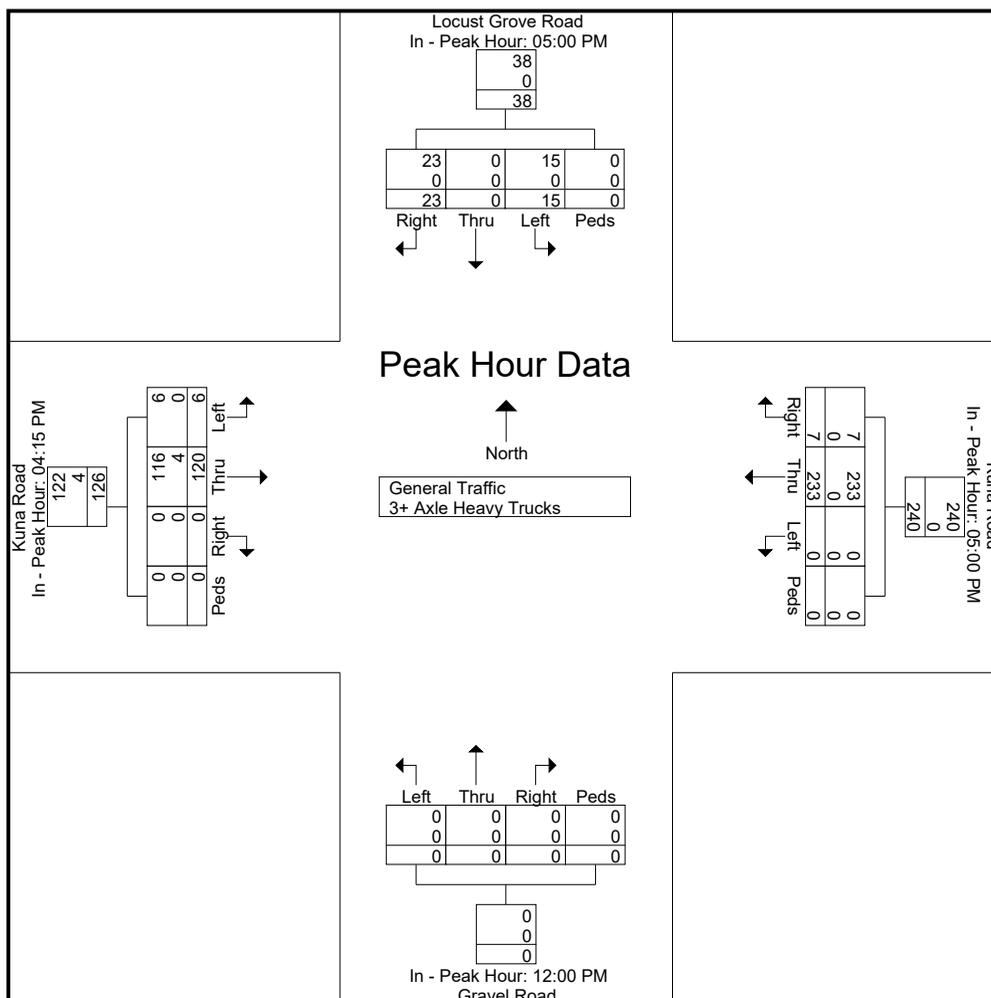
Page No : 6

Start Time	Locust Grove Road From North					Kuna Road From East					Gravel Road From South					Kuna Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					12:00 PM					04:15 PM				
+0 mins.	7	0	3	0	10	2	51	0	0	53	0	0	0	0	0	0	31	2	0	33
+15 mins.	8	0	2	0	10	2	58	0	0	60	0	0	0	0	0	0	30	0	0	30
+30 mins.	5	0	7	0	12	1	62	0	0	63	0	0	0	0	0	0	29	1	0	30
+45 mins.	3	0	3	0	6	2	62	0	0	64	0	0	0	0	0	0	30	3	0	33
Total Volume	23	0	15	0	38	7	233	0	0	240	0	0	0	0	0	0	120	6	0	126
% App. Total	60.5	0	39.5	0		2.9	97.1	0	0		0	0	0	0		0	95.2	4.8	0	
PHF	.719	.000	.536	.000	.792	.875	.940	.000	.000	.938	.000	.000	.000	.000	.000	.000	.968	.500	.000	.955
General Traffic																				
% General Traffic	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	0	96.7	100	0	96.8
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.3	0	0	3.2



L2 Data Collection

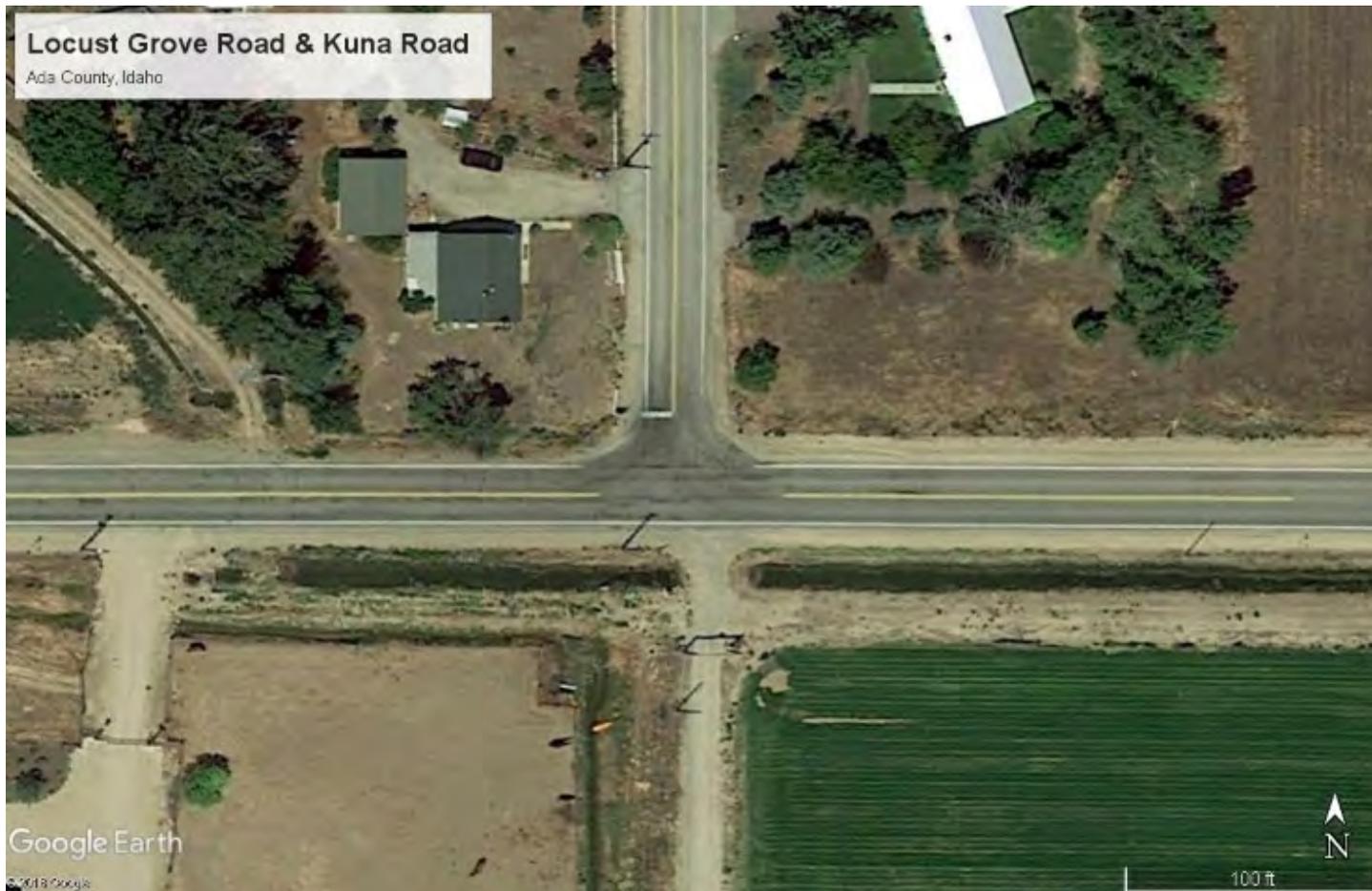
L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Locust Grove / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Locust Grove Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
 Intersection: Eagle Rd / Columbia Rd
 City, State: Ada County, Idaho
 Control: All Stop

File Name : Eagle Rd & Columbia Rd
 Site Code : 00000000
 Start Date : 3/5/2019
 Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Eagle Road From North					Columbia Road From East					Eagle Road From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	0	1	0	3	7	40	0	0	47	1	5	0	0	6	0	31	27	0	58	114
07:15 AM	4	3	2	0	9	7	39	0	0	46	1	3	4	0	8	1	46	31	0	78	141
07:30 AM	4	3	5	0	12	9	24	1	0	34	1	4	0	0	5	2	64	29	0	95	146
07:45 AM	8	1	6	0	15	13	27	1	0	41	1	5	3	0	9	2	53	25	0	80	145
Total	18	7	14	0	39	36	130	2	0	168	4	17	7	0	28	5	194	112	0	311	546
08:00 AM	6	1	1	0	8	8	27	1	0	36	1	8	1	0	10	0	50	31	0	81	135
08:15 AM	5	0	4	0	9	2	12	0	0	14	0	4	1	0	5	0	34	28	0	62	90
08:30 AM	4	0	1	0	5	7	17	0	0	24	2	1	1	0	4	1	39	22	0	62	95
08:45 AM	5	0	3	0	8	9	23	0	0	32	1	7	0	0	8	0	26	22	0	48	96
Total	20	1	9	0	30	26	79	1	0	106	4	20	3	0	27	1	149	103	0	253	416

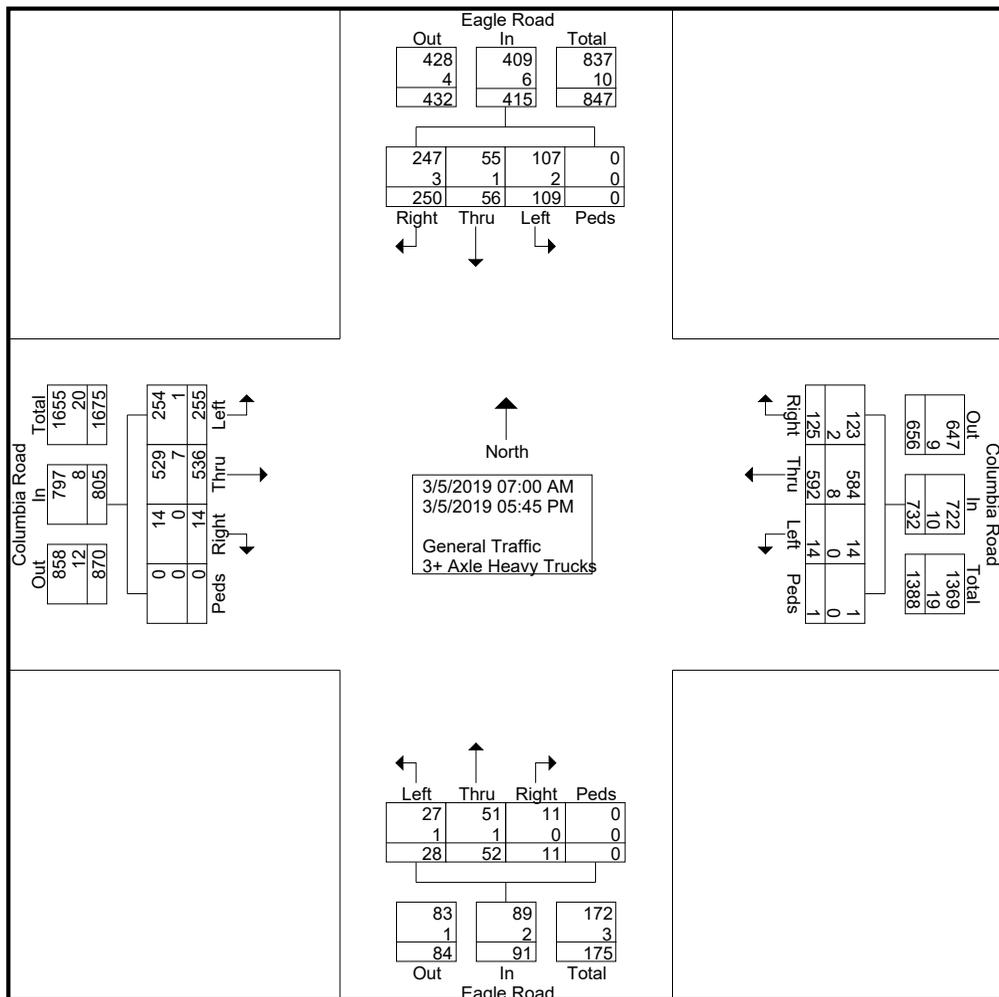
04:00 PM	20	7	9	0	36	9	45	1	0	55	0	2	1	0	3	0	29	4	0	33	127
04:15 PM	21	6	7	0	34	10	41	2	0	53	0	3	1	0	4	1	28	5	0	34	125
04:30 PM	25	3	13	0	41	6	45	3	0	54	0	1	5	0	6	3	25	8	0	36	137
04:45 PM	23	4	15	0	42	8	49	1	1	59	1	1	2	0	4	0	23	8	0	31	136
Total	89	20	44	0	153	33	180	7	1	221	1	7	9	0	17	4	105	25	0	134	525
05:00 PM	35	9	12	0	56	8	45	0	0	53	1	1	4	0	6	2	24	5	0	31	146
05:15 PM	37	7	8	0	52	5	50	1	0	56	0	2	3	0	5	2	23	2	0	27	140
05:30 PM	35	4	14	0	53	9	54	2	0	65	0	4	1	0	5	0	25	6	0	31	154
05:45 PM	16	8	8	0	32	8	54	1	0	63	1	1	1	0	3	0	16	2	0	18	116
Total	123	28	42	0	193	30	203	4	0	237	2	8	9	0	19	4	88	15	0	107	556
Grand Total	250	56	109	0	415	125	592	14	1	732	11	52	28	0	91	14	536	255	0	805	2043
Apprch %	60.2	13.5	26.3	0		17.1	80.9	1.9	0.1		12.1	57.1	30.8	0		1.7	66.6	31.7	0		
Total %	12.2	2.7	5.3	0	20.3	6.1	29	0.7	0	35.8	0.5	2.5	1.4	0	4.5	0.7	26.2	12.5	0	39.4	
General Traffic																					
% General Traffic	98.8	98.2	98.2	0	98.6	98.4	98.6	100	100	98.6	100	98.1	96.4	0	97.8	100	98.7	99.6	0	99	98.7
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	1.2	1.8	1.8	0	1.4	1.6	1.4	0	0	1.4	0	1.9	3.6	0	2.2	0	1.3	0.4	0	1	1.3

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Eagle Rd / Columbia Rd
City, State: Ada County, Idaho
Control: All Stop

File Name : Eagle Rd & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 2



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010

Intersection: Eagle Rd / Columbia Rd

City, State: Ada County, Idaho

Control: All Stop

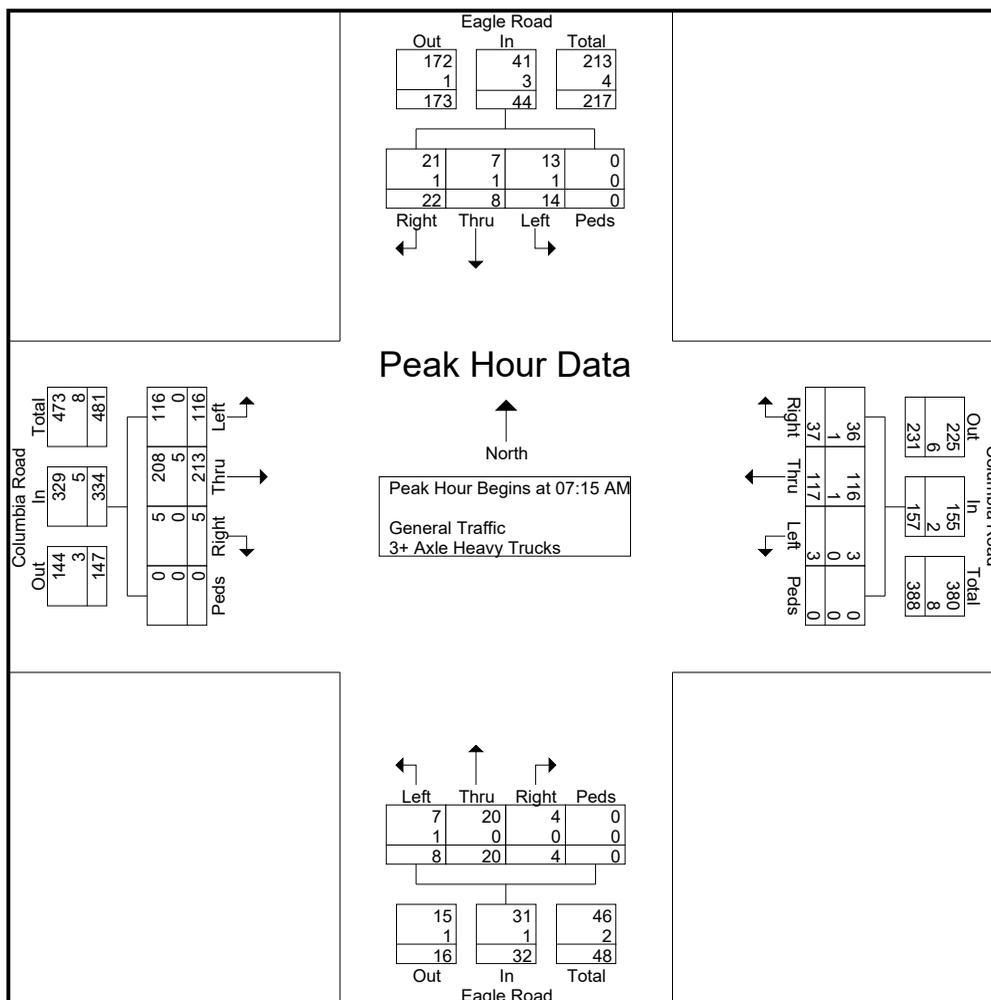
File Name : Eagle Rd & Columbia Rd

Site Code : 00000000

Start Date : 3/5/2019

Page No : 3

Start Time	Eagle Road From North					Columbia Road From East					Eagle Road From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	3	2	0	9	7	39	0	0	46	1	3	4	0	8	1	46	31	0	78	141
07:30 AM	4	3	5	0	12	9	24	1	0	34	1	4	0	0	5	2	64	29	0	95	146
07:45 AM	8	1	6	0	15	13	27	1	0	41	1	5	3	0	9	2	53	25	0	80	145
08:00 AM	6	1	1	0	8	8	27	1	0	36	1	8	1	0	10	0	50	31	0	81	135
Total Volume	22	8	14	0	44	37	117	3	0	157	4	20	8	0	32	5	213	116	0	334	567
% App. Total	50	18.2	31.8	0		23.6	74.5	1.9	0		12.5	62.5	25	0		1.5	63.8	34.7	0		
PHF	.688	.667	.583	.000	.733	.712	.750	.750	.000	.853	1.00	.625	.500	.000	.800	.625	.832	.935	.000	.879	.971
General Traffic																					
% General Traffic	95.5	87.5	92.9	0	93.2	97.3	99.1	100	0	98.7	100	100	87.5	0	96.9	100	97.7	100	0	98.5	98.1
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	4.5	12.5	7.1	0	6.8	2.7	0.9	0	0	1.3	0	0	12.5	0	3.1	0	2.3	0	0	1.5	1.9



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Eagle Rd / Columbia Rd
City, State: Ada County, Idaho
Control: All Stop

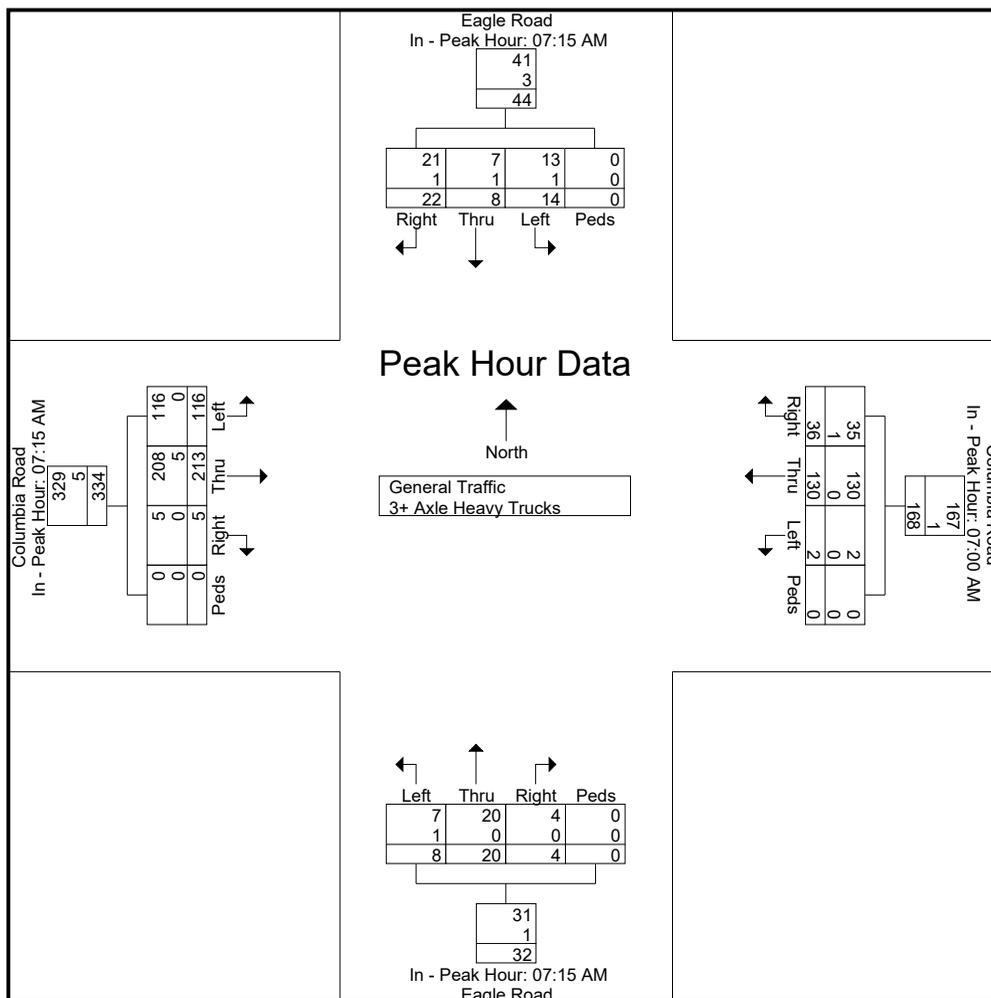
File Name : Eagle Rd & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 4

Start Time	Eagle Road From North					Columbia Road From East					Eagle Road From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:00 AM					07:15 AM					07:15 AM				
+0 mins.	4	3	2	0	9	7	40	0	0	47	1	3	4	0	8	1	46	31	0	78
+15 mins.	4	3	5	0	12	7	39	0	0	46	1	4	0	0	5	2	64	29	0	95
+30 mins.	8	1	6	0	15	9	24	1	0	34	1	5	3	0	9	2	53	25	0	80
+45 mins.	6	1	1	0	8	13	27	1	0	41	1	8	1	0	10	0	50	31	0	81
Total Volume	22	8	14	0	44	36	130	2	0	168	4	20	8	0	32	5	213	116	0	334
% App. Total	50	18.2	31.8	0		21.4	77.4	1.2	0		12.5	62.5	25	0		1.5	63.8	34.7	0	
PHF	.688	.667	.583	.000	.733	.692	.813	.500	.000	.894	1.000	.625	.500	.000	.800	.625	.832	.935	.000	.879
General Traffic																				
% General Traffic	95. 5	87. 5	92. 9	0	93.2	97. 2	100	100	0	99.4	100	100	87. 5	0	96.9	100	97. 7	100	0	98.5
3+ Axle Heavy Trucks	1	1	1	0	3	1	0	0	0	1	0	0	1	0	1	0	5	0	0	5
% 3+ Axle Heavy Trucks	4.5 5	12. 5	7.1	0	6.8	2.8	0	0	0	0.6	0	0	12. 5	0	3.1	0	2.3	0	0	1.5



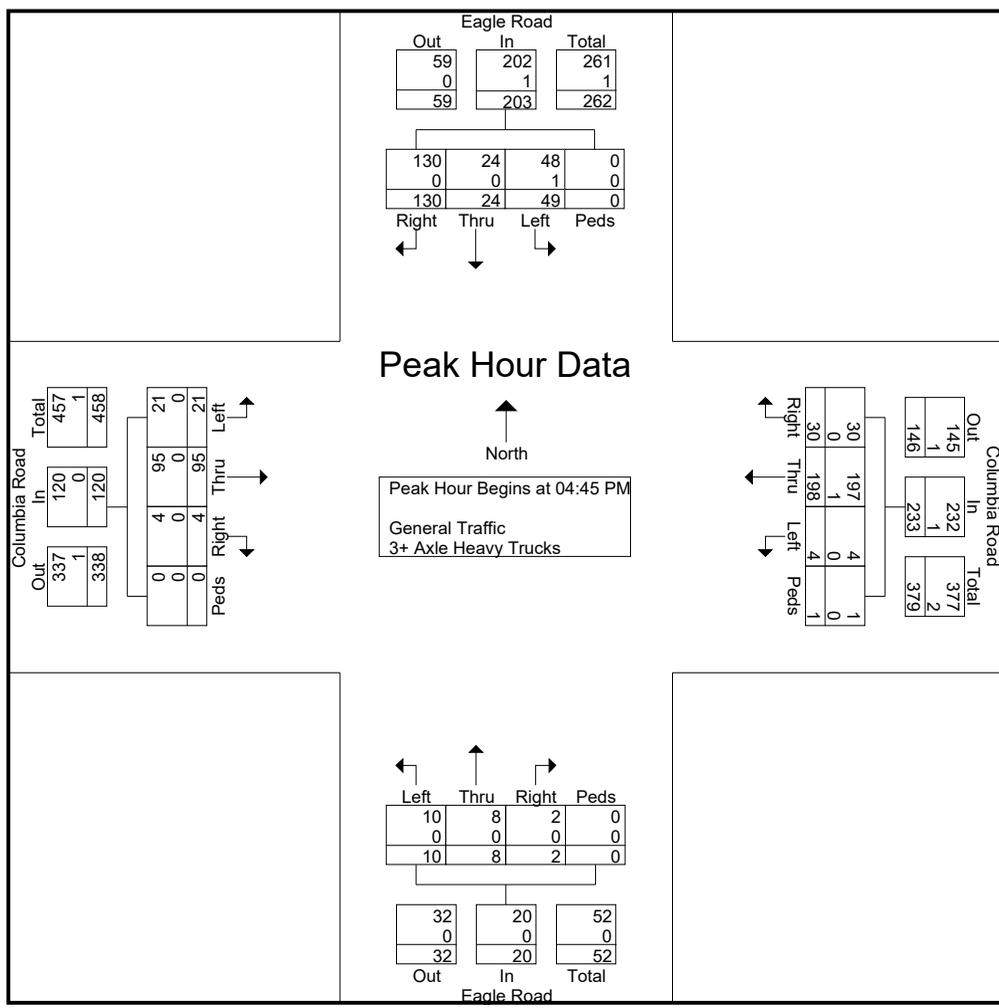
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Eagle Rd / Columbia Rd
City, State: Ada County, Idaho
Control: All Stop

File Name : Eagle Rd & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 5

Start Time	Eagle Road From North					Columbia Road From East					Eagle Road From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	23	4	15	0	42	8	49	1	1	59	1	1	2	0	4	0	23	8	0	31	136
05:00 PM	35	9	12	0	56	8	45	0	0	53	1	1	4	0	6	2	24	5	0	31	146
05:15 PM	37	7	8	0	52	5	50	1	0	56	0	2	3	0	5	2	23	2	0	27	140
05:30 PM	35	4	14	0	53	9	54	2	0	65	0	4	1	0	5	0	25	6	0	31	154
Total Volume	130	24	49	0	203	30	198	4	1	233	2	8	10	0	20	4	95	21	0	120	576
% App. Total	64	11.8	24.1	0		12.9	85	1.7	0.4		10	40	50	0		3.3	79.2	17.5	0		
PHF	.878	.667	.817	.000	.906	.833	.917	.500	.250	.896	.500	.500	.625	.000	.833	.500	.950	.656	.000	.968	.935
General Traffic																					
% General Traffic	100	100	98.0	0	99.5	100	99.5	100	100	99.6	100	100	100	0	100	100	100	100	0	100	99.7
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	0	0	2.0	0	0.5	0	0.5	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.3



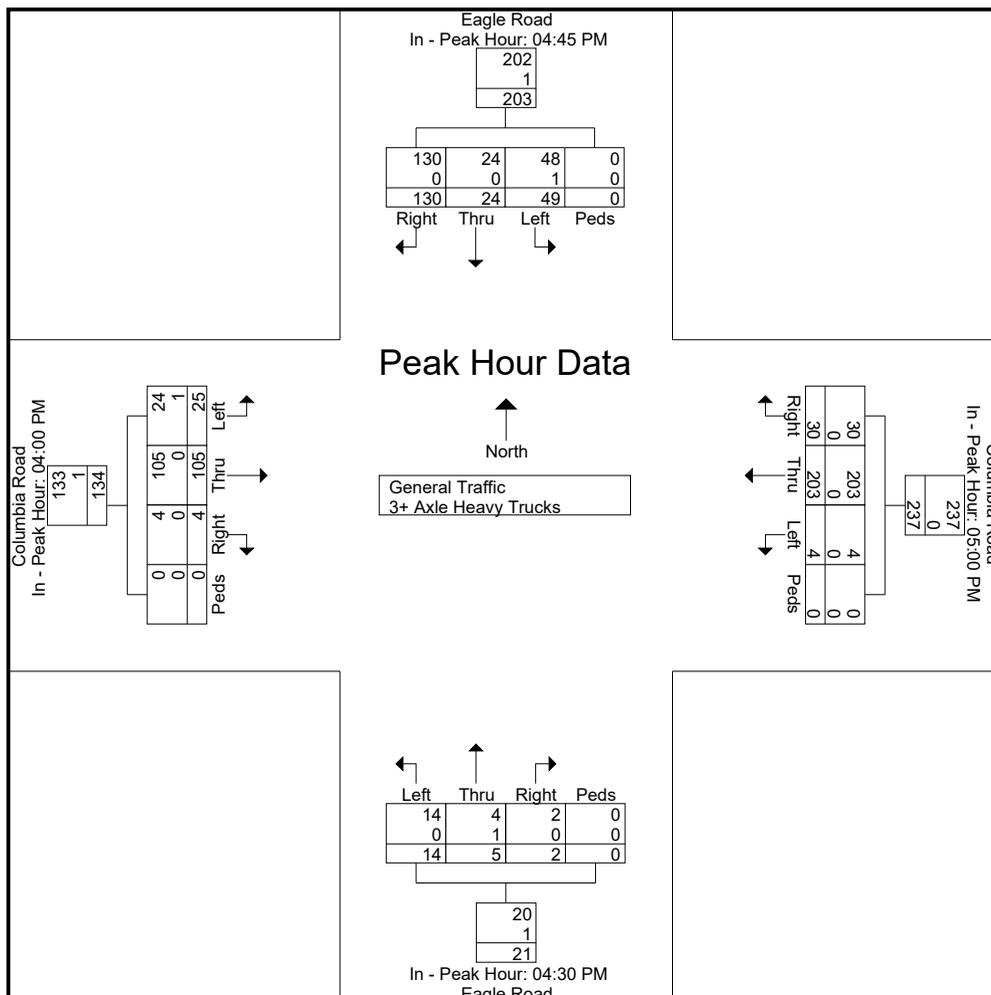
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Eagle Rd / Columbia Rd
City, State: Ada County, Idaho
Control: All Stop

File Name : Eagle Rd & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 6

Start Time	Eagle Road From North					Columbia Road From East					Eagle Road From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					05:00 PM					04:30 PM					04:00 PM					
+0 mins.	23	4	15	0	42	8	45	0	0	53	0	1	5	0	6	0	29	4	0	33	
+15 mins.	35	9	12	0	56	5	50	1	0	56	1	1	2	0	4	1	28	5	0	34	
+30 mins.	37	7	8	0	52	9	54	2	0	65	1	1	4	0	6	3	25	8	0	36	
+45 mins.	35	4	14	0	53	8	54	1	0	63	0	2	3	0	5	0	23	8	0	31	
Total Volume	130	24	49	0	203	30	203	4	0	237	2	5	14	0	21	4	105	25	0	134	
% App. Total	64	11.8	24.1	0		12.7	85.7	1.7	0		9.5	23.8	66.7	0		3	78.4	18.7	0		
PHF	.878	.667	.817	.000	.906	.833	.940	.500	.000	.912	.500	.625	.700	.000	.875	.333	.905	.781	.000	.931	
General Traffic																					
% General Traffic	100	100	98	0	99.5	100	100	100	0	100	100	80	100	0	95.2	100	100	96	0	99.3	
3+ Axle Heavy Trucks	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	
% 3+ Axle Heavy Trucks	0	0	2	0	0.5	0	0	0	0	0	0	20	0	0	4.8	0	0	4	0	0.7	



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Eagle Rd / Columbia Rd
City, State: Ada County, Idaho
Control: All Stop

File Name : Eagle Rd & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Eagle Rd / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Eagle Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Eagle Road From North					Kuna Road From East					Eagle Road From South					Kuna Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	1	0	1	0	18	0	0	18	0	1	2	0	3	3	37	0	0	40	62
07:15 AM	0	0	1	0	1	0	35	1	0	36	0	0	2	0	2	5	55	0	0	60	99
07:30 AM	1	0	1	0	2	0	32	1	0	33	0	1	2	0	3	5	51	0	0	56	94
07:45 AM	0	1	0	0	1	0	21	0	0	21	0	0	0	0	0	1	38	1	0	40	62
Total	1	1	3	0	5	0	106	2	0	108	0	2	6	0	8	14	181	1	0	196	317
08:00 AM	0	0	0	0	0	0	13	0	0	13	1	2	1	0	4	5	27	0	0	32	49
08:15 AM	0	0	0	0	0	1	14	1	0	16	1	0	2	0	3	3	32	0	0	35	54
08:30 AM	0	0	0	0	0	0	15	0	0	15	0	2	0	0	2	5	34	1	0	40	57
08:45 AM	0	0	0	0	0	0	21	1	0	22	0	2	0	0	2	3	14	0	0	17	41
Total	0	0	0	0	0	1	63	2	0	66	2	6	3	0	11	16	107	1	0	124	201

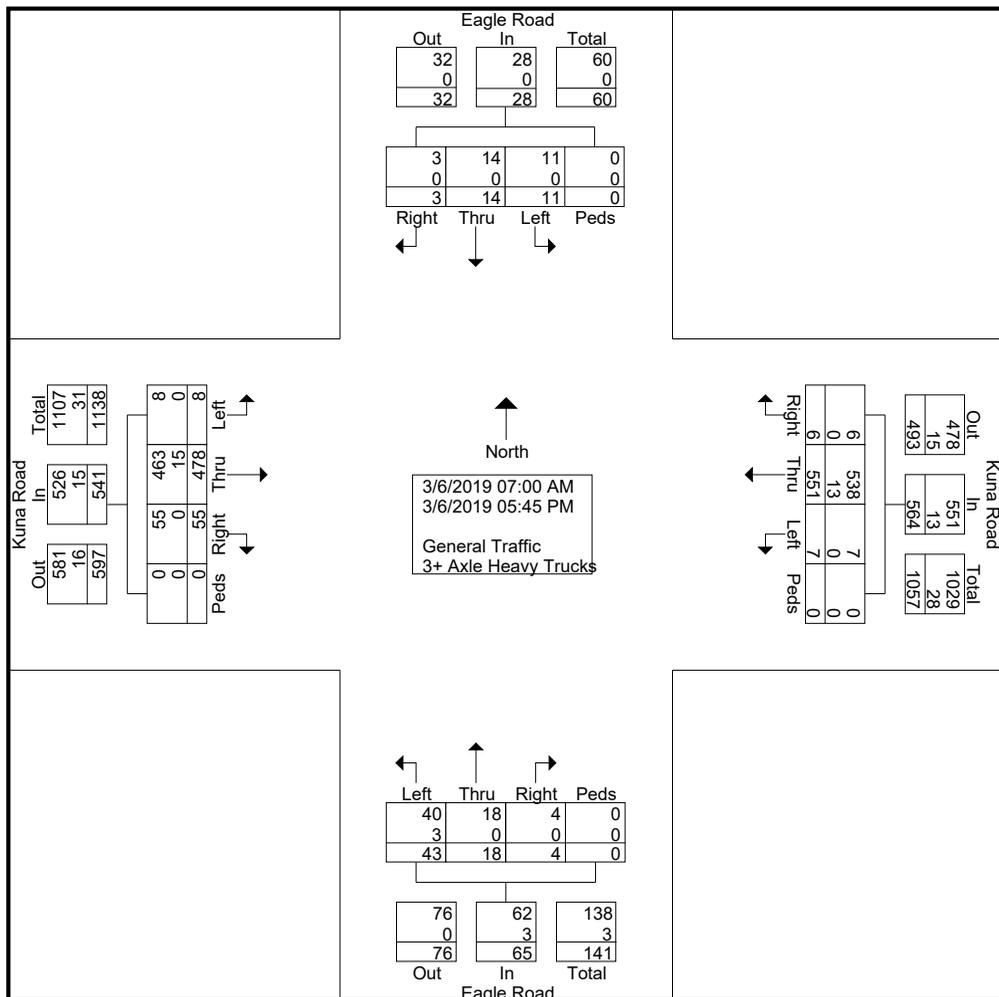
04:00 PM	1	1	0	0	2	0	33	1	0	34	0	0	3	0	3	1	24	1	0	26	65
04:15 PM	1	2	3	0	6	2	39	0	0	41	1	1	7	0	9	4	27	2	0	33	89
04:30 PM	0	0	0	0	0	0	37	0	0	37	0	1	3	0	4	2	25	0	0	27	68
04:45 PM	0	3	1	0	4	1	50	0	0	51	0	1	6	0	7	4	27	0	0	31	93
Total	2	6	4	0	12	3	159	1	0	163	1	3	19	0	23	11	103	3	0	117	315
05:00 PM	0	2	1	0	3	0	54	2	0	56	0	3	4	0	7	2	30	1	0	33	99
05:15 PM	0	1	2	0	3	1	51	0	0	52	0	3	4	0	7	5	17	1	0	23	85
05:30 PM	0	1	0	0	1	1	60	0	0	61	1	1	3	0	5	6	20	1	0	27	94
05:45 PM	0	3	1	0	4	0	58	0	0	58	0	0	4	0	4	1	20	0	0	21	87
Total	0	7	4	0	11	2	223	2	0	227	1	7	15	0	23	14	87	3	0	104	365
Grand Total	3	14	11	0	28	6	551	7	0	564	4	18	43	0	65	55	478	8	0	541	1198
Apprch %	10.7	50	39.3	0		1.1	97.7	1.2	0		6.2	27.7	66.2	0		10.2	88.4	1.5	0		
Total %	0.3	1.2	0.9	0	2.3	0.5	46	0.6	0	47.1	0.3	1.5	3.6	0	5.4	4.6	39.9	0.7	0	45.2	
General Traffic																					
% General Traffic	100	100	100	0	100	100	97.6	100	0	97.7	100	100	93	0	95.4	100	96.9	100	0	97.2	97.4
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	2.4	0	0	2.3	0	0	7	0	4.6	0	3.1	0	0	2.8	2.6

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Eagle Rd / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Eagle Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 2



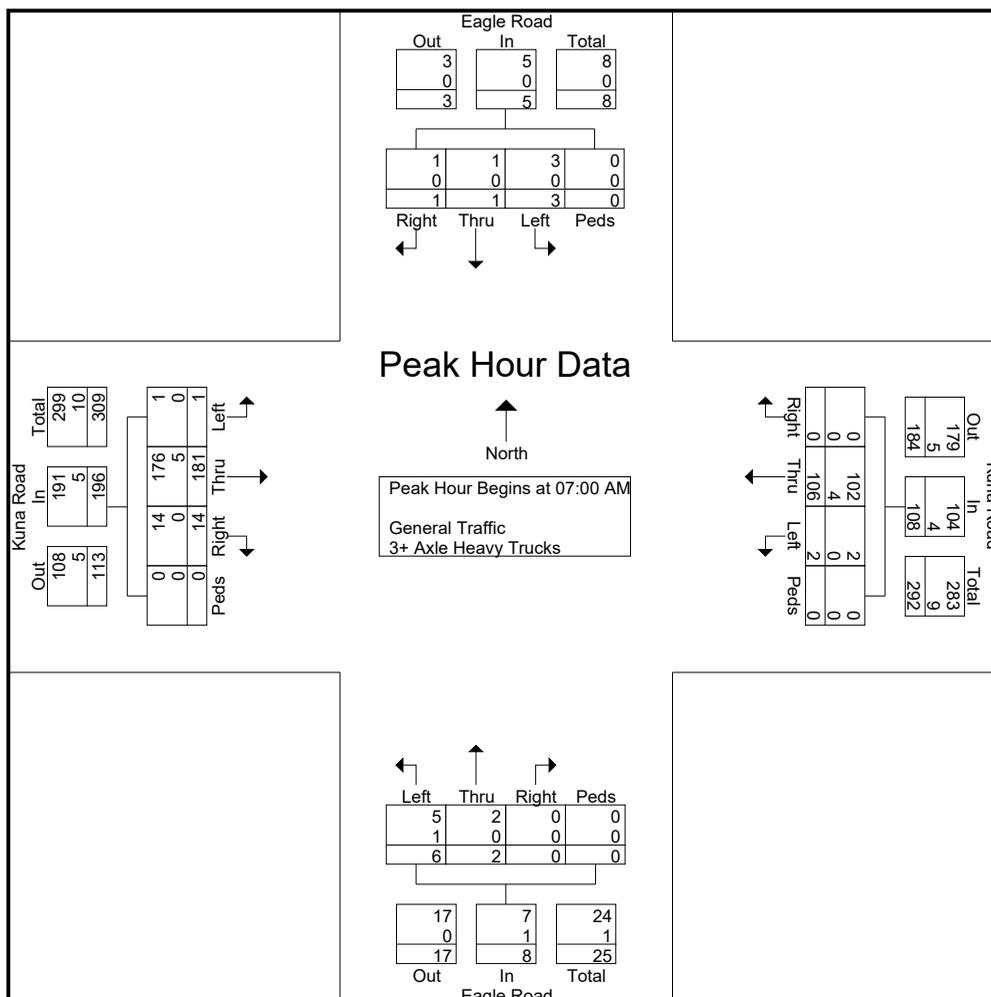
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Eagle Rd / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Eagle Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 3

Start Time	Eagle Road From North					Kuna Road From East					Eagle Road From South					Kuna Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	1	0	1	0	18	0	0	18	0	1	2	0	3	3	37	0	0	40	62
07:15 AM	0	0	1	0	1	0	35	1	0	36	0	0	2	0	2	5	55	0	0	60	99
07:30 AM	1	0	1	0	2	0	32	1	0	33	0	1	2	0	3	5	51	0	0	56	94
07:45 AM	0	1	0	0	1	0	21	0	0	21	0	0	0	0	0	1	38	1	0	40	62
Total Volume	1	1	3	0	5	0	106	2	0	108	0	2	6	0	8	14	181	1	0	196	317
% App. Total	20	20	60	0		0	98.1	1.9	0		0	25	75	0		7.1	92.3	0.5	0		
PHF	.250	.250	.750	.000	.625	.000	.757	.500	.000	.750	.000	.500	.750	.000	.667	.700	.823	.250	.000	.817	.801
General Traffic																					
% General Traffic	100	100	100	0	100	0	96.2	100	0	96.3	0	100	83.3	0	87.5	100	97.2	100	0	97.4	96.8
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	3.8	0	0	3.7	0	0	16.7	0	12.5	0	2.8	0	0	2.6	3.2



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Eagle Rd / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

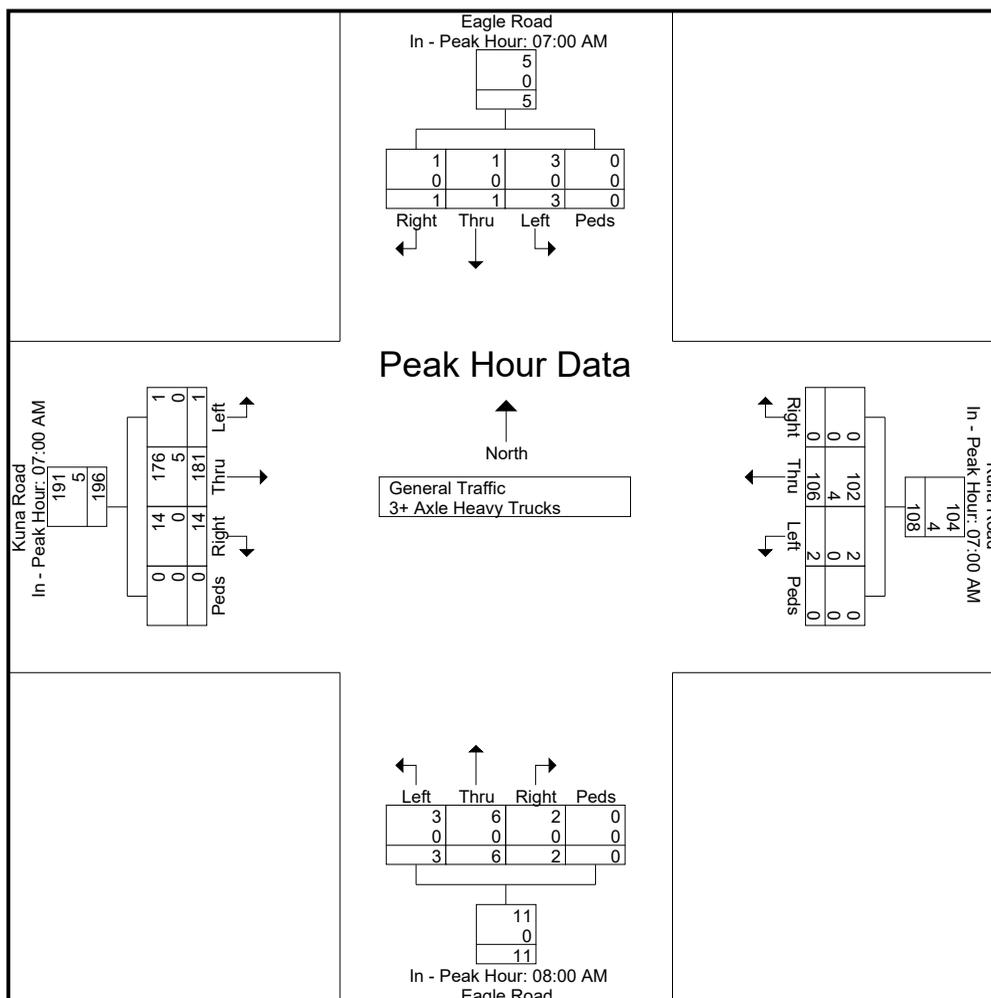
File Name : Eagle Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 4

Start Time	Eagle Road From North					Kuna Road From East					Eagle Road From South					Kuna Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					08:00 AM					07:00 AM				
+0 mins.	0	0	1	0	1	0	18	0	0	18	1	2	1	0	4	3	37	0	0	40
+15 mins.	0	0	1	0	1	0	35	1	0	36	1	0	2	0	3	5	55	0	0	60
+30 mins.	1	0	1	0	2	0	32	1	0	33	0	2	0	0	2	5	51	0	0	56
+45 mins.	0	1	0	0	1	0	21	0	0	21	0	2	0	0	2	1	38	1	0	40
Total Volume	1	1	3	0	5	0	106	2	0	108	2	6	3	0	11	14	181	1	0	196
% App. Total	20	20	60	0		0	98.1	1.9	0		18.2	54.5	27.3	0		7.1	92.3	0.5	0	
PHF	.250	.250	.750	.000	.625	.000	.757	.500	.000	.750	.500	.750	.375	.000	.688	.700	.823	.250	.000	.817
General Traffic																				
% General Traffic	100	100	100	0	100	0	96.2	100	0	96.3	100	100	100	0	100	100	97.2	100	0	97.4
3+ Axle Heavy Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	3.8	0	0	3.7	0	0	0	0	0	0	2.8	0	0	2.6



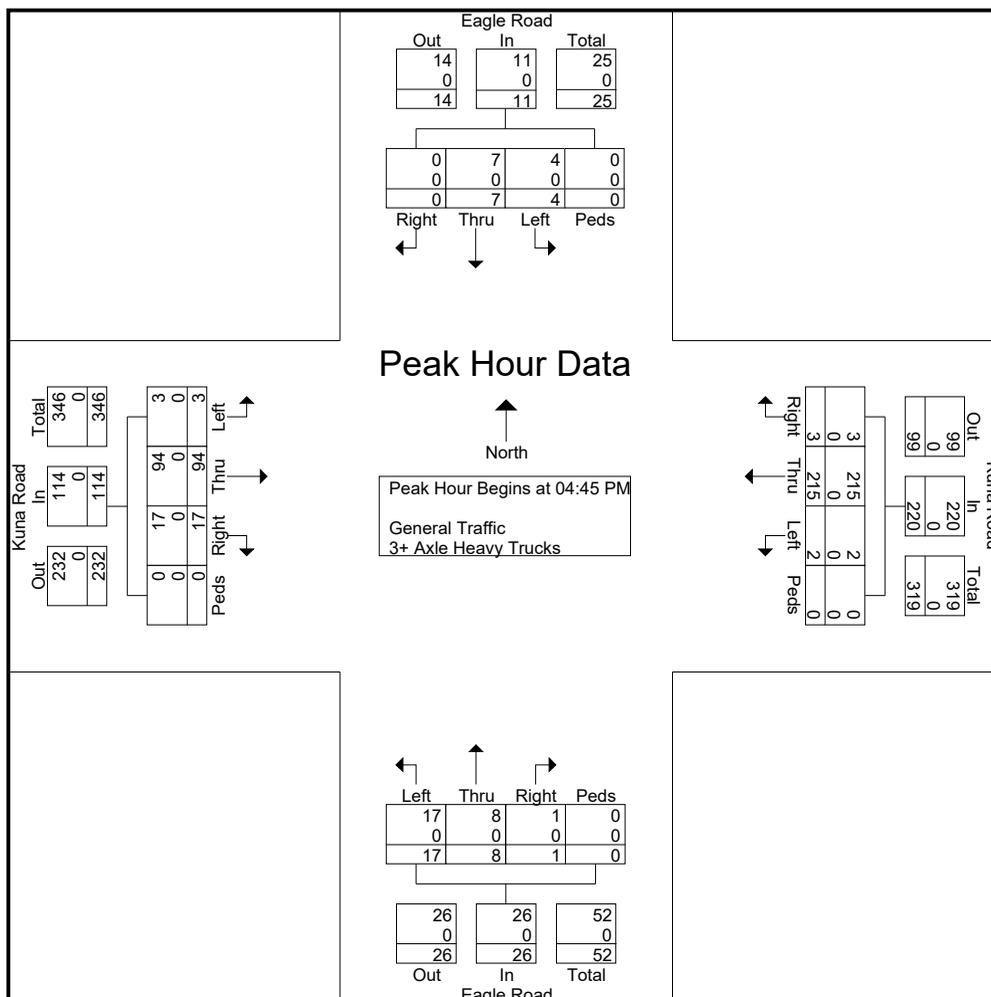
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Eagle Rd / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Eagle Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 5

Start Time	Eagle Road From North					Kuna Road From East					Eagle Road From South					Kuna Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	3	1	0	4	1	50	0	0	51	0	1	6	0	7	4	27	0	0	31	93
05:00 PM	0	2	1	0	3	0	54	2	0	56	0	3	4	0	7	2	30	1	0	33	99
05:15 PM	0	1	2	0	3	1	51	0	0	52	0	3	4	0	7	5	17	1	0	23	85
05:30 PM	0	1	0	0	1	1	60	0	0	61	1	1	3	0	5	6	20	1	0	27	94
Total Volume	0	7	4	0	11	3	215	2	0	220	1	8	17	0	26	17	94	3	0	114	371
% App. Total	0	63.6	36.4	0		1.4	97.7	0.9	0		3.8	30.8	65.4	0		14.9	82.5	2.6	0		
PHF	.000	.583	.500	.000	.688	.750	.896	.250	.000	.902	.250	.667	.708	.000	.929	.708	.783	.750	.000	.864	.937
General Traffic	0	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
% General Traffic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Eagle Rd / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

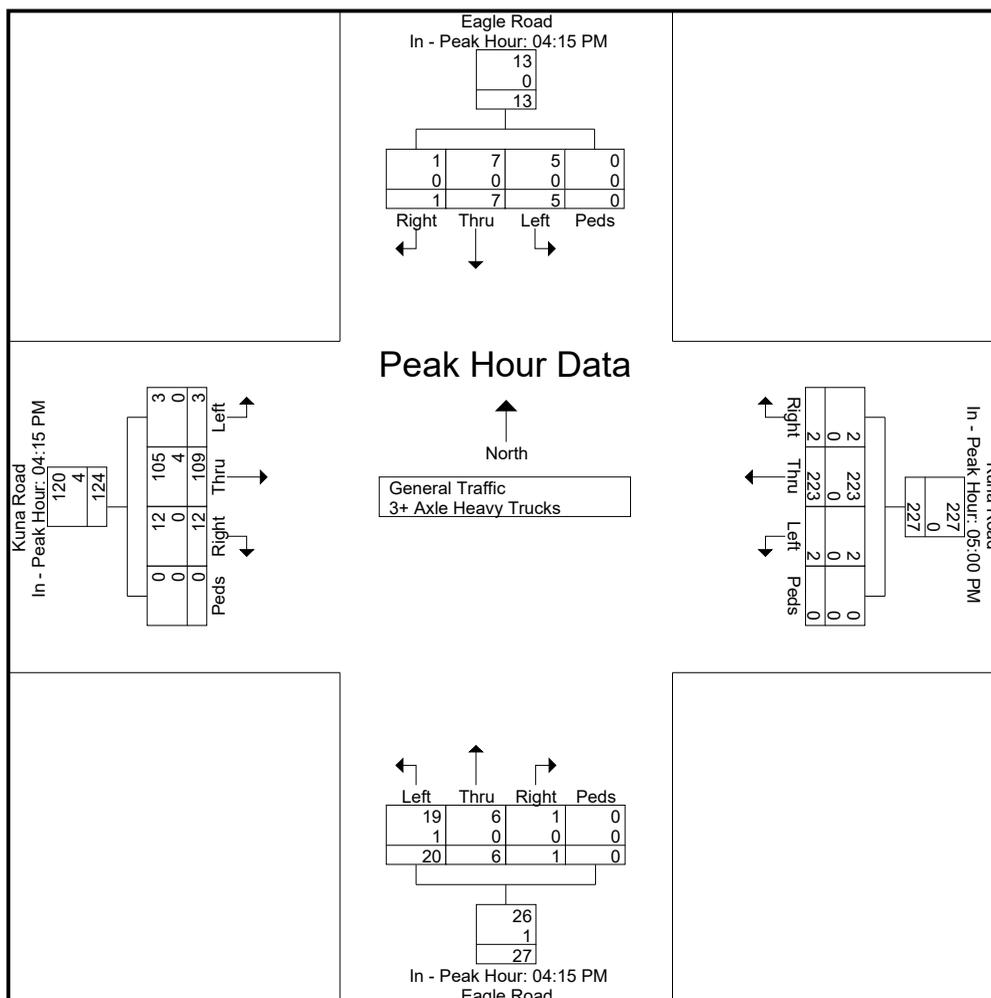
File Name : Eagle Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 6

Start Time	Eagle Road From North					Kuna Road From East					Eagle Road From South					Kuna Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					05:00 PM					04:15 PM					04:15 PM				
+0 mins.	1	2	3	0	6	0	54	2	0	56	1	1	7	0	9	4	27	2	0	33
+15 mins.	0	0	0	0	0	1	51	0	0	52	0	1	3	0	4	2	25	0	0	27
+30 mins.	0	3	1	0	4	1	60	0	0	61	0	1	6	0	7	4	27	0	0	31
+45 mins.	0	2	1	0	3	0	58	0	0	58	0	3	4	0	7	2	30	1	0	33
Total Volume	1	7	5	0	13	2	223	2	0	227	1	6	20	0	27	12	109	3	0	124
% App. Total	7.7	53.8	38.5	0		0.9	98.2	0.9	0		3.7	22.2	74.1	0		9.7	87.9	2.4	0	
PHF	.250	.583	.417	.000	.542	.500	.929	.250	.000	.930	.250	.500	.714	.000	.750	.750	.908	.375	.000	.939
General Traffic																				
% General Traffic	100	100	100	0	100	100	100	100	0	100	100	100	95	0	96.3	100	96.3	100	0	96.8
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	5	0	3.7	0	3.7	0	0	3.2



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Eagle Rd / Kuna Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Eagle Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Amity Rd
City, State: Ada County, Idaho
Control: Signalized

File Name : Cloverdale Rd & Amity Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Cloverdale Road From North					Amity Road From East					Cloverdale Road From South					Amity Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	11	15	3	0	29	21	50	2	0	73	8	169	39	0	216	6	42	20	0	68	386
07:15 AM	11	29	5	1	46	35	60	5	0	100	7	166	40	0	213	17	42	34	0	93	452
07:30 AM	8	30	3	0	41	20	50	5	0	75	15	149	22	0	186	17	78	26	0	121	423
07:45 AM	13	43	5	0	61	11	47	3	0	61	6	157	30	0	193	14	42	29	0	85	400
Total	43	117	16	1	177	87	207	15	0	309	36	641	131	0	808	54	204	109	0	367	1661
08:00 AM	12	31	0	0	43	13	48	3	0	64	9	109	31	0	149	28	52	34	0	114	370
08:15 AM	11	21	2	0	34	4	32	2	0	38	3	115	35	0	153	4	41	19	0	64	289
08:30 AM	11	27	1	0	39	4	47	4	0	55	6	94	22	0	122	8	38	14	0	60	276
08:45 AM	22	41	5	0	68	8	29	5	0	42	15	90	25	0	130	15	33	21	0	69	309
Total	56	120	8	0	184	29	156	14	0	199	33	408	113	0	554	55	164	88	0	307	1244

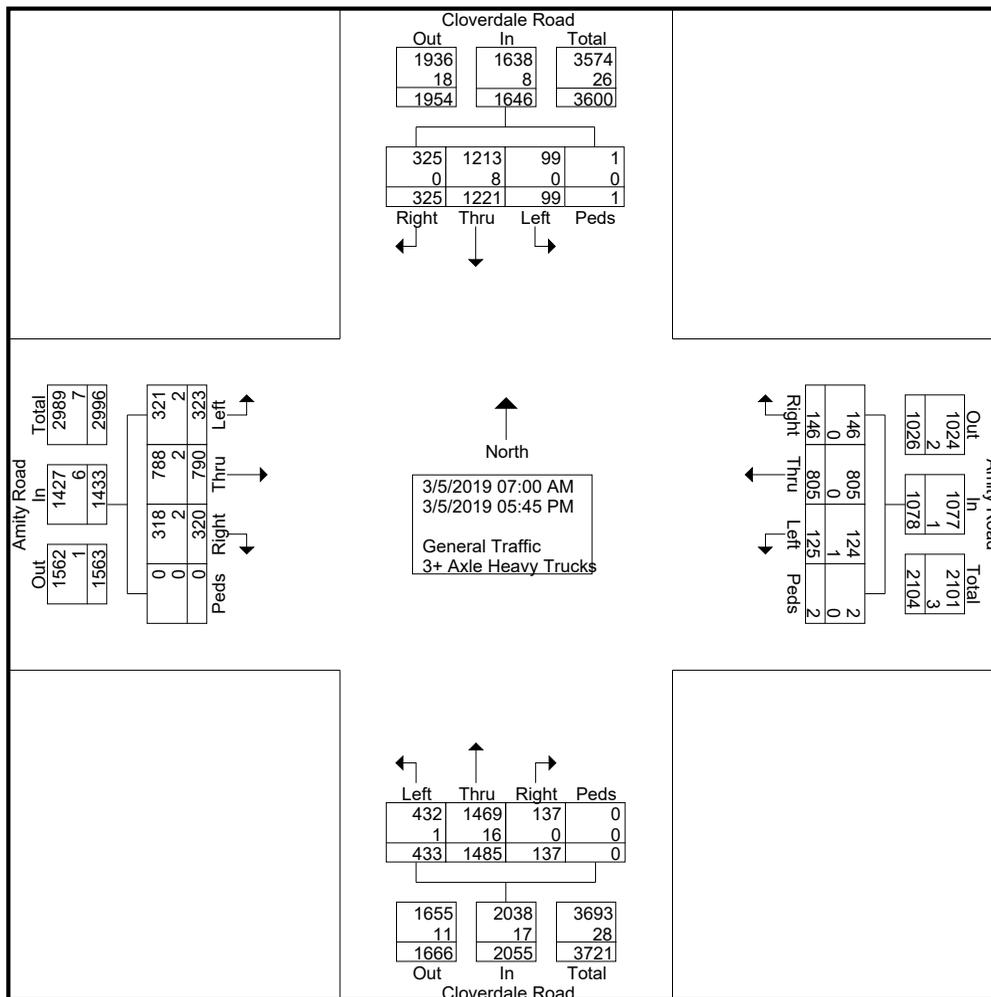
04:00 PM	13	88	8	0	109	5	52	9	0	66	7	68	27	0	102	17	55	28	0	100	377
04:15 PM	33	99	6	0	138	3	56	4	2	65	12	42	20	0	74	25	54	16	0	95	372
04:30 PM	19	119	8	0	146	2	51	12	0	65	6	55	33	0	94	25	37	11	0	73	378
04:45 PM	32	138	11	0	181	6	58	13	0	77	5	62	23	0	90	27	56	12	0	95	443
Total	97	444	33	0	574	16	217	38	2	273	30	227	103	0	360	94	202	67	0	363	1570
05:00 PM	31	132	11	0	174	5	66	16	0	87	11	54	19	0	84	39	58	15	0	112	457
05:15 PM	32	138	17	0	187	2	49	12	0	63	9	52	21	0	82	28	69	19	0	116	448
05:30 PM	29	139	7	0	175	2	63	18	0	83	9	51	23	0	83	26	47	15	0	88	429
05:45 PM	37	131	7	0	175	5	47	12	0	64	9	52	23	0	84	24	46	10	0	80	403
Total	129	540	42	0	711	14	225	58	0	297	38	209	86	0	333	117	220	59	0	396	1737
Grand Total	325	1221	99	1	1646	146	805	125	2	1078	137	1485	433	0	2055	320	790	323	0	1433	6212
Apprch %	19.7	74.2	6	0.1		13.5	74.7	11.6	0.2		6.7	72.3	21.1	0		22.3	55.1	22.5	0		
Total %	5.2	19.7	1.6	0	26.5	2.4	13	2	0	17.4	2.2	23.9	7	0	33.1	5.2	12.7	5.2	0	23.1	
General Traffic	1213										1469										
% General Traffic	100	99.3	100	100	99.5	100	100	99.2	100	99.9	100	98.9	99.8	0	99.2	99.4	99.7	99.4	0	99.6	99.5
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	0	0.7	0	0	0.5	0	0	0.8	0	0.1	0	1.1	0.2	0	0.8	0.6	0.3	0.6	0	0.4	0.5

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Amity Rd
City, State: Ada County, Idaho
Control: Signalized

File Name : Cloverdale Rd & Amity Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 2



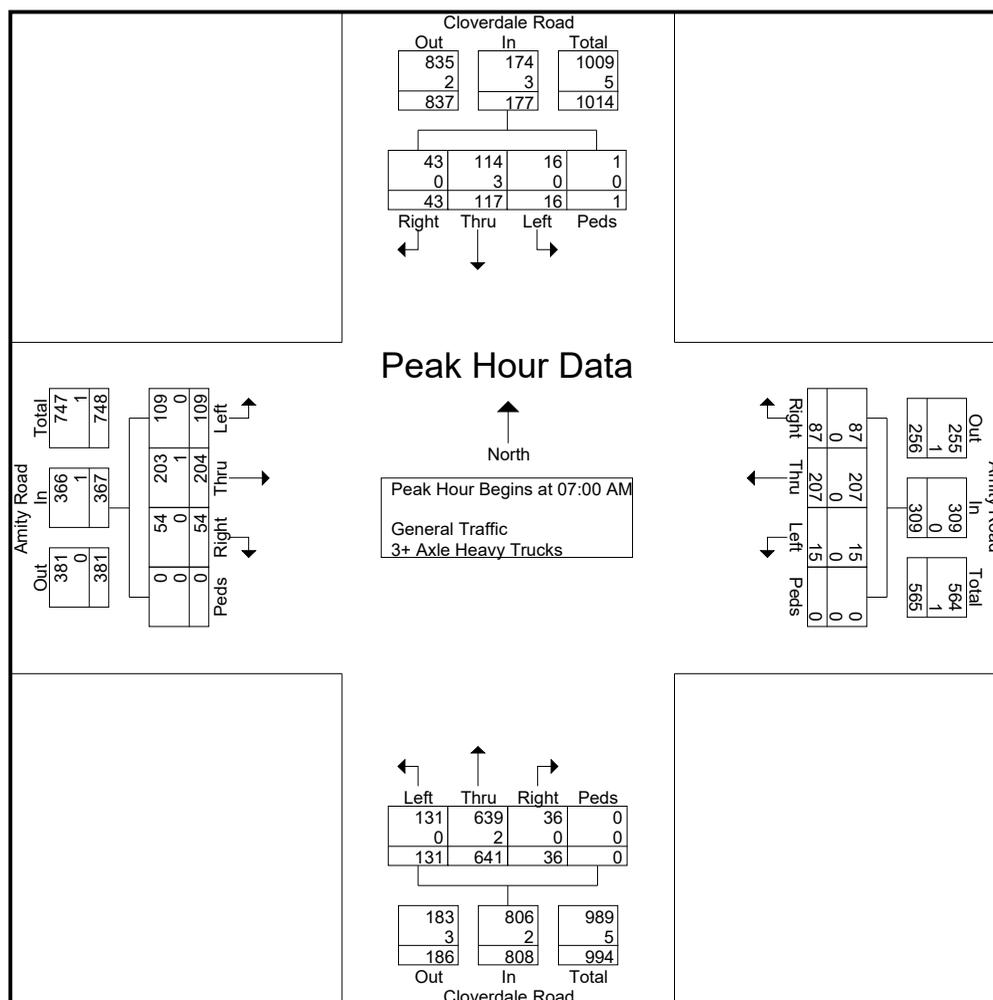
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Amity Rd
City, State: Ada County, Idaho
Control: Signalized

File Name : Cloverdale Rd & Amity Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 3

Start Time	Cloverdale Road From North					Amity Road From East					Cloverdale Road From South					Amity Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	11	15	3	0	29	21	50	2	0	73	8	169	39	0	216	6	42	20	0	68	386
07:15 AM	11	29	5	1	46	35	60	5	0	100	7	166	40	0	213	17	42	34	0	93	452
07:30 AM	8	30	3	0	41	20	50	5	0	75	15	149	22	0	186	17	78	26	0	121	423
07:45 AM	13	43	5	0	61	11	47	3	0	61	6	157	30	0	193	14	42	29	0	85	400
Total Volume	43	117	16	1	177	87	207	15	0	309	36	641	131	0	808	54	204	109	0	367	1661
% App. Total	24.3	66.1	9	0.6		28.2	67	4.9	0		4.5	79.3	16.2	0		14.7	55.6	29.7	0		
PHF	.827	.680	.800	.250	.725	.621	.863	.750	.000	.773	.600	.948	.819	.000	.935	.794	.654	.801	.000	.758	.919
General Traffic																					
% General Traffic	100	97.4	100	100	98.3	100	100	100	0	100	100	99.7	100	0	99.8	100	99.5	100	0	99.7	99.6
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	0	2.6	0	0	1.7	0	0	0	0	0	0	0.3	0	0	0.2	0	0.5	0	0	0.3	0.4



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

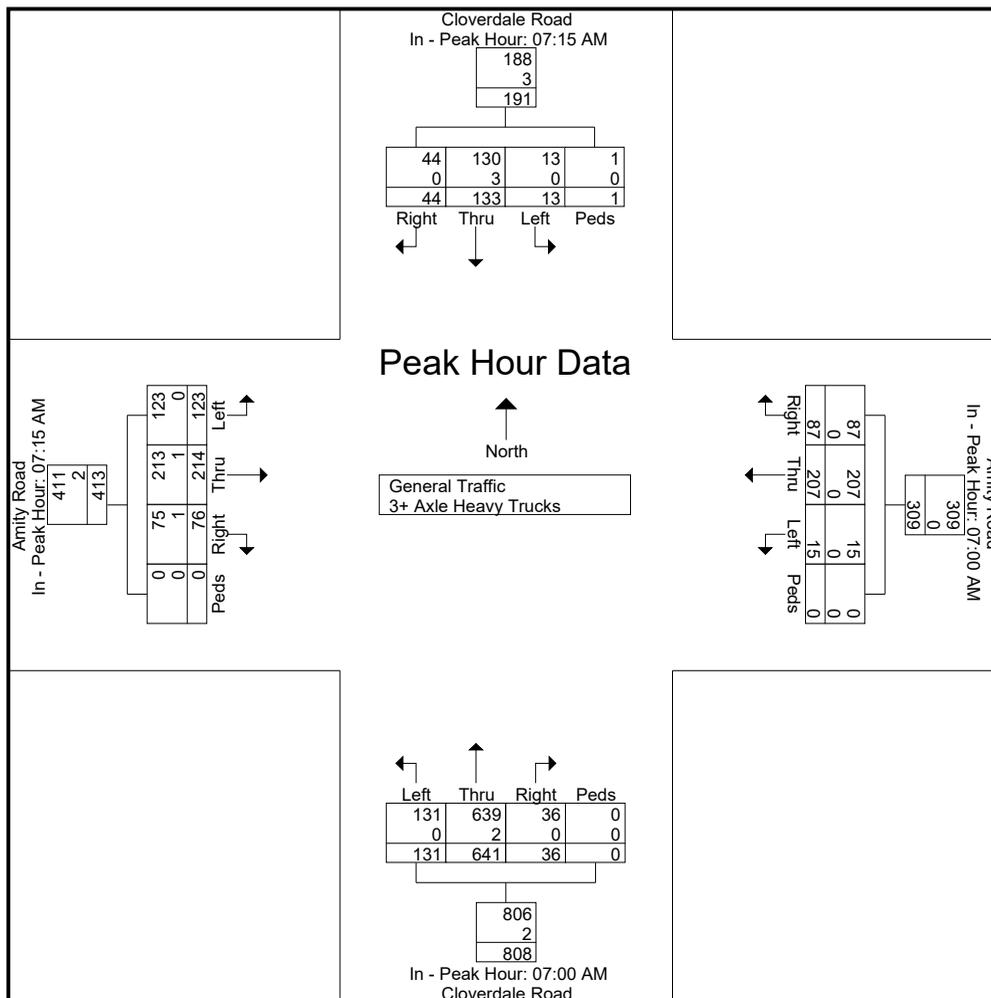
Study: CR0010
Intersection: Cloverdale Rd / Amity Rd
City, State: Ada County, Idaho
Control: Signalized

File Name : Cloverdale Rd & Amity Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 4

Start Time	Cloverdale Road From North					Amity Road From East					Cloverdale Road From South					Amity Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:00 AM					07:00 AM					07:15 AM				
+0 mins.	11	29	5	1	46	21	50	2	0	73	8	169	39	0	216	17	42	34	0	93
+15 mins.	8	30	3	0	41	35	60	5	0	100	7	166	40	0	213	17	78	26	0	121
+30 mins.	13	43	5	0	61	20	50	5	0	75	15	149	22	0	186	14	42	29	0	85
+45 mins.	12	31	0	0	43	11	47	3	0	61	6	157	30	0	193	28	52	34	0	114
Total Volume	44	133	13	1	191	87	207	15	0	309	36	641	131	0	808	76	214	123	0	413
% App. Total	23	69.6	6.8	0.5		28.2	67	4.9	0		4.5	79.3	16.2	0		18.4	51.8	29.8	0	
PHF	.846	.773	.650	.250	.783	.621	.863	.750	.000	.773	.600	.948	.819	.000	.935	.679	.686	.904	.000	.853
General Traffic																				
% General Traffic	100	97.7	100	100	98.4	100	100	100	0	100	100	99.7	100	0	99.8	98.7	99.5	100	0	99.5
3+ Axle Heavy Trucks	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2
% 3+ Axle Heavy Trucks	0	2.3	0	0	1.6	0	0	0	0	0	0	0.3	0	0	0.2	1.3	0.5	0	0	0.5



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010

Intersection: Cloverdale Rd / Amity Rd

City, State: Ada County, Idaho

Control: Signalized

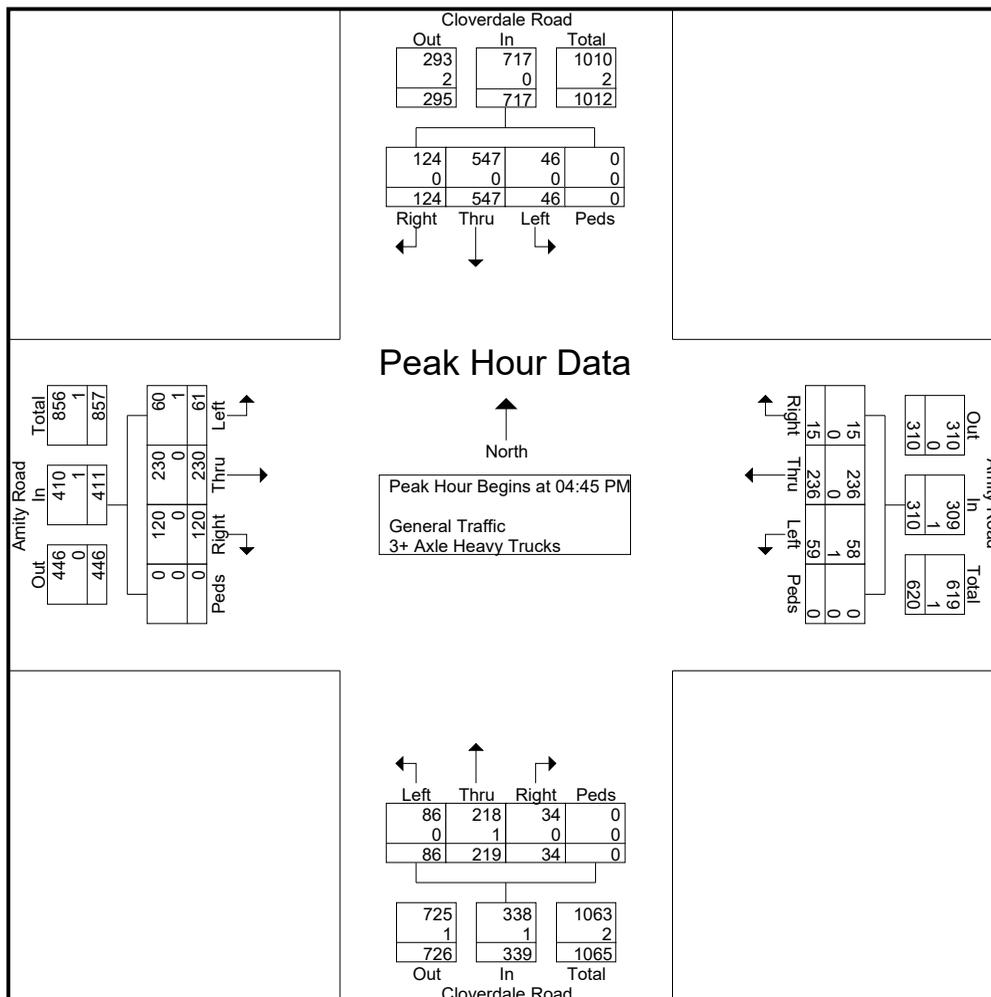
File Name : Cloverdale Rd & Amity Rd

Site Code : 00000000

Start Date : 3/5/2019

Page No : 5

Start Time	Cloverdale Road From North					Amity Road From East					Cloverdale Road From South					Amity Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	32	138	11	0	181	6	58	13	0	77	5	62	23	0	90	27	56	12	0	95	443
05:00 PM	31	132	11	0	174	5	66	16	0	87	11	54	19	0	84	39	58	15	0	112	457
05:15 PM	32	138	17	0	187	2	49	12	0	63	9	52	21	0	82	28	69	19	0	116	448
05:30 PM	29	139	7	0	175	2	63	18	0	83	9	51	23	0	83	26	47	15	0	88	429
Total Volume	124	547	46	0	717	15	236	59	0	310	34	219	86	0	339	120	230	61	0	411	1777
% App. Total	17.3	76.3	6.4	0		4.8	76.1	19	0		10	64.6	25.4	0		29.2	56	14.8	0		
PHF	.969	.984	.676	.000	.959	.625	.894	.819	.000	.891	.773	.883	.935	.000	.942	.769	.833	.803	.000	.886	.972
General Traffic																					
% General Traffic	100	100	100	0	100	100	100	98.3	0	99.7	100	99.5	100	0	99.7	100	100	98.4	0	99.8	99.8
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	1.7	0	0.3	0	0.5	0	0	0.3	0	0	1.6	0	0.2	0.2



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Amity Rd
City, State: Ada County, Idaho
Control: Signalized

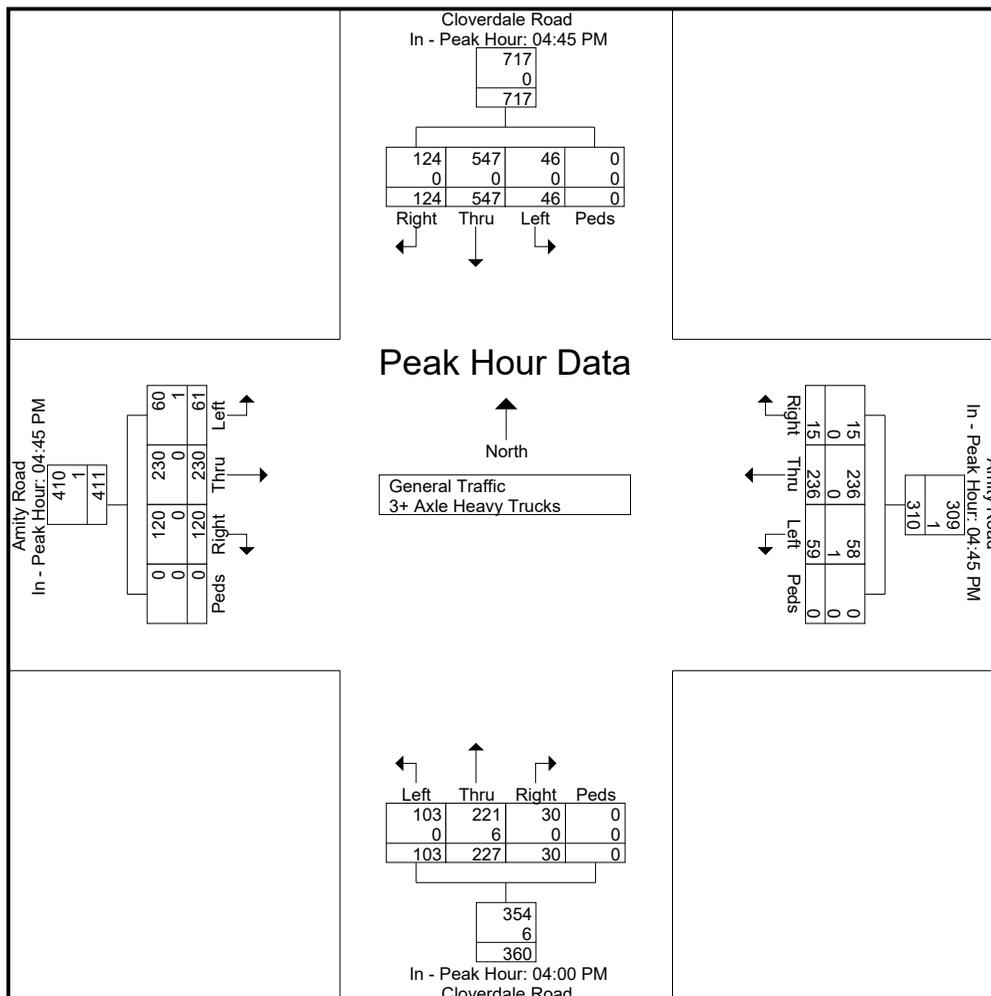
File Name : Cloverdale Rd & Amity Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 6

Start Time	Cloverdale Road From North					Amity Road From East					Cloverdale Road From South					Amity Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:00 PM					04:45 PM				
+0 mins.	32	138	11	0	181	6	58	13	0	77	7	68	27	0	102	27	56	12	0	95
+15 mins.	31	132	11	0	174	5	66	16	0	87	12	42	20	0	74	39	58	15	0	112
+30 mins.	32	138	17	0	187	2	49	12	0	63	6	55	33	0	94	28	69	19	0	116
+45 mins.	29	139	7	0	175	2	63	18	0	83	5	62	23	0	90	26	47	15	0	88
Total Volume	124	547	46	0	717	15	236	59	0	310	30	227	103	0	360	120	230	61	0	411
% App. Total	17.3	76.3	6.4	0		4.8	76.1	19	0		8.3	63.1	28.6	0		29.2	56	14.8	0	
PHF	.969	.984	.676	.000	.959	.625	.894	.819	.000	.891	.625	.835	.780	.000	.882	.769	.833	.803	.000	.886
General Traffic																				
% General Traffic	100	100	100	0	100	100	100	98.3	0	99.7	100	97.4	100	0	98.3	100	100	98.4	0	99.8
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	1	0	1	0	6	0	0	6	0	0	1	0	1
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	1.7	0	0.3	0	2.6	0	0	1.7	0	0	1.6	0	0.2



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Amity Rd
City, State: Ada County, Idaho
Control: Signalized

File Name : Cloverdale Rd & Amity Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
 Intersection: Cloverdale Rd / Lake Hazel
 City, State: Ada County, Idaho
 Control: Signalized

File Name : Cloverdale Rd & Lake Hazel Rd
 Site Code : 00000000
 Start Date : 3/5/2019
 Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Cloverdale Road From North					Lake Hazel Road From East					Cloverdale Road From South					Lake Hazel Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	18	9	0	29	29	77	7	0	113	16	95	4	0	115	6	34	9	0	49	306
07:15 AM	4	20	11	0	35	36	92	5	0	133	21	91	10	0	122	4	48	13	0	65	355
07:30 AM	6	26	17	0	49	25	64	11	0	100	30	90	5	0	125	2	77	9	0	88	362
07:45 AM	5	29	11	0	45	29	63	6	0	98	21	94	7	0	122	1	54	10	0	65	330
Total	17	93	48	0	158	119	296	29	0	444	88	370	26	0	484	13	213	41	0	267	1353
08:00 AM	6	14	14	0	34	18	65	8	0	91	19	95	6	0	120	6	79	9	0	94	339
08:15 AM	3	15	23	0	41	17	49	8	0	74	16	68	6	0	90	3	47	5	0	55	260
08:30 AM	3	15	11	4	33	8	45	4	4	61	14	62	6	0	82	3	41	2	0	46	222
08:45 AM	3	24	28	3	58	25	63	14	4	106	7	59	8	0	74	5	40	5	0	50	288
Total	15	68	76	7	166	68	222	34	8	332	56	284	26	0	366	17	207	21	0	245	1109

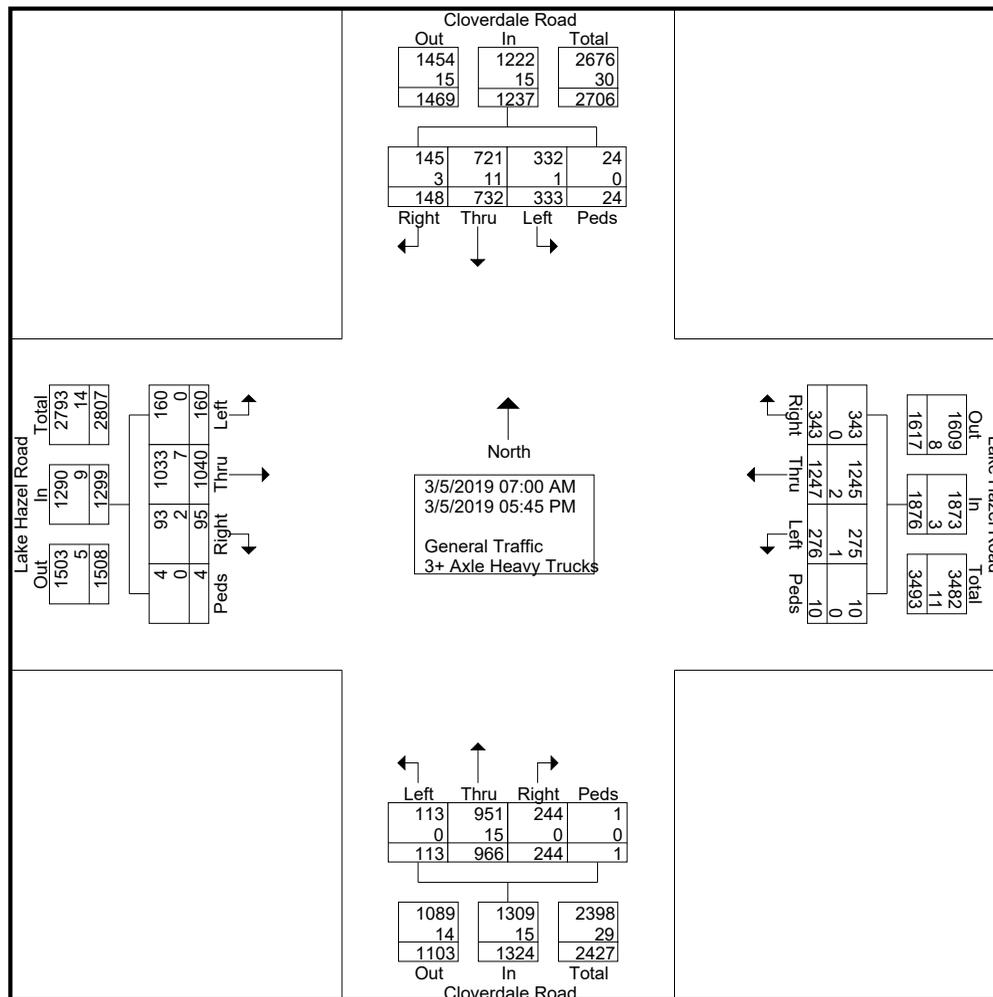
04:00 PM	7	52	23	8	90	30	76	31	2	139	11	43	8	0	62	6	61	10	0	77	368
04:15 PM	7	68	18	0	93	18	84	24	0	126	9	31	12	0	52	5	64	9	0	78	349
04:30 PM	19	60	35	3	117	14	91	26	0	131	14	41	3	0	58	12	76	7	0	95	401
04:45 PM	21	75	17	3	116	23	90	15	0	128	8	39	4	0	51	6	87	26	1	120	415
Total	54	255	93	14	416	85	341	96	2	524	42	154	27	0	223	29	288	52	1	370	1533
05:00 PM	20	79	35	1	135	14	109	23	0	146	12	33	4	0	49	10	80	16	1	107	437
05:15 PM	16	82	28	1	127	10	89	32	0	131	12	39	9	0	60	8	97	10	0	115	433
05:30 PM	11	73	35	1	120	23	99	35	0	157	13	41	10	0	64	8	82	9	2	101	442
05:45 PM	15	82	18	0	115	24	91	27	0	142	21	45	11	1	78	10	73	11	0	94	429
Total	62	316	116	3	497	71	388	117	0	576	58	158	34	1	251	36	332	46	3	417	1741
Grand Total	148	732	333	24	1237	343	1247	276	10	1876	244	966	113	1	1324	95	1040	160	4	1299	5736
Apprch %	12	59.2	26.9	1.9		18.3	66.5	14.7	0.5		18.4	73	8.5	0.1		7.3	80.1	12.3	0.3		
Total %	2.6	12.8	5.8	0.4	21.6	6	21.7	4.8	0.2	32.7	4.3	16.8	2	0	23.1	1.7	18.1	2.8	0.1	22.6	
General Traffic	1245																				
% General Traffic	98	98.5	99.7	100	98.8	100	99.8	99.6	100	99.8	100	98.4	100	100	98.9	97.9	99.3	100	100	99.3	99.3
3+ Axle Heavy Trucks	1033																				
% 3+ Axle Heavy Trucks	2	1.5	0.3	0	1.2	0	0.2	0.4	0	0.2	0	1.6	0	0	1.1	2.1	0.7	0	0	0.7	0.7

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Lake Hazel
City, State: Ada County, Idaho
Control: Signalized

File Name : Cloverdale Rd & Lake Hazel Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 2



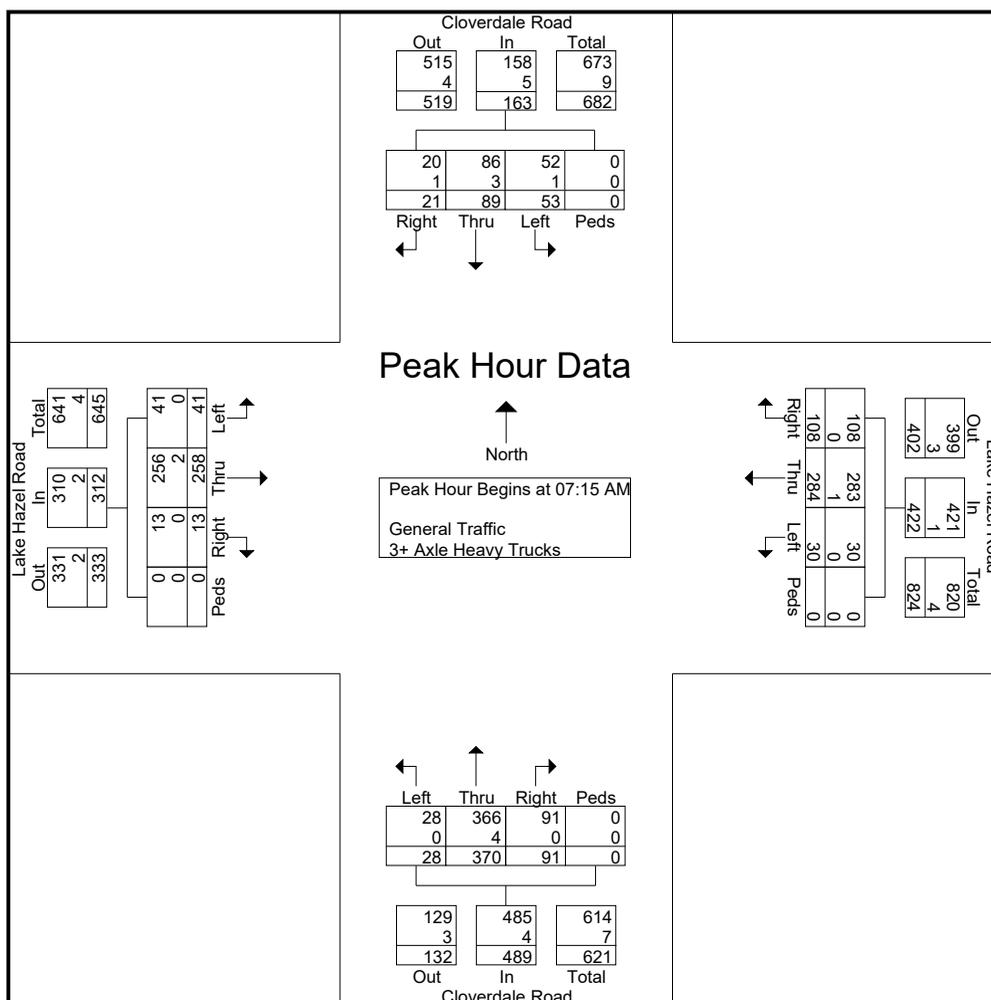
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Lake Hazel
City, State: Ada County, Idaho
Control: Signalized

File Name : Cloverdale Rd & Lake Hazel Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 3

Start Time	Cloverdale Road From North					Lake Hazel Road From East					Cloverdale Road From South					Lake Hazel Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	20	11	0	35	36	92	5	0	133	21	91	10	0	122	4	48	13	0	65	355
07:30 AM	6	26	17	0	49	25	64	11	0	100	30	90	5	0	125	2	77	9	0	88	362
07:45 AM	5	29	11	0	45	29	63	6	0	98	21	94	7	0	122	1	54	10	0	65	330
08:00 AM	6	14	14	0	34	18	65	8	0	91	19	95	6	0	120	6	79	9	0	94	339
Total Volume	21	89	53	0	163	108	284	30	0	422	91	370	28	0	489	13	258	41	0	312	1386
% App. Total	12.9	54.6	32.5	0		25.6	67.3	7.1	0		18.6	75.7	5.7	0		4.2	82.7	13.1	0		
PHF	.875	.767	.779	.000	.832	.750	.772	.682	.000	.793	.758	.974	.700	.000	.978	.542	.816	.788	.000	.830	.957
General Traffic	95.2	96.6	98.1	0	96.9	100	99.6	100	0	99.8	100	98.9	100	0	99.2	100	99.2	100	0	99.4	99.1
% General Traffic																					
3+ Axle Heavy Trucks	4.8	3.4	1.9	0	3.1	0	0.4	0	0	0.2	0	1.1	0	0	0.8	0	0.8	0	0	0.6	0.9
% 3+ Axle Heavy Trucks																					



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Lake Hazel
City, State: Ada County, Idaho
Control: Signalized

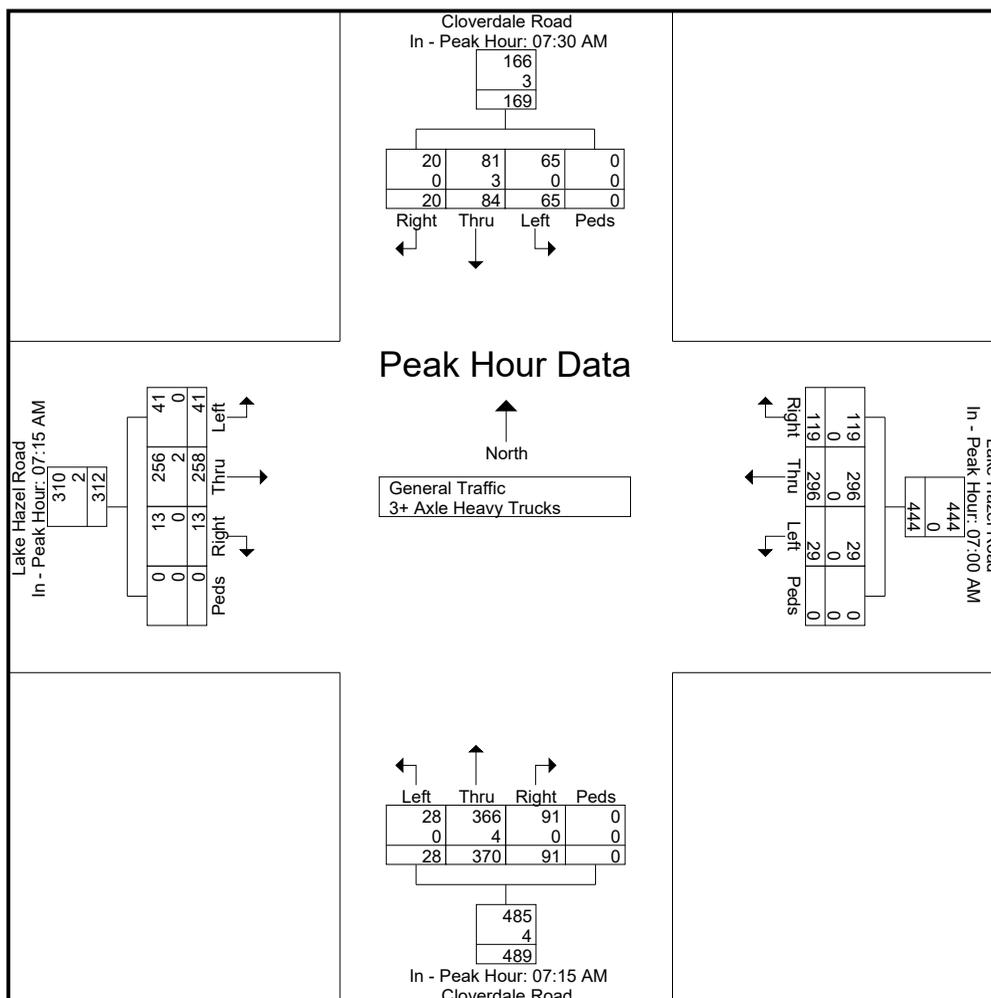
File Name : Cloverdale Rd & Lake Hazel Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 4

Start Time	Cloverdale Road From North					Lake Hazel Road From East					Cloverdale Road From South					Lake Hazel Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:00 AM					07:15 AM					07:15 AM				
+0 mins.	6	26	17	0	49	29	77	7	0	113	21	91	10	0	122	4	48	13	0	65
+15 mins.	5	29	11	0	45	36	92	5	0	133	30	90	5	0	125	2	77	9	0	88
+30 mins.	6	14	14	0	34	25	64	11	0	100	21	94	7	0	122	1	54	10	0	65
+45 mins.	3	15	23	0	41	29	63	6	0	98	19	95	6	0	120	6	79	9	0	94
Total Volume	20	84	65	0	169	119	296	29	0	444	91	370	28	0	489	13	258	41	0	312
% App. Total	11.8	49.7	38.5	0		26.8	66.7	6.5	0		18.6	75.7	5.7	0		4.2	82.7	13.1	0	
PHF	.833	.724	.707	.000	.862	.826	.804	.659	.000	.835	.758	.974	.700	.000	.978	.542	.816	.788	.000	.830
General Traffic																				
% General Traffic	100	96.4	100	0	98.2	100	100	100	0	100	100	98.9	100	0	99.2	100	99.2	100	0	99.4
3+ Axle Heavy Trucks	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2
% 3+ Axle Heavy Trucks	0	3.6	0	0	1.8	0	0	0	0	0	0	1.1	0	0	0.8	0	0.8	0	0	0.6



L2 Data Collection

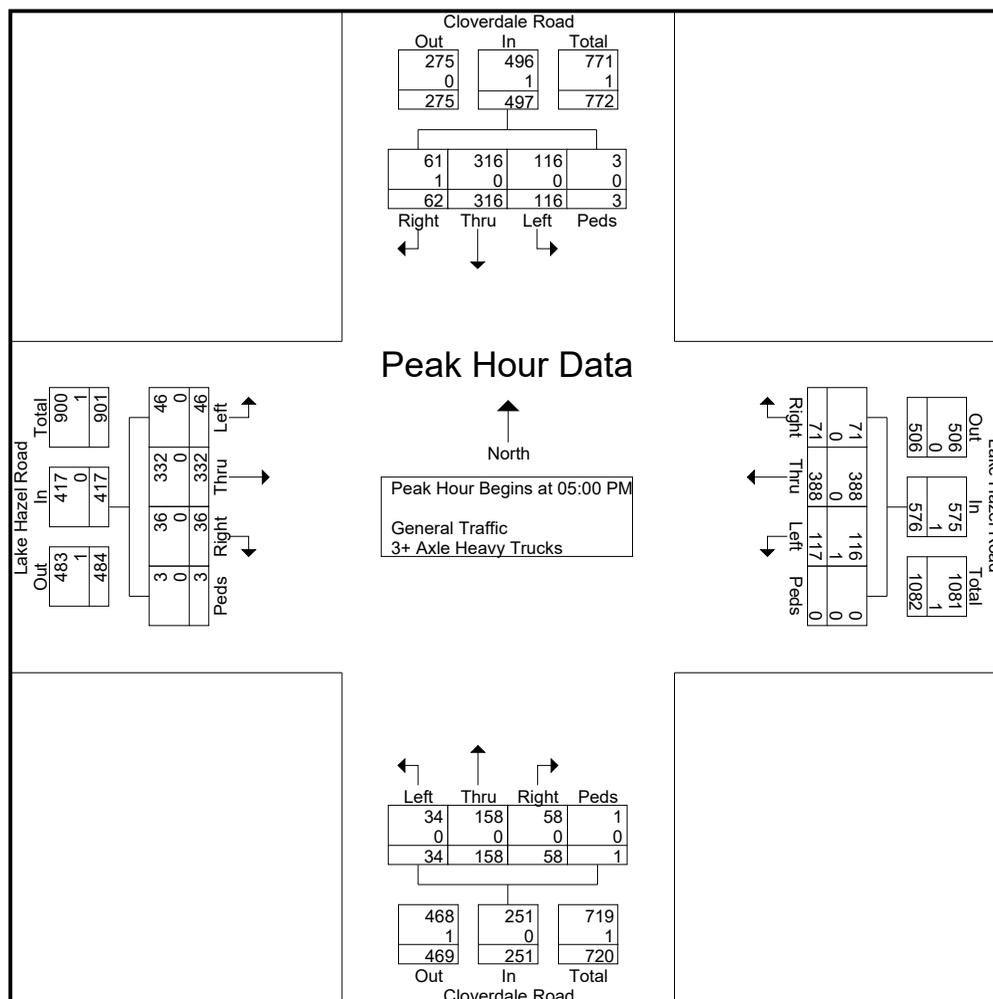
L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Lake Hazel
City, State: Ada County, Idaho
Control: Signalized

File Name : Cloverdale Rd & Lake Hazel Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 5

Start Time	Cloverdale Road From North					Lake Hazel Road From East					Cloverdale Road From South					Lake Hazel Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	20	79	35	1	135	14	109	23	0	146	12	33	4	0	49	10	80	16	1	107	437
05:15 PM	16	82	28	1	127	10	89	32	0	131	12	39	9	0	60	8	97	10	0	115	433
05:30 PM	11	73	35	1	120	23	99	35	0	157	13	41	10	0	64	8	82	9	2	101	442
05:45 PM	15	82	18	0	115	24	91	27	0	142	21	45	11	1	78	10	73	11	0	94	429
Total Volume	62	316	116	3	497	71	388	117	0	576	58	158	34	1	251	36	332	46	3	417	1741
% App. Total	12.5	63.6	23.3	0.6		12.3	67.4	20.3	0		23.1	62.9	13.5	0.4		8.6	79.6	11	0.7		
PHF	.775	.963	.829	.750	.920	.740	.890	.836	.000	.917	.690	.878	.773	.250	.804	.900	.856	.719	.375	.907	.985
General Traffic																					
% General Traffic	98.4	100	100	100	99.8	100	100	99.1	0	99.8	100	100	100	100	100	100	100	100	100	100	99.9
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	1.6	0	0	0	0.2	0	0	0.9	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Lake Hazel
City, State: Ada County, Idaho
Control: Signalized

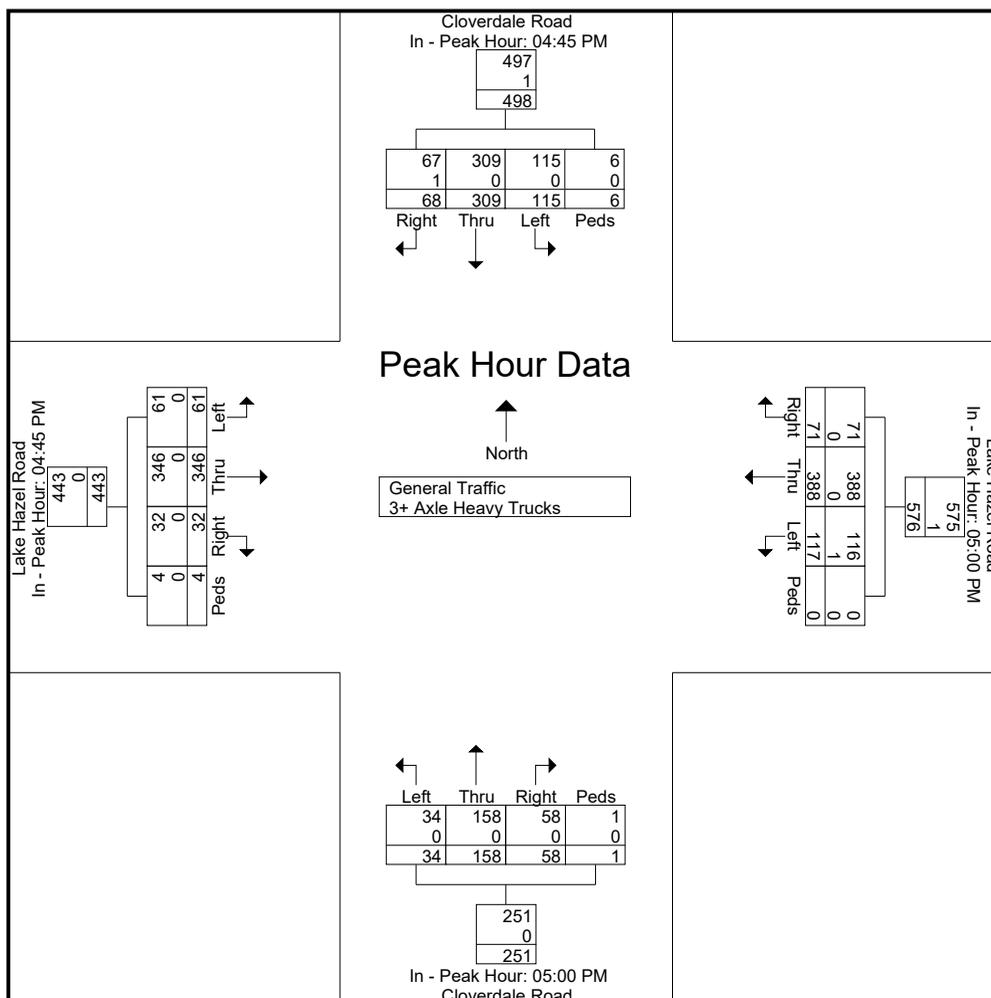
File Name : Cloverdale Rd & Lake Hazel Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 6

Start Time	Cloverdale Road From North					Lake Hazel Road From East					Cloverdale Road From South					Lake Hazel Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					05:00 PM					05:00 PM					04:45 PM				
+0 mins.	21	75	17	3	116	14	109	23	0	146	12	33	4	0	49	6	87	26	1	120
+15 mins.	20	79	35	1	135	10	89	32	0	131	12	39	9	0	60	10	80	16	1	107
+30 mins.	16	82	28	1	127	23	99	35	0	157	13	41	10	0	64	8	97	10	0	115
+45 mins.	11	73	35	1	120	24	91	27	0	142	21	45	11	1	78	8	82	9	2	101
Total Volume	68	309	115	6	498	71	388	117	0	576	58	158	34	1	251	32	346	61	4	443
% App. Total	13.7	62	23.1	1.2		12.3	67.4	20.3	0		23.1	62.9	13.5	0.4		7.2	78.1	13.8	0.9	
PHF	.810	.942	.821	.500	.922	.740	.890	.836	.000	.917	.690	.878	.773	.250	.804	.800	.892	.587	.500	.923
General Traffic																				
% General Traffic	98.5	100	100	100	99.8	100	100	99.1	0	99.8	100	100	100	100	100	100	100	100	100	100
3+ Axle Heavy Trucks	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
% 3+ Axle Heavy Trucks	1.5	0	0	0	0.2	0	0	0.9	0	0.2	0	0	0	0	0	0	0	0	0	0



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Lake Hazel
City, State: Ada County, Idaho
Control: Signalized

File Name : Cloverdale Rd & Lake Hazel Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Columbia R
City, State: Ada County, Idaho
Control: All Stop

File Name : Cloverdale Rd & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Cloverdale Road From North					Columbia Road From East					Cloverdale Road From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	15	17	0	0	32	4	22	6	1	33	2	59	5	0	66	6	14	20	0	40	171
07:15 AM	19	16	1	0	36	4	22	9	0	35	7	53	6	0	66	14	13	27	0	54	191
07:30 AM	12	22	2	0	36	10	22	8	0	40	6	55	6	0	67	15	17	36	0	68	211
07:45 AM	12	22	1	1	36	6	19	2	0	27	6	52	7	0	65	19	16	33	0	68	196
Total	58	77	4	1	140	24	85	25	1	135	21	219	24	0	264	54	60	116	0	230	769
08:00 AM	8	11	1	0	20	8	20	3	0	31	2	42	3	0	47	5	17	26	0	48	146
08:15 AM	3	12	5	0	20	5	6	3	0	14	3	41	7	0	51	5	14	20	0	39	124
08:30 AM	2	8	2	0	12	2	14	2	0	18	4	28	7	0	39	8	15	22	0	45	114
08:45 AM	12	18	1	0	31	5	17	10	0	32	5	34	8	0	47	2	20	14	0	36	146
Total	25	49	9	0	83	20	57	18	0	95	14	145	25	0	184	20	66	82	0	168	530

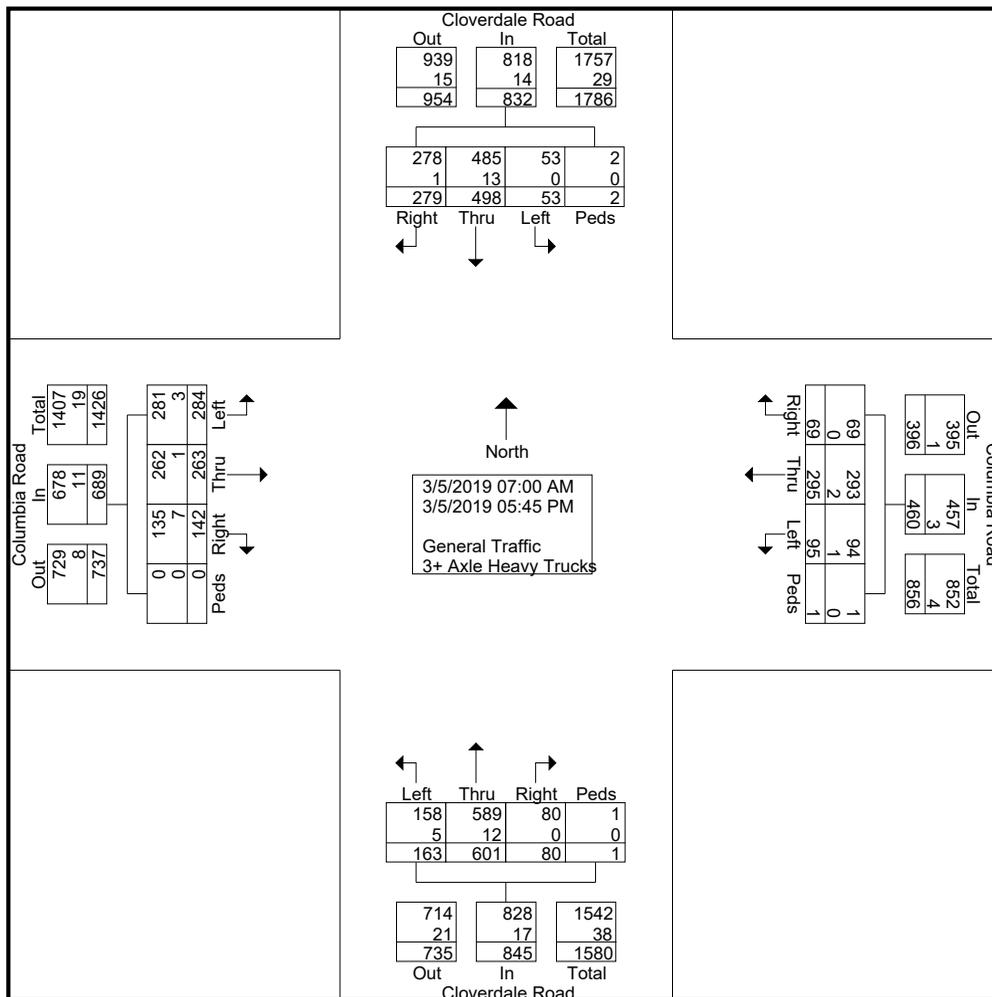
04:00 PM	19	37	4	0	60	2	22	12	0	36	7	32	14	0	53	11	14	9	0	34	183
04:15 PM	25	47	2	1	75	4	15	10	0	29	2	24	15	0	41	6	14	19	0	39	184
04:30 PM	23	51	3	0	77	4	22	8	0	34	5	32	13	1	51	7	15	13	0	35	197
04:45 PM	26	46	2	0	74	3	15	6	0	24	6	26	15	0	47	15	19	8	0	42	187
Total	93	181	11	1	286	13	74	36	0	123	20	114	57	1	192	39	62	49	0	150	751
05:00 PM	18	47	2	0	67	1	14	3	0	18	5	22	24	0	51	5	22	8	0	35	171
05:15 PM	25	54	12	0	91	3	20	7	0	30	8	37	15	0	60	11	15	10	0	36	217
05:30 PM	28	50	7	0	85	5	27	3	0	35	6	33	11	0	50	7	27	9	0	43	213
05:45 PM	32	40	8	0	80	3	18	3	0	24	6	31	7	0	44	6	11	10	0	27	175
Total	103	191	29	0	323	12	79	16	0	107	25	123	57	0	205	29	75	37	0	141	776
Grand Total	279	498	53	2	832	69	295	95	1	460	80	601	163	1	845	142	263	284	0	689	2826
Apprch %	33.5	59.9	6.4	0.2		15	64.1	20.7	0.2		9.5	71.1	19.3	0.1		20.6	38.2	41.2	0		
Total %	9.9	17.6	1.9	0.1	29.4	2.4	10.4	3.4	0	16.3	2.8	21.3	5.8	0	29.9	5	9.3	10	0	24.4	
General Traffic																					
% General Traffic	99.6	97.4	100	100	98.3	100	99.3	98.9	100	99.3	100	98	96.9	100	98	95.1	99.6	98.9	0	98.4	98.4
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	0.4	2.6	0	0	1.7	0	0.7	1.1	0	0.7	0	2	3.1	0	2	4.9	0.4	1.1	0	1.6	1.6

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Columbia R
City, State: Ada County, Idaho
Control: All Stop

File Name : Cloverdale Rd & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 2



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010

Intersection: Cloverdale Rd / Columbia R

City, State: Ada County, Idaho

Control: All Stop

File Name : Cloverdale Rd & Columbia Rd

Site Code : 00000000

Start Date : 3/5/2019

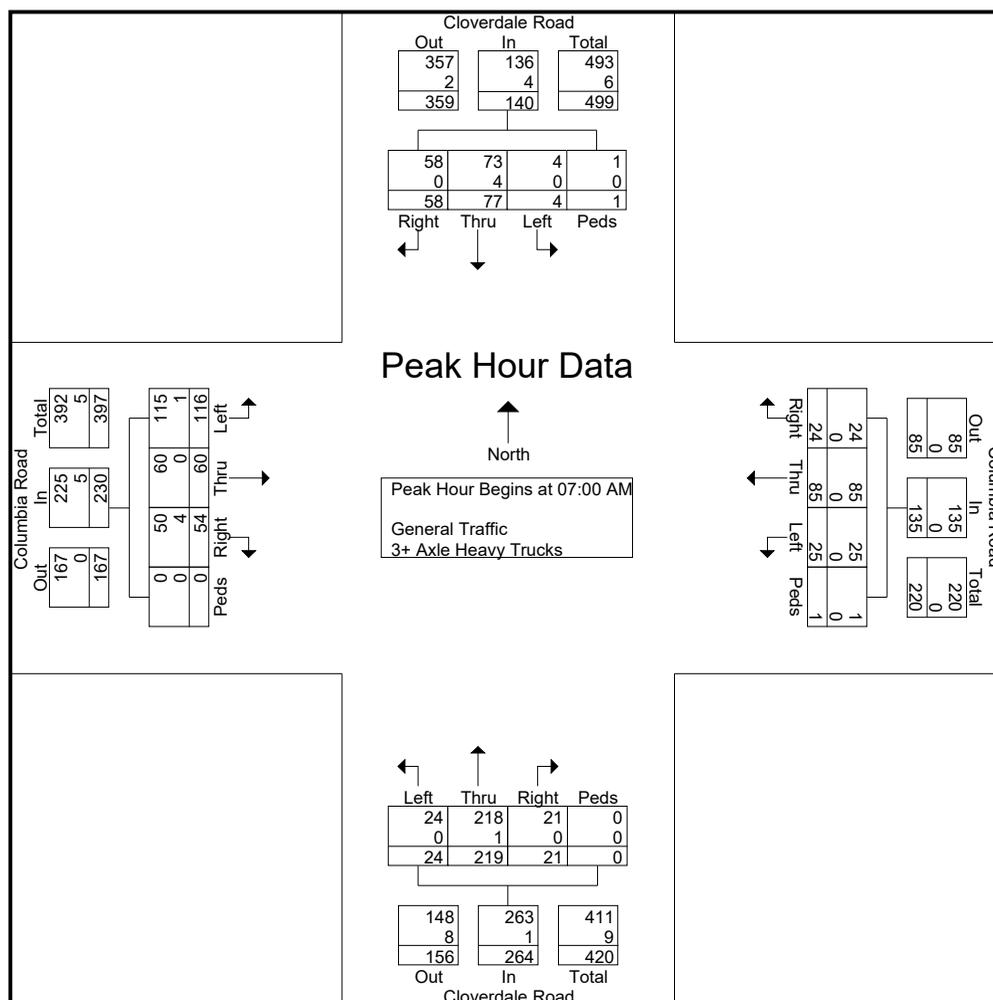
Page No : 3

Start Time	Cloverdale Road From North					Columbia Road From East					Cloverdale Road From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

07:00 AM	15	17	0	0	32	4	22	6	1	33	2	59	5	0	66	6	14	20	0	40	171
07:15 AM	19	16	1	0	36	4	22	9	0	35	7	53	6	0	66	14	13	27	0	54	191
07:30 AM	12	22	2	0	36	10	22	8	0	40	6	55	6	0	67	15	17	36	0	68	211
07:45 AM	12	22	1	1	36	6	19	2	0	27	6	52	7	0	65	19	16	33	0	68	196
Total Volume	58	77	4	1	140	24	85	25	1	135	21	219	24	0	264	54	60	116	0	230	769
% App. Total	41.4	55	2.9	0.7		17.8	63	18.5	0.7		8	83	9.1	0		23.5	26.1	50.4	0		
PHF	.763	.875	.500	.250	.972	.600	.966	.694	.250	.844	.750	.928	.857	.000	.985	.711	.882	.806	.000	.846	.911
General Traffic																					
% General Traffic	100	94.8	100	100	97.1	100	100	100	100	100	100	99.5	100	0	99.6	92.6	100	99.1	0	97.8	98.7
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	0	5.2	0	0	2.9	0	0	0	0	0	0	0.5	0	0	0.4	7.4	0	0.9	0	2.2	1.3



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Columbia R
City, State: Ada County, Idaho
Control: All Stop

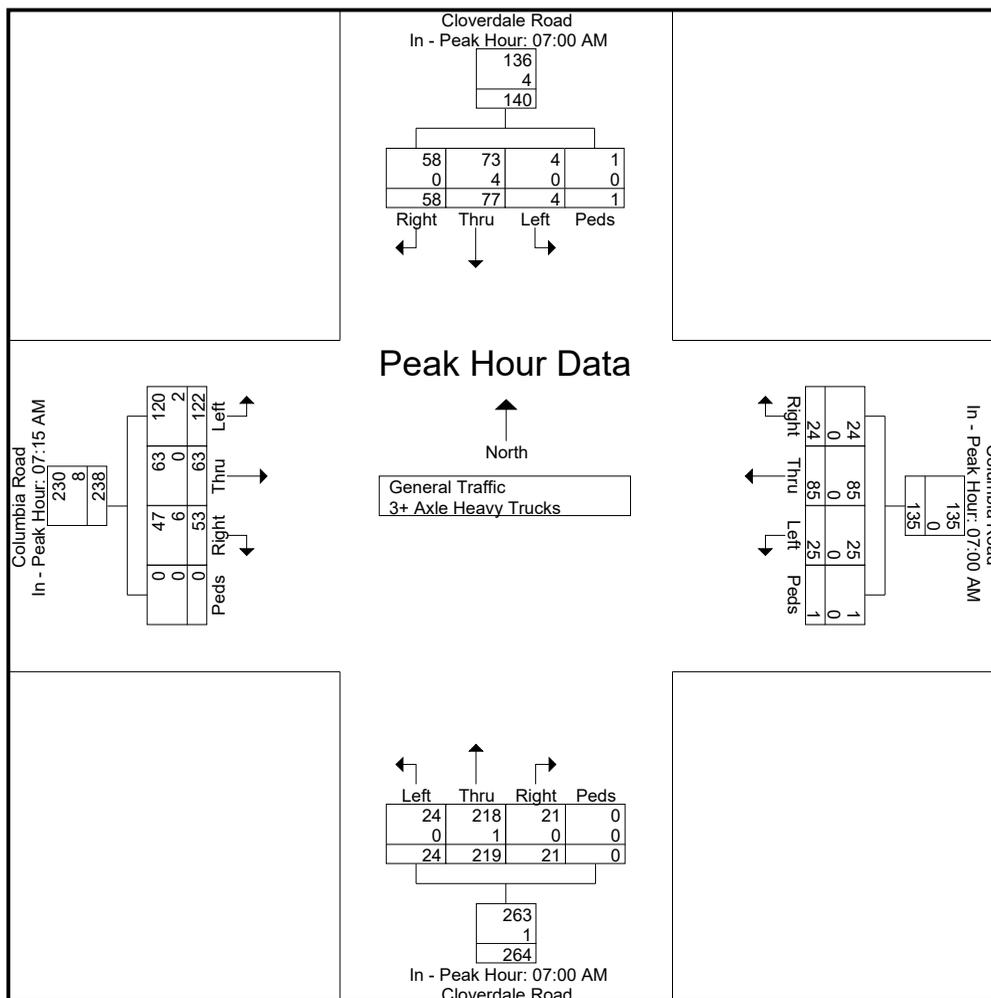
File Name : Cloverdale Rd & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 4

Start Time	Cloverdale Road From North					Columbia Road From East					Cloverdale Road From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:00 AM					07:00 AM					07:15 AM				
+0 mins.	15	17	0	0	32	4	22	6	1	33	2	59	5	0	66	14	13	27	0	54
+15 mins.	19	16	1	0	36	4	22	9	0	35	7	53	6	0	66	15	17	36	0	68
+30 mins.	12	22	2	0	36	10	22	8	0	40	6	55	6	0	67	19	16	33	0	68
+45 mins.	12	22	1	1	36	6	19	2	0	27	6	52	7	0	65	5	17	26	0	48
Total Volume	58	77	4	1	140	24	85	25	1	135	21	219	24	0	264	53	63	122	0	238
% App. Total	41.4	55	2.9	0.7		17.8	63	18.5	0.7		8	83	9.1	0		22.3	26.5	51.3	0	
PHF	.763	.875	.500	.250	.972	.600	.966	.694	.250	.844	.750	.928	.857	.000	.985	.697	.926	.847	.000	.875
General Traffic																				
% General Traffic	100	94.8	100	100	97.1	100	100	100	100	100	100	99.5	100	0	99.6	88.7	100	98.4	0	96.6
3+ Axle Heavy Trucks	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	6	0	2	0	8
% 3+ Axle Heavy Trucks	0	5.2	0	0	2.9	0	0	0	0	0	0	0.5	0	0	0.4	11.3	0	1.6	0	3.4



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010

Intersection: Cloverdale Rd / Columbia R

City, State: Ada County, Idaho

Control: All Stop

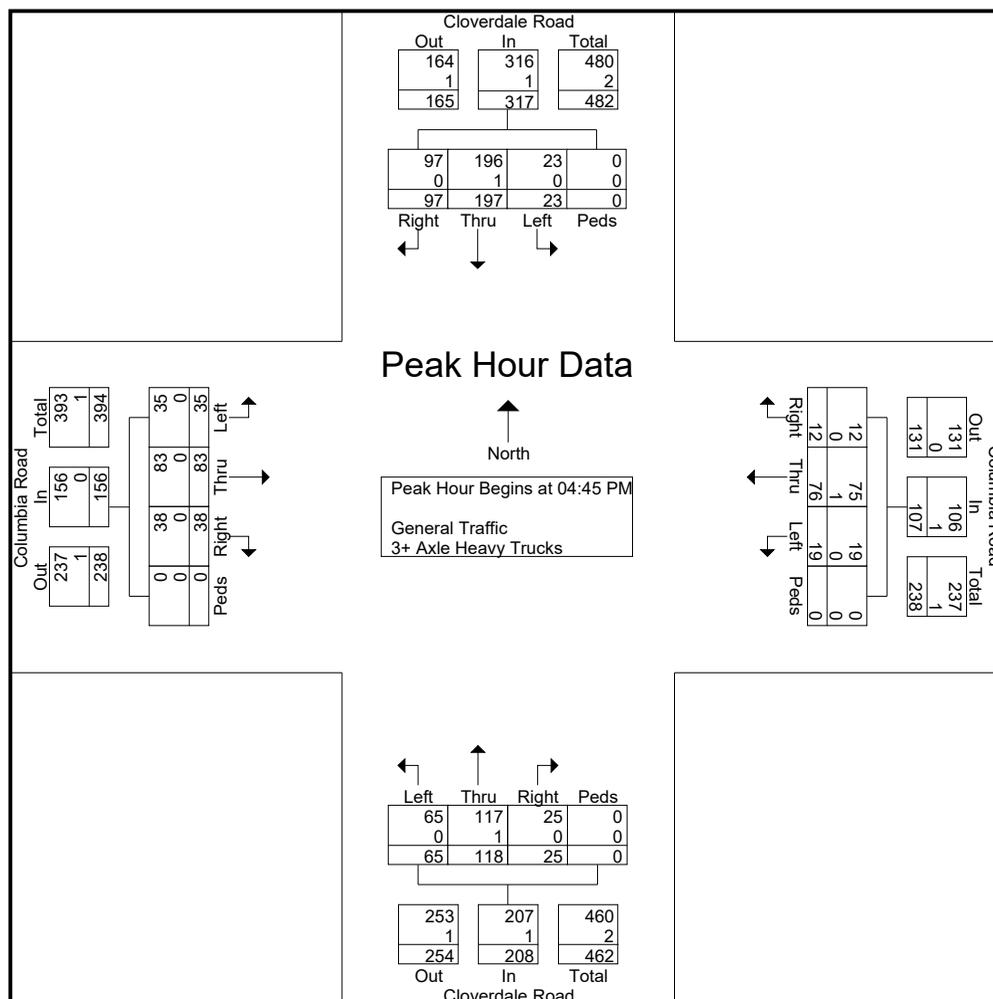
File Name : Cloverdale Rd & Columbia Rd

Site Code : 00000000

Start Date : 3/5/2019

Page No : 5

Start Time	Cloverdale Road From North					Columbia Road From East					Cloverdale Road From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	26	46	2	0	74	3	15	6	0	24	6	26	15	0	47	15	19	8	0	42	187
05:00 PM	18	47	2	0	67	1	14	3	0	18	5	22	24	0	51	5	22	8	0	35	171
05:15 PM	25	54	12	0	91	3	20	7	0	30	8	37	15	0	60	11	15	10	0	36	217
05:30 PM	28	50	7	0	85	5	27	3	0	35	6	33	11	0	50	7	27	9	0	43	213
Total Volume	97	197	23	0	317	12	76	19	0	107	25	118	65	0	208	38	83	35	0	156	788
% App. Total	30.6	62.1	7.3	0		11.2	71	17.8	0		12	56.7	31.2	0		24.4	53.2	22.4	0		
PHF	.866	.912	.479	.000	.871	.600	.704	.679	.000	.764	.781	.797	.677	.000	.867	.633	.769	.875	.000	.907	.908
General Traffic	100	99.5	100	0	99.7	100	98.7	100	0	99.1	100	99.2	100	0	99.5	100	100	100	0	100	99.6
% General Traffic																					
3+ Axle Heavy Trucks	0	0.5	0	0	0.3	0	1.3	0	0	0.9	0	0.8	0	0	0.5	0	0	0	0	0	0.4
% 3+ Axle Heavy Trucks																					
Trucks																					



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Columbia Rd
City, State: Ada County, Idaho
Control: All Stop

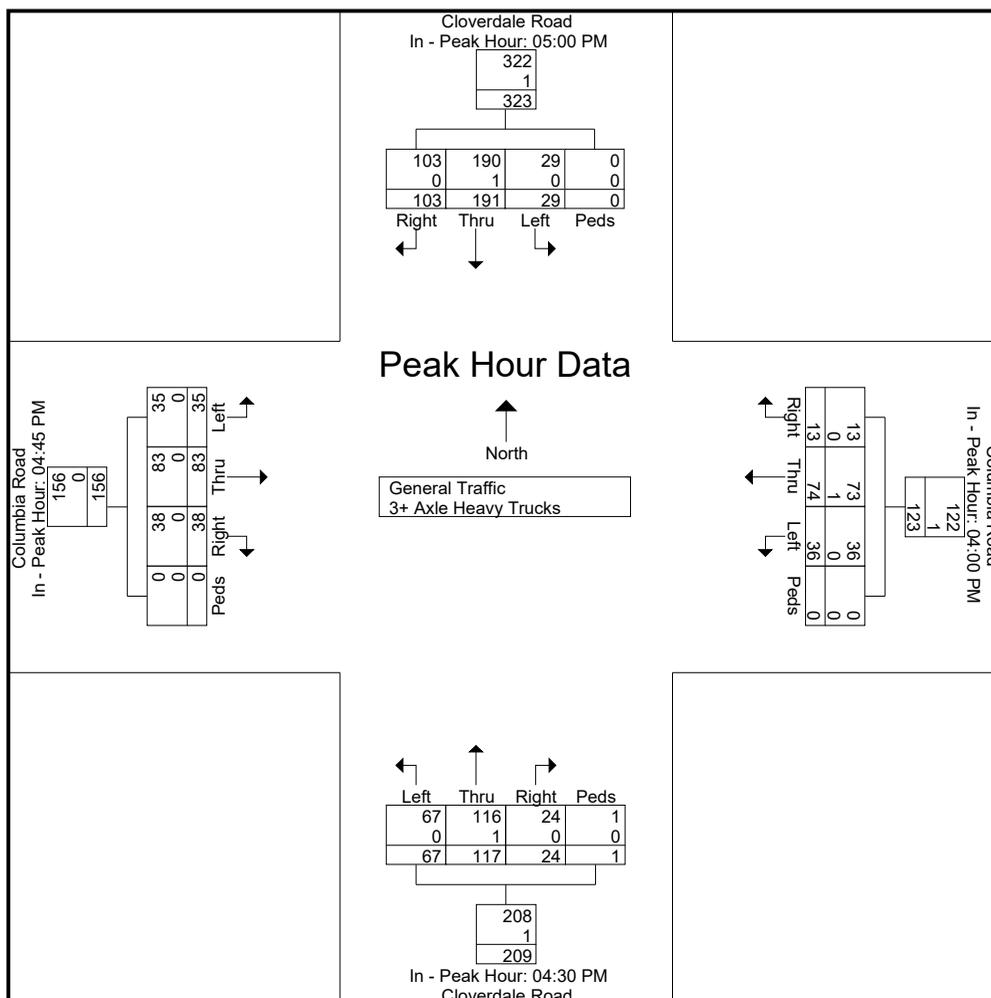
File Name : Cloverdale Rd & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 6

Start Time	Cloverdale Road From North					Columbia Road From East					Cloverdale Road From South					Columbia Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:00 PM					04:30 PM					04:45 PM				
+0 mins.	18	47	2	0	67	2	22	12	0	36	5	32	13	1	51	15	19	8	0	42
+15 mins.	25	54	12	0	91	4	15	10	0	29	6	26	15	0	47	5	22	8	0	35
+30 mins.	28	50	7	0	85	4	22	8	0	34	5	22	24	0	51	11	15	10	0	36
+45 mins.	32	40	8	0	80	3	15	6	0	24	8	37	15	0	60	7	27	9	0	43
Total Volume	103	191	29	0	323	13	74	36	0	123	24	117	67	1	209	38	83	35	0	156
% App. Total	31.9	59.1	9	0		10.6	60.2	29.3	0		11.5	56	32.1	0.5		24.4	53.2	22.4	0	
PHF	.805	.884	.604	.000	.887	.813	.841	.750	.000	.854	.750	.791	.698	.250	.871	.633	.769	.875	.000	.907
General Traffic																				
% General Traffic	100	99.5	100	0	99.7	100	98.6	100	0	99.2	100	99.1	100	100	99.5	100	100	100	0	100
3+ Axle Heavy Trucks	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
% 3+ Axle Heavy Trucks	0	0.5	0	0	0.3	0	1.4	0	0	0.8	0	0.9	0	0	0.5	0	0	0	0	0



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Columbia R
City, State: Ada County, Idaho
Control: All Stop

File Name : Cloverdale Rd & Columbia Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010

Intersection: Cloverdale Rd / Hubbard Rd

City, State: Ada County, Idaho

Control: Stop Sign

File Name : Cloverdale Rd & Hubbard Rd

Site Code : 00000000

Start Date : 3/5/2019

Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Cloverdale Road From North					Hubbard Road From East					Cloverdale Road From South					Hubbard Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	4	9	9	0	22	0	0	0	0	0	5	44	2	0	51	1	26	23	0	50	123
07:15 AM	14	14	19	0	47	2	1	0	0	3	6	46	1	0	53	1	33	9	0	43	146
07:30 AM	8	18	22	0	48	5	0	0	0	5	8	40	1	0	49	1	17	22	0	40	142
07:45 AM	7	14	20	0	41	1	0	1	0	2	0	48	1	0	49	1	23	9	0	33	125
Total	33	55	70	0	158	8	1	1	0	10	19	178	5	0	202	4	99	63	0	166	536
08:00 AM	4	13	7	0	24	2	1	0	0	3	6	36	3	0	45	0	9	9	0	18	90
08:15 AM	1	18	4	0	23	3	0	0	0	3	7	38	0	0	45	0	12	10	0	22	93
08:30 AM	3	7	6	0	16	4	3	0	0	7	1	28	0	0	29	1	9	8	0	18	70
08:45 AM	4	12	8	0	24	1	0	0	0	1	2	35	1	0	38	0	4	6	0	10	73
Total	12	50	25	0	87	10	4	0	0	14	16	137	4	0	157	1	34	33	0	68	326

04:00 PM	13	44	2	0	59	17	20	4	0	41	0	35	2	0	37	1	0	2	0	3	140
04:15 PM	17	41	4	0	62	17	17	3	0	37	0	15	1	0	16	0	0	8	0	8	123
04:30 PM	14	45	3	0	62	10	21	4	0	35	1	30	2	0	33	0	0	7	0	7	137
04:45 PM	18	53	2	0	73	19	22	2	0	43	2	27	2	0	31	2	0	6	0	8	155
Total	62	183	11	0	256	63	80	13	0	156	3	107	7	0	117	3	0	23	0	26	555
05:00 PM	17	39	1	0	57	22	30	6	0	58	0	27	0	0	27	0	1	1	0	2	144
05:15 PM	15	49	6	0	70	14	46	6	0	66	0	37	2	0	39	0	1	7	0	8	183
05:30 PM	10	41	5	0	56	16	36	6	0	58	0	33	2	0	35	0	0	4	0	4	153
05:45 PM	6	41	2	0	49	9	16	3	0	28	1	26	1	0	28	0	0	2	0	2	107
Total	48	170	14	0	232	61	128	21	0	210	1	123	5	0	129	0	2	14	0	16	587
Grand Total	155	458	120	0	733	142	213	35	0	390	39	545	21	0	605	8	135	133	0	276	2004
Apprch %	21.1	62.5	16.4	0		36.4	54.6	9	0		6.4	90.1	3.5	0		2.9	48.9	48.2	0		
Total %	7.7	22.9	6	0	36.6	7.1	10.6	1.7	0	19.5	1.9	27.2	1	0	30.2	0.4	6.7	6.6	0	13.8	
General Traffic																					
% General Traffic	100	99.3	87.5	0	97.5	93.7	97.7	97.1	0	96.2	100	99.1	100	0	99.2	100	98.5	99.2	0	98.9	98
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	0	0.7	12.5	0	2.5	6.3	2.3	2.9	0	3.8	0	0.9	0	0	0.8	0	1.5	0.8	0	1.1	2

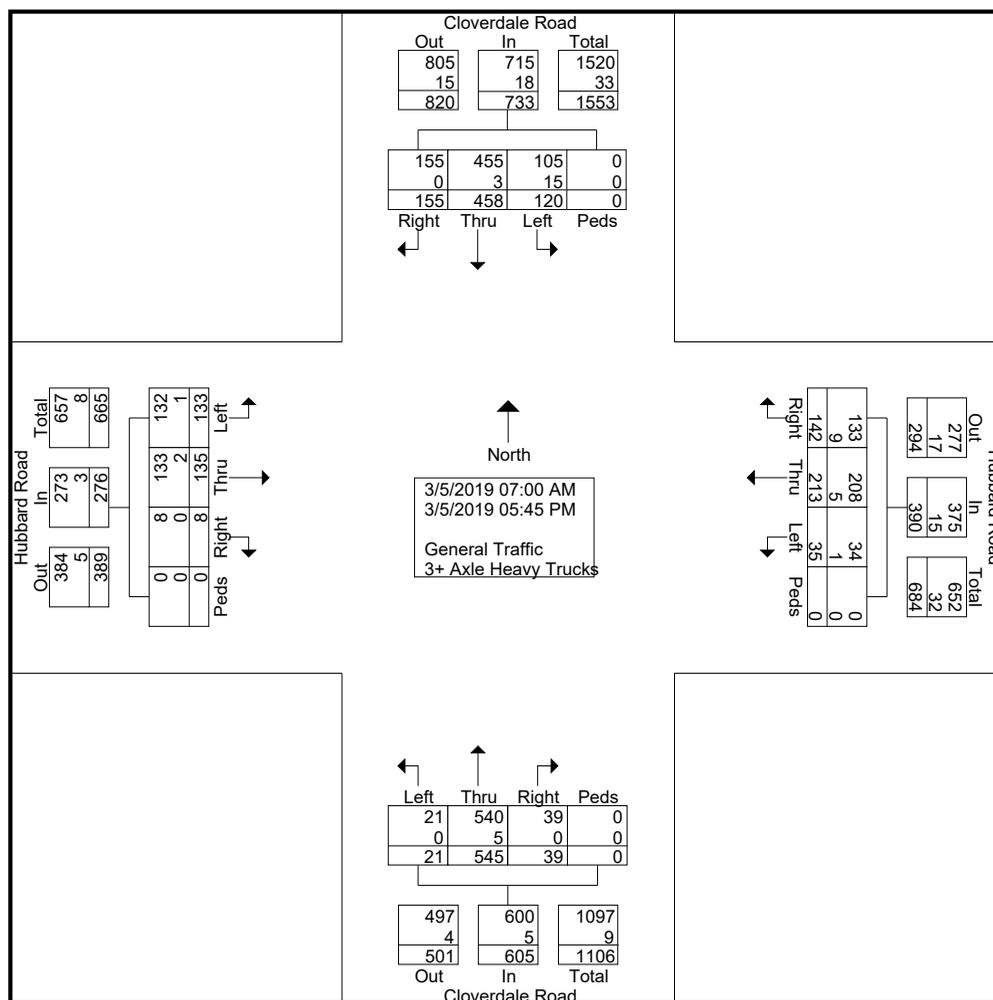
L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Hubbard Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Cloverdale Rd & Hubbard Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 2



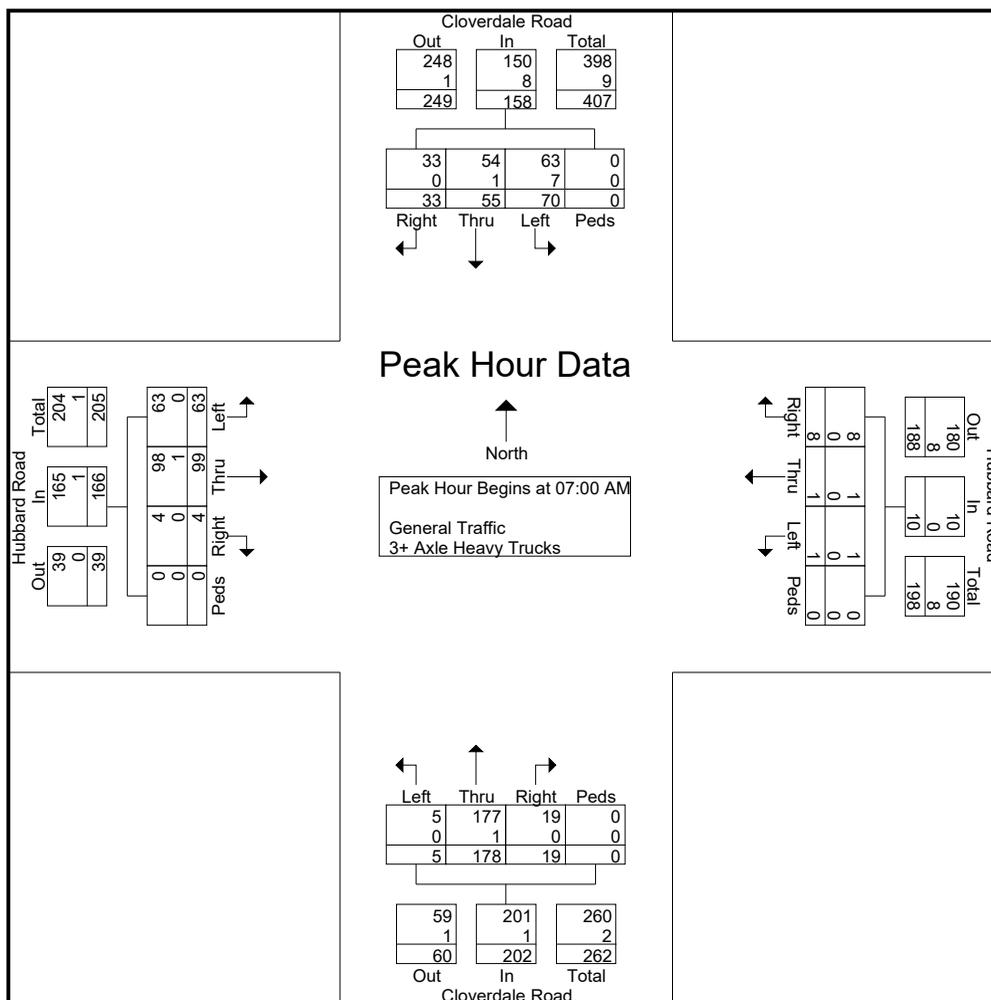
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Hubbard Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Cloverdale Rd & Hubbard Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 3

Start Time	Cloverdale Road From North					Hubbard Road From East					Cloverdale Road From South					Hubbard Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	4	9	9	0	22	0	0	0	0	0	5	44	2	0	51	1	26	23	0	50	123
07:15 AM	14	14	19	0	47	2	1	0	0	3	6	46	1	0	53	1	33	9	0	43	146
07:30 AM	8	18	22	0	48	5	0	0	0	5	8	40	1	0	49	1	17	22	0	40	142
07:45 AM	7	14	20	0	41	1	0	1	0	2	0	48	1	0	49	1	23	9	0	33	125
Total Volume	33	55	70	0	158	8	1	1	0	10	19	178	5	0	202	4	99	63	0	166	536
% App. Total	20.9	34.8	44.3	0		80	10	10	0		9.4	88.1	2.5	0		2.4	59.6	38	0		
PHF	.589	.764	.795	.000	.823	.400	.250	.250	.000	.500	.594	.927	.625	.000	.953	1.00	.750	.685	.000	.830	.918
General Traffic																					
% General Traffic	100	98.2	90.0	0	94.9	100	100	100	0	100	100	99.4	100	0	99.5	100	99.0	100	0	99.4	98.1
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	0	1.8	10.0	0	5.1	0	0	0	0	0	0	0.6	0	0	0.5	0	1.0	0	0	0.6	1.9



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

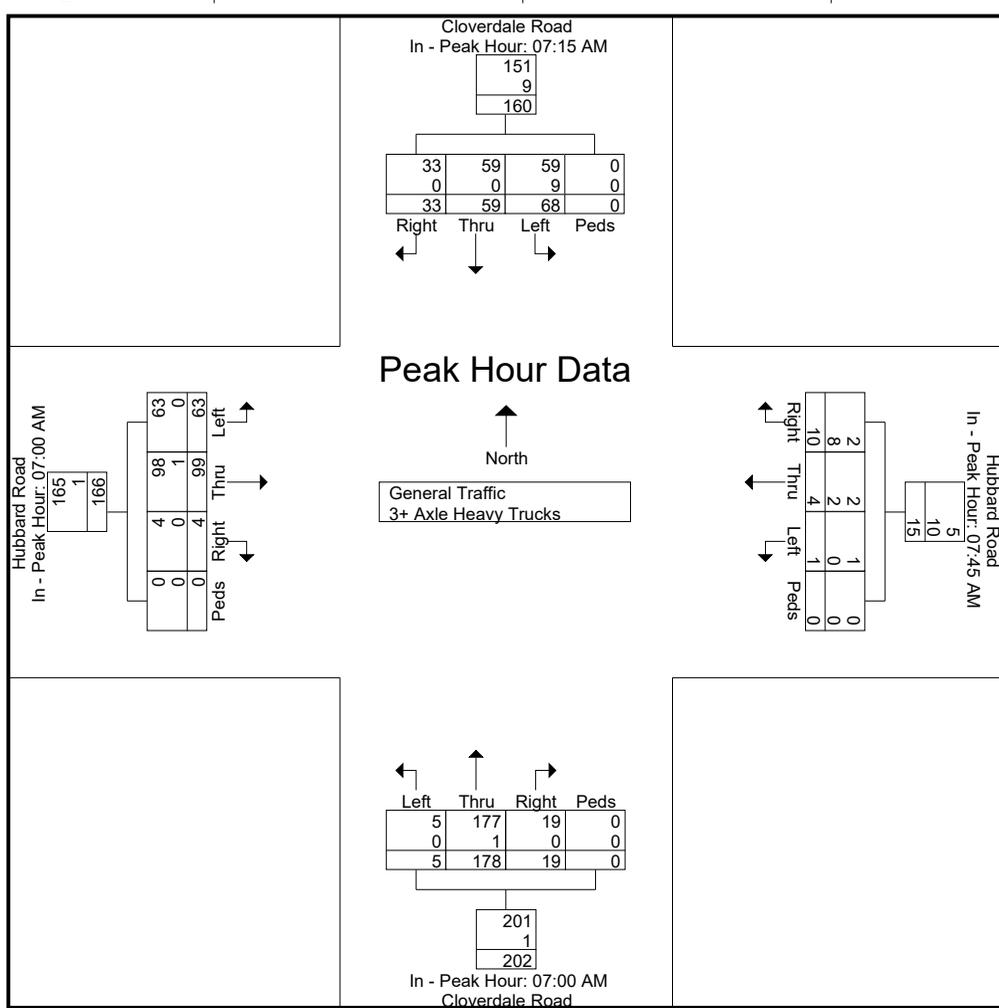
Study: CR0010
Intersection: Cloverdale Rd / Hubbard Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Cloverdale Rd & Hubbard Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 4

Start Time	Cloverdale Road From North					Hubbard Road From East					Cloverdale Road From South					Hubbard Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					07:45 AM					07:00 AM					07:00 AM				
+0 mins.	14	14	19	0	47	1	0	1	0	2	5	44	2	0	51	1	26	23	0	50
+15 mins.	8	18	22	0	48	2	1	0	0	3	6	46	1	0	53	1	33	9	0	43
+30 mins.	7	14	20	0	41	3	0	0	0	3	8	40	1	0	49	1	17	22	0	40
+45 mins.	4	13	7	0	24	4	3	0	0	7	0	48	1	0	49	1	23	9	0	33
Total Volume	33	59	68	0	160	10	4	1	0	15	19	178	5	0	202	4	99	63	0	166
% App. Total	20.6	36.9	42.5	0		66.7	26.7	6.7	0		9.4	88.1	2.5	0		2.4	59.6	38	0	
PHF	.589	.819	.773	.000	.833	.625	.333	.250	.000	.536	.594	.927	.625	.000	.953	1.000	.750	.685	.000	.830
General Traffic																				
% General Traffic	100	100	86.8	0	94.4	20	50	100	0	33.3	100	99.4	100	0	99.5	100	99	100	0	99.4
3+ Axle Heavy Trucks	0	0	9	0	9	8	2	0	0	10	0	1	0	0	1	0	1	0	0	1
% 3+ Axle Heavy Trucks	0	0	13.2	0	5.6	80	50	0	0	66.7	0	0.6	0	0	0.5	0	1	0	0	0.6



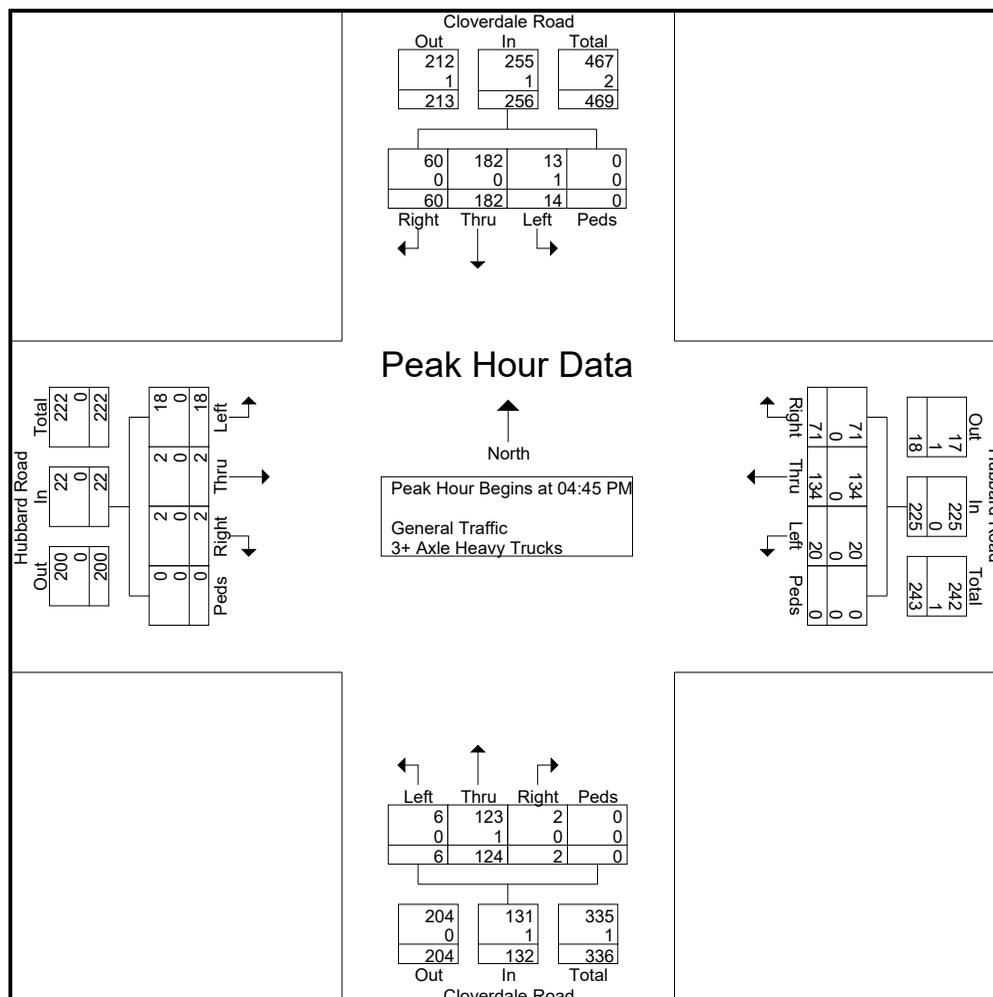
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Hubbard Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Cloverdale Rd & Hubbard Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 5

Start Time	Cloverdale Road From North					Hubbard Road From East					Cloverdale Road From South					Hubbard Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	18	53	2	0	73	19	22	2	0	43	2	27	2	0	31	2	0	6	0	8	155
05:00 PM	17	39	1	0	57	22	30	6	0	58	0	27	0	0	27	0	1	1	0	2	144
05:15 PM	15	49	6	0	70	14	46	6	0	66	0	37	2	0	39	0	1	7	0	8	183
05:30 PM	10	41	5	0	56	16	36	6	0	58	0	33	2	0	35	0	0	4	0	4	153
Total Volume	60	182	14	0	256	71	134	20	0	225	2	124	6	0	132	2	2	18	0	22	635
% App. Total	23.4	71.1	5.5	0		31.6	59.6	8.9	0		1.5	93.9	4.5	0		9.1	9.1	81.8	0		
PHF	.833	.858	.583	.000	.877	.807	.728	.833	.000	.852	.250	.838	.750	.000	.846	.250	.500	.643	.000	.688	.867
General Traffic																					
% General Traffic	100	100	92.9	0	99.6	100	100	100	0	100	100	99.2	100	0	99.2	100	100	100	0	100	99.7
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	0	0	7.1	0	0.4	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	0.3



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Hubbard Rd
City, State: Ada County, Idaho
Control: Stop Sign

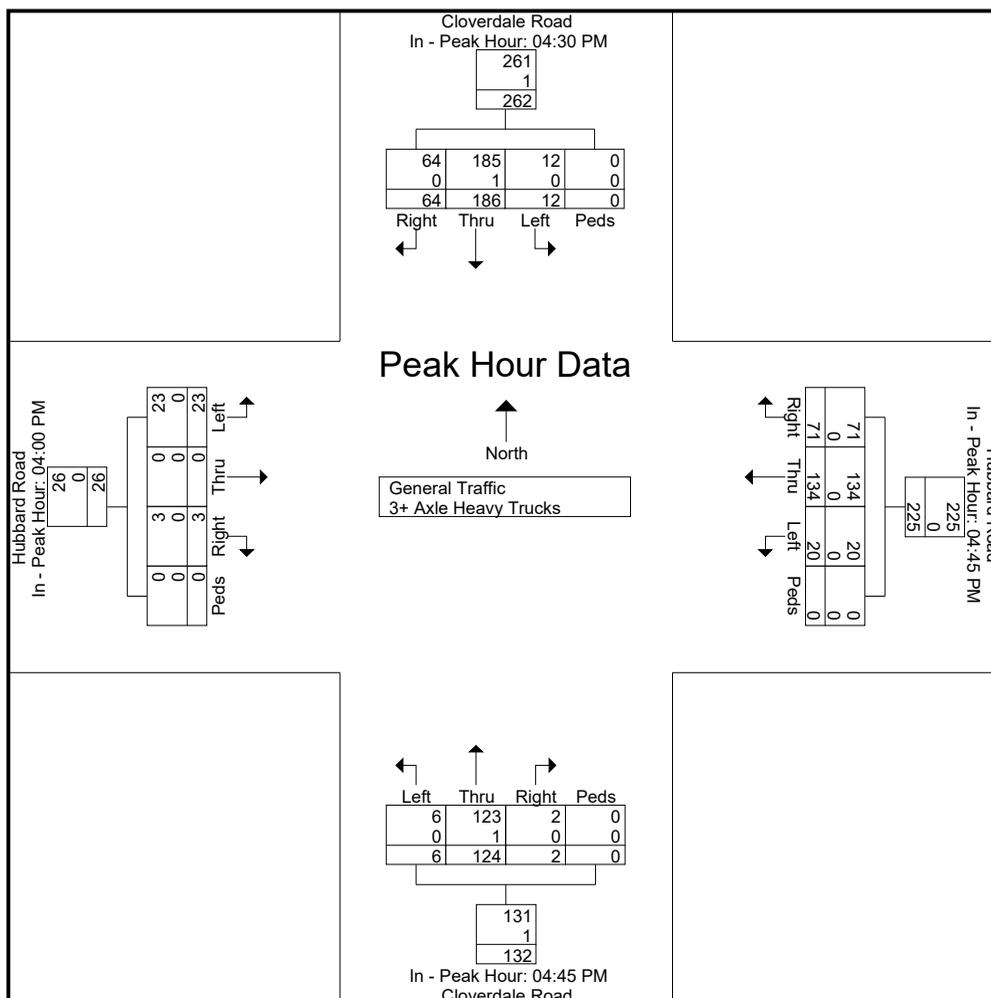
File Name : Cloverdale Rd & Hubbard Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 6

Start Time	Cloverdale Road From North					Hubbard Road From East					Cloverdale Road From South					Hubbard Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					04:00 PM									
+0 mins.	14	45	3	0	62	19	22	2	0	43	2	27	2	0	31	1	0	2	0	3
+15 mins.	18	53	2	0	73	22	30	6	0	58	0	27	0	0	27	0	0	8	0	8
+30 mins.	17	39	1	0	57	14	46	6	0	66	0	37	2	0	39	0	0	7	0	7
+45 mins.	15	49	6	0	70	16	36	6	0	58	0	33	2	0	35	2	0	6	0	8
Total Volume	64	186	12	0	262	71	134	20	0	225	2	124	6	0	132	3	0	23	0	26
% App. Total	24.4	71	4.6	0		31.6	59.6	8.9	0		1.5	93.9	4.5	0		11.5	0	88.5	0	
PHF	.889	.877	.500	.000	.897	.807	.728	.833	.000	.852	.250	.838	.750	.000	.846	.375	.000	.719	.000	.813
General Traffic																				
% General Traffic	100	99.5	100	0	99.6	100	100	100	0	100	100	99.2	100	0	99.2	100	0	100	0	100
3+ Axle Heavy Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
% 3+ Axle Heavy Trucks	0	0.5	0	0	0.4	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0



L2 Data Collection

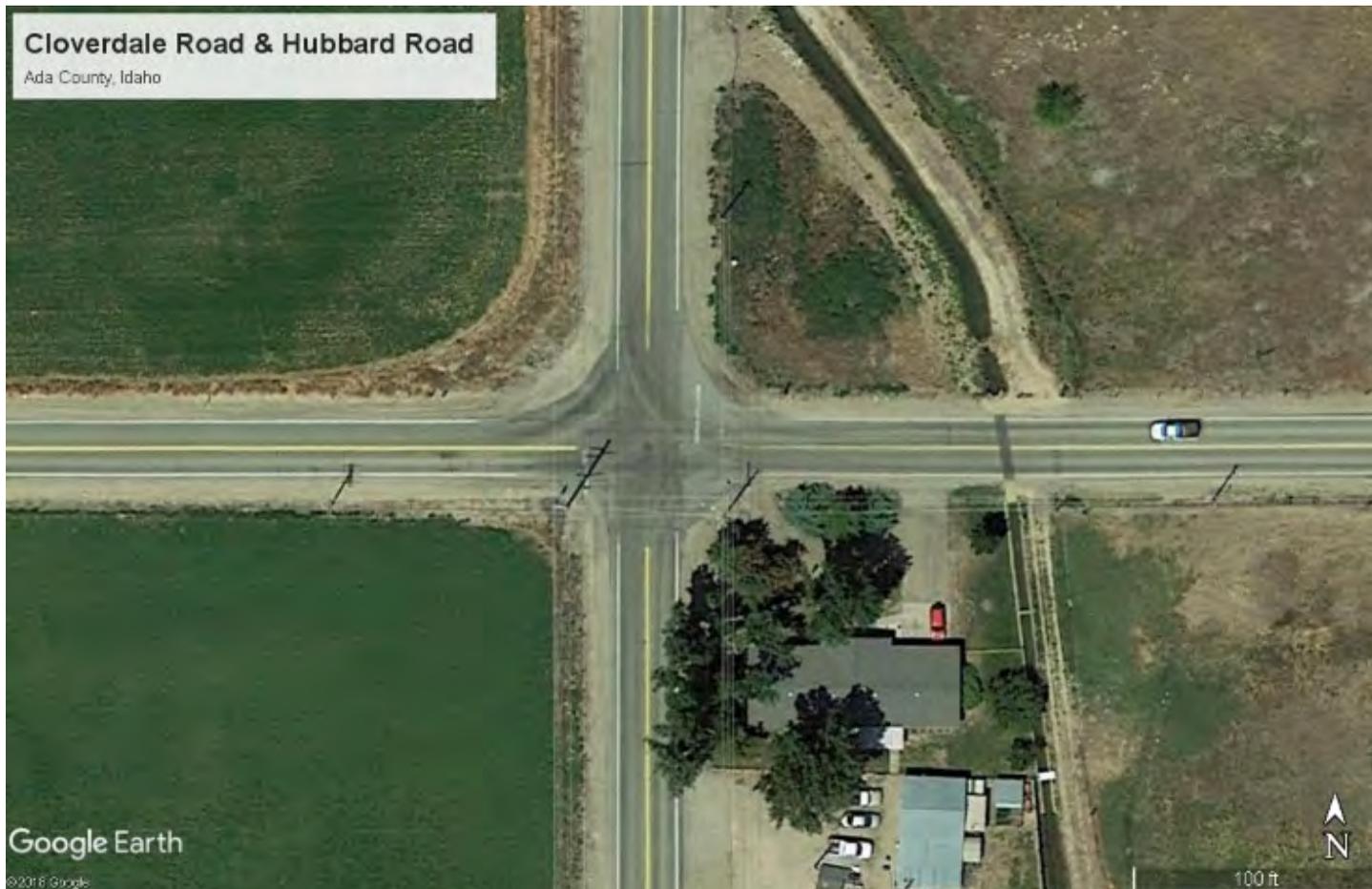
L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Hubbard Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Cloverdale Rd & Hubbard Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Kuna Rd
City, State: Ada County, Idaho
Control: All Stop

File Name : Cloverdale Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Cloverdale Road From North					Kuna Road From East					Cloverdale Road From South					Kuna Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	2	8	0	0	10	14	5	0	0	19	1	30	13	0	44	27	3	10	0	40	113
07:15 AM	9	8	0	0	17	4	10	0	0	14	0	26	20	0	46	30	6	20	0	56	133
07:30 AM	5	8	2	0	15	4	6	0	0	10	1	23	18	0	42	28	7	17	0	52	119
07:45 AM	2	12	2	0	16	10	7	0	0	17	0	21	11	0	32	36	0	10	0	46	111
Total	18	36	4	0	58	32	28	0	0	60	2	100	62	0	164	121	16	57	0	194	476
08:00 AM	2	8	1	0	11	8	2	0	0	10	0	21	9	0	30	13	4	13	0	30	81
08:15 AM	4	5	2	0	11	6	1	1	0	8	0	14	8	0	22	13	4	11	0	28	69
08:30 AM	4	6	2	0	12	6	2	0	0	8	0	18	11	0	29	21	5	8	0	34	83
08:45 AM	5	3	3	0	11	9	7	1	0	17	1	7	8	0	16	11	4	4	0	19	63
Total	15	22	8	0	45	29	12	2	0	43	1	60	36	0	97	58	17	36	0	111	296

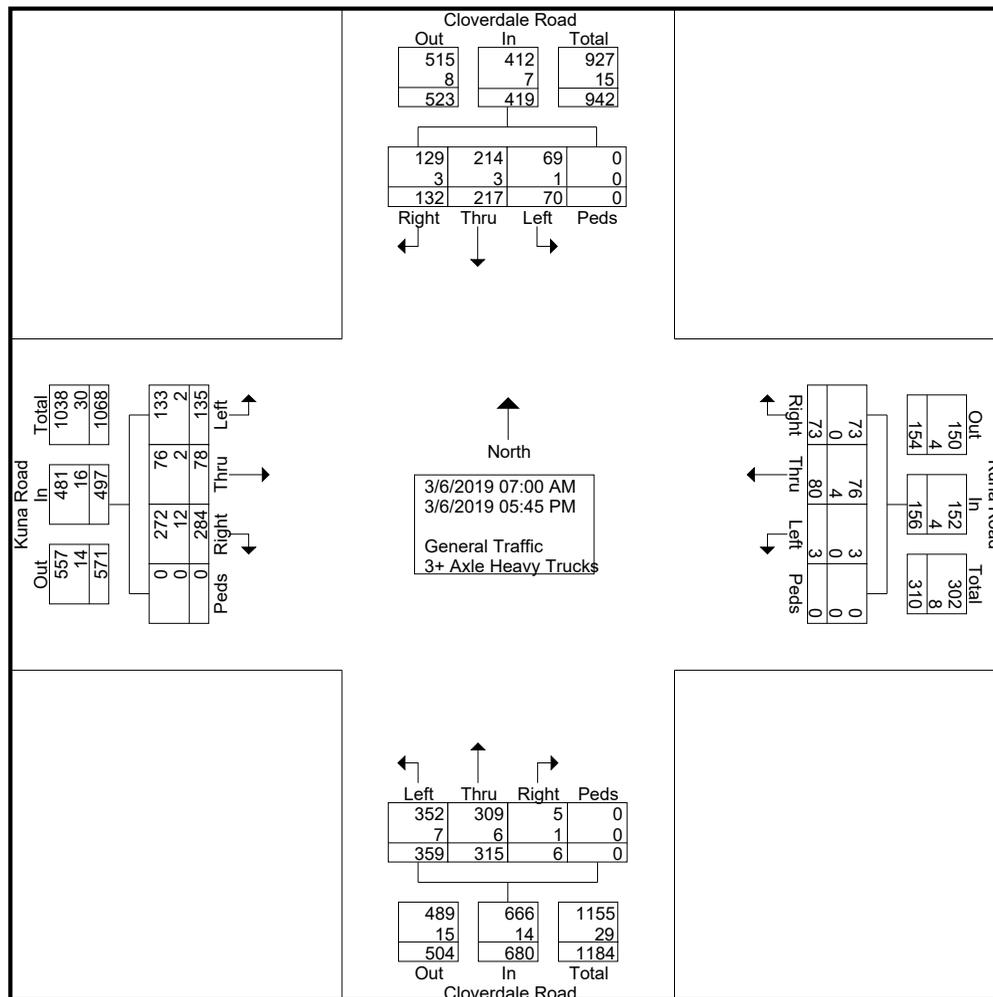
04:00 PM	17	19	10	0	46	0	4	0	0	4	1	14	17	0	32	12	5	4	0	21	103
04:15 PM	9	21	6	0	36	1	7	0	0	8	0	8	27	0	35	14	9	8	0	31	110
04:30 PM	8	20	9	0	37	0	3	0	0	3	0	19	26	0	45	20	9	3	0	32	117
04:45 PM	17	17	8	0	42	2	3	1	0	6	0	16	34	0	50	13	3	6	0	22	120
Total	51	77	33	0	161	3	17	1	0	21	1	57	104	0	162	59	26	21	0	106	450
05:00 PM	20	20	5	0	45	3	10	0	0	13	0	25	24	0	49	13	5	10	0	28	135
05:15 PM	11	24	12	0	47	4	6	0	0	10	0	29	34	0	63	9	7	3	0	19	139
05:30 PM	8	19	6	0	33	2	7	0	0	9	2	24	44	0	70	10	4	3	0	17	129
05:45 PM	9	19	2	0	30	0	0	0	0	0	0	20	55	0	75	14	3	5	0	22	127
Total	48	82	25	0	155	9	23	0	0	32	2	98	157	0	257	46	19	21	0	86	530
Grand Total	132	217	70	0	419	73	80	3	0	156	6	315	359	0	680	284	78	135	0	497	1752
Apprch %	31.5	51.8	16.7	0		46.8	51.3	1.9	0		0.9	46.3	52.8	0		57.1	15.7	27.2	0		
Total %	7.5	12.4	4	0	23.9	4.2	4.6	0.2	0	8.9	0.3	18	20.5	0	38.8	16.2	4.5	7.7	0	28.4	
General Traffic																					
% General Traffic	97.7	98.6	98.6	0	98.3	100	95	100	0	97.4	83.3	98.1	98.1	0	97.9	95.8	97.4	98.5	0	96.8	97.7
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	2.3	1.4	1.4	0	1.7	0	5	0	0	2.6	16.7	1.9	1.9	0	2.1	4.2	2.6	1.5	0	3.2	2.3

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Kuna Rd
City, State: Ada County, Idaho
Control: All Stop

File Name : Cloverdale Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 2



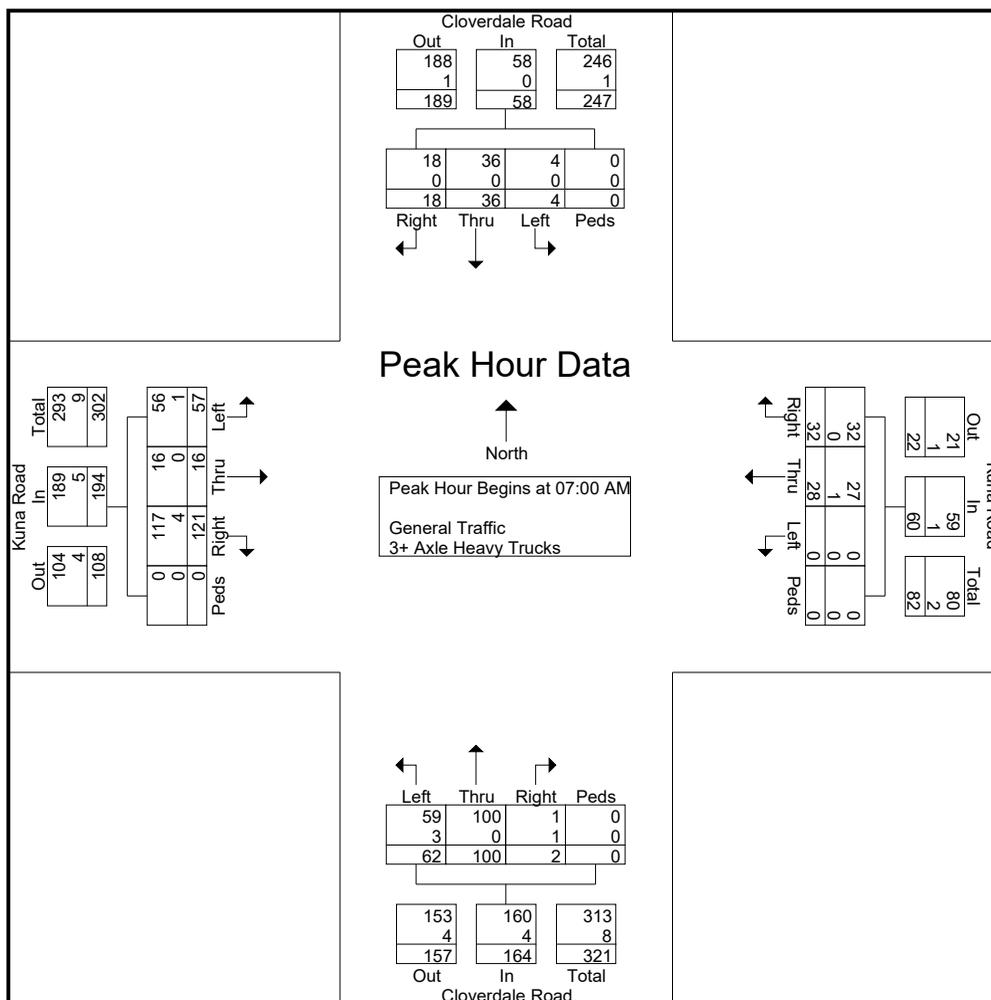
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Kuna Rd
City, State: Ada County, Idaho
Control: All Stop

File Name : Cloverdale Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 3

Start Time	Cloverdale Road From North					Kuna Road From East					Cloverdale Road From South					Kuna Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	2	8	0	0	10	14	5	0	0	19	1	30	13	0	44	27	3	10	0	40	113
07:15 AM	9	8	0	0	17	4	10	0	0	14	0	26	20	0	46	30	6	20	0	56	133
07:30 AM	5	8	2	0	15	4	6	0	0	10	1	23	18	0	42	28	7	17	0	52	119
07:45 AM	2	12	2	0	16	10	7	0	0	17	0	21	11	0	32	36	0	10	0	46	111
Total Volume	18	36	4	0	58	32	28	0	0	60	2	100	62	0	164	121	16	57	0	194	476
% App. Total	31	62.1	6.9	0		53.3	46.7	0	0		1.2	61	37.8	0		62.4	8.2	29.4	0		
PHF	.500	.750	.500	.000	.853	.571	.700	.000	.000	.789	.500	.833	.775	.000	.891	.840	.571	.713	.000	.866	.895
General Traffic	100	100	100	0	100	100	96.4	0	0	98.3	50.0	100	95.2	0	97.6	96.7	100	98.2	0	97.4	97.9
% General Traffic																					
3+ Axle Heavy Trucks	0	0	0	0	0	0	3.6	0	0	1.7	50.0	0	4.8	0	2.4	3.3	0	1.8	0	2.6	2.1
% 3+ Axle Heavy Trucks																					



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Kuna Rd
City, State: Ada County, Idaho
Control: All Stop

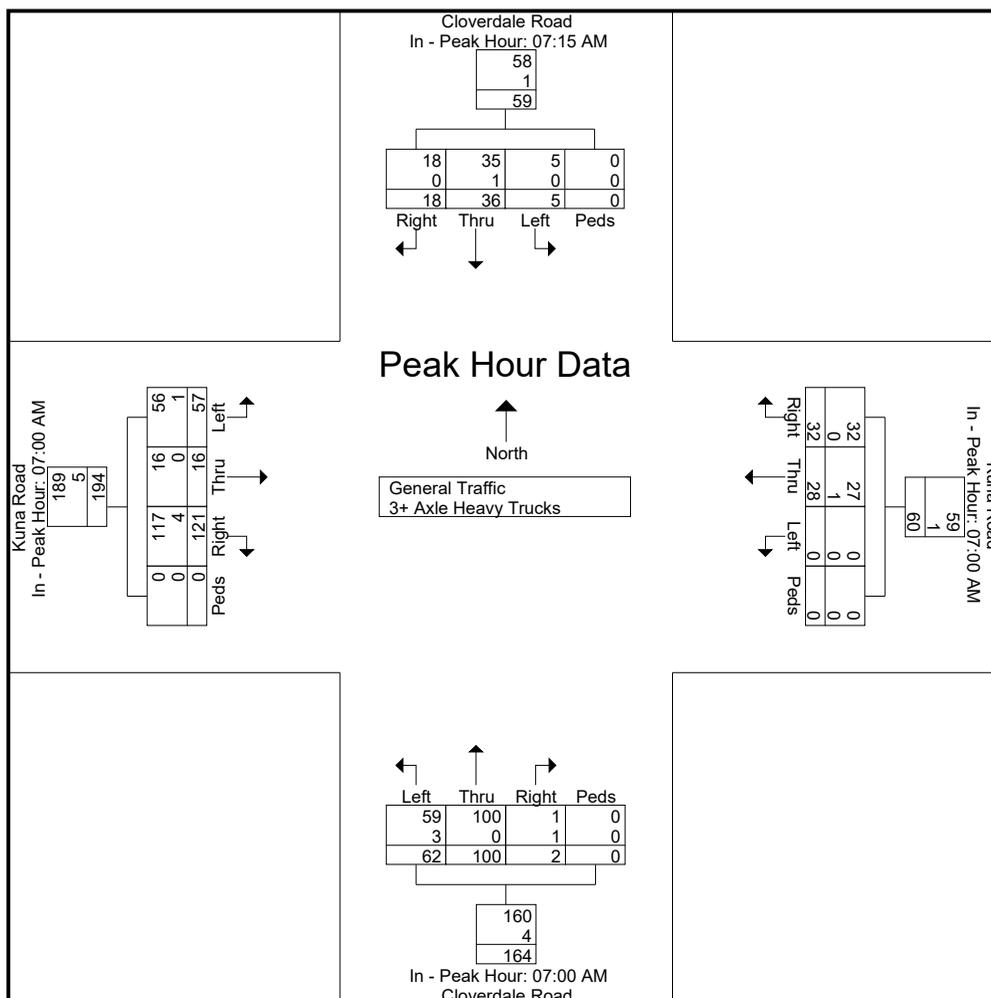
File Name : Cloverdale Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 4

Start Time	Cloverdale Road From North					Kuna Road From East					Cloverdale Road From South					Kuna Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	9	8	0	0	17	14	5	0	0	19	1	30	13	0	44	27	3	10	0	40
+15 mins.	5	8	2	0	15	4	10	0	0	14	0	26	20	0	46	30	6	20	0	56
+30 mins.	2	12	2	0	16	4	6	0	0	10	1	23	18	0	42	28	7	17	0	52
+45 mins.	2	8	1	0	11	10	7	0	0	17	0	21	11	0	32	36	0	10	0	46
Total Volume	18	36	5	0	59	32	28	0	0	60	2	100	62	0	164	121	16	57	0	194
% App. Total	30.5	61	8.5	0		53.3	46.7	0	0		1.2	61	37.8	0		62.4	8.2	29.4	0	
PHF	.500	.750	.625	.000	.868	.571	.700	.000	.000	.789	.500	.833	.775	.000	.891	.840	.571	.713	.000	.866
General Traffic																				
% General Traffic	100	97.2	100	0	98.3	100	96.4	0	0	98.3	50	100	95.2	0	97.6	96.7	100	98.2	0	97.4
3+ Axle Heavy Trucks	0	1	0	0	1	0	1	0	0	1	1	0	3	0	4	4	0	1	0	5
% 3+ Axle Heavy Trucks	0	2.8	0	0	1.7	0	3.6	0	0	1.7	50	0	4.8	0	2.4	3.3	0	1.8	0	2.6



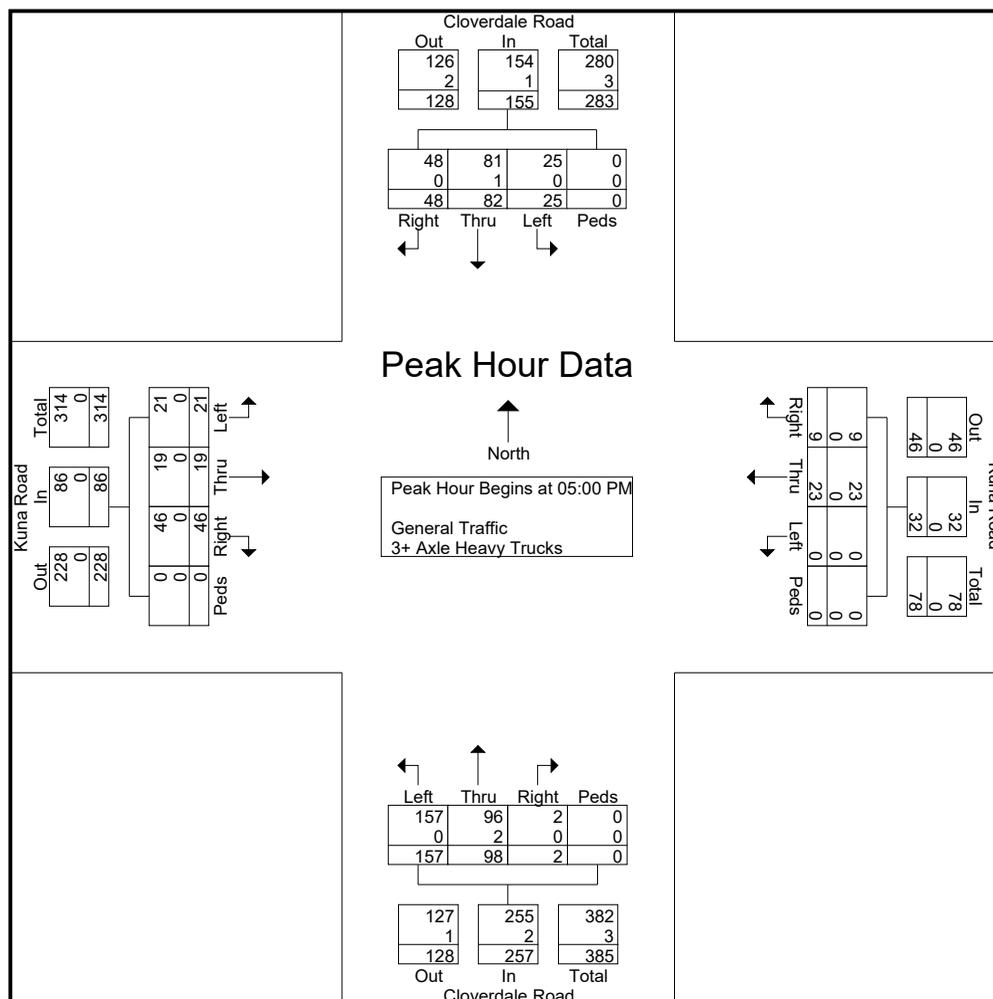
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Kuna Rd
City, State: Ada County, Idaho
Control: All Stop

File Name : Cloverdale Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 5

Start Time	Cloverdale Road From North					Kuna Road From East					Cloverdale Road From South					Kuna Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	20	20	5	0	45	3	10	0	0	13	0	25	24	0	49	13	5	10	0	28	135
05:15 PM	11	24	12	0	47	4	6	0	0	10	0	29	34	0	63	9	7	3	0	19	139
05:30 PM	8	19	6	0	33	2	7	0	0	9	2	24	44	0	70	10	4	3	0	17	129
05:45 PM	9	19	2	0	30	0	0	0	0	0	0	20	55	0	75	14	3	5	0	22	127
Total Volume	48	82	25	0	155	9	23	0	0	32	2	98	157	0	257	46	19	21	0	86	530
% App. Total	31	52.9	16.1	0		28.1	71.9	0	0		0.8	38.1	61.1	0		53.5	22.1	24.4	0		
PHF	.600	.854	.521	.000	.824	.563	.575	.000	.000	.615	.250	.845	.714	.000	.857	.821	.679	.525	.000	.768	.953
General Traffic	100	98.8	100	0	99.4	100	100	0	0	100	100	98.0	100	0	99.2	100	100	100	0	100	99.4
% General Traffic																					
3+ Axle Heavy Trucks	0	1.2	0	0	0.6	0	0	0	0	0	0	2.0	0	0	0.8	0	0	0	0	0	0.6
% 3+ Axle Heavy Trucks																					



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Kuna Rd
City, State: Ada County, Idaho
Control: All Stop

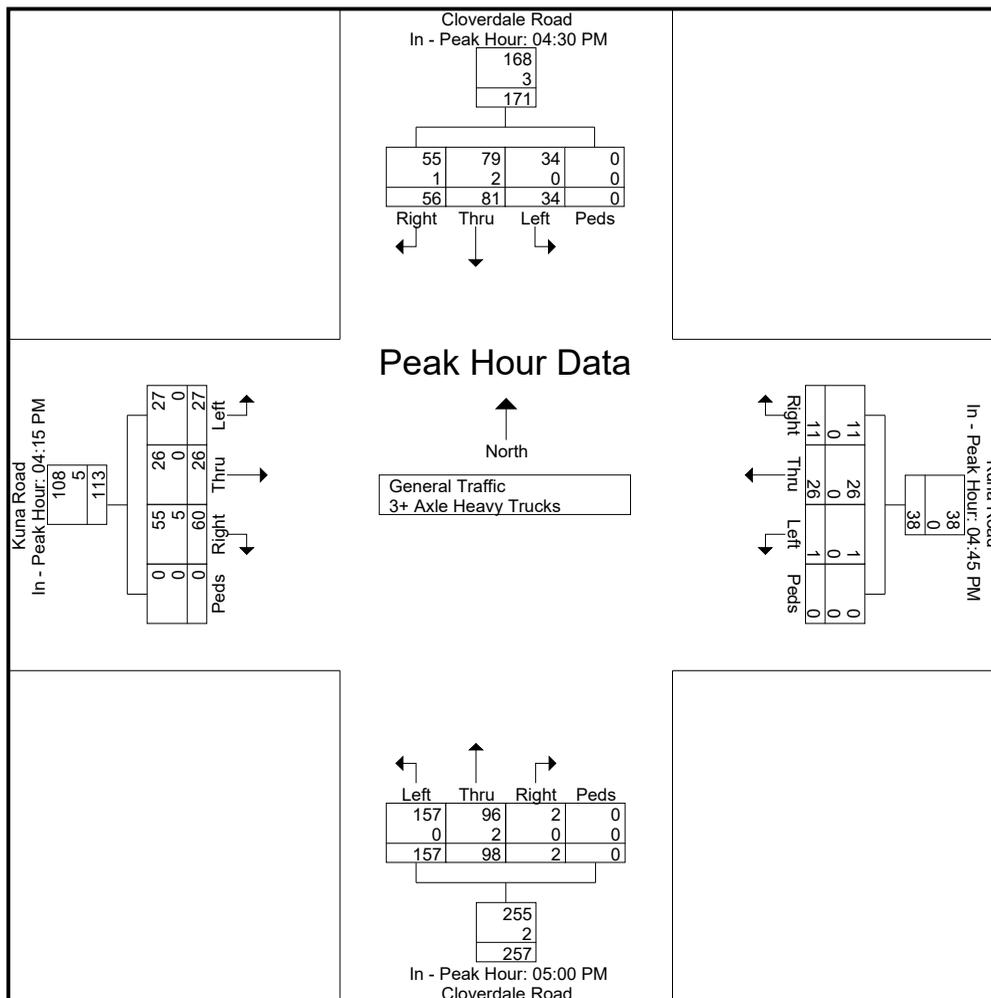
File Name : Cloverdale Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 6

Start Time	Cloverdale Road From North					Kuna Road From East					Cloverdale Road From South					Kuna Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					05:00 PM					04:15 PM				
+0 mins.	8	20	9	0	37	2	3	1	0	6	0	25	24	0	49	14	9	8	0	31
+15 mins.	17	17	8	0	42	3	10	0	0	13	0	29	34	0	63	20	9	3	0	32
+30 mins.	20	20	5	0	45	4	6	0	0	10	2	24	44	0	70	13	3	6	0	22
+45 mins.	11	24	12	0	47	2	7	0	0	9	0	20	55	0	75	13	5	10	0	28
Total Volume	56	81	34	0	171	11	26	1	0	38	2	98	157	0	257	60	26	27	0	113
% App. Total	32.7	47.4	19.9	0		28.9	68.4	2.6	0		0.8	38.1	61.1	0		53.1	23	23.9	0	
PHF	.700	.844	.708	.000	.910	.688	.650	.250	.000	.731	.250	.845	.714	.000	.857	.750	.722	.675	.000	.883
General Traffic																				
% General Traffic	98.2	97.5	100	0	98.2	100	100	100	0	100	100	98	100	0	99.2	91.7	100	100	0	95.6
3+ Axle Heavy Trucks	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	5	0	0	0	5
% 3+ Axle Heavy Trucks	1.8	2.5	0	0	1.8	0	0	0	0	0	0	2	0	0	0.8	8.3	0	0	0	4.4



L2 Data Collection

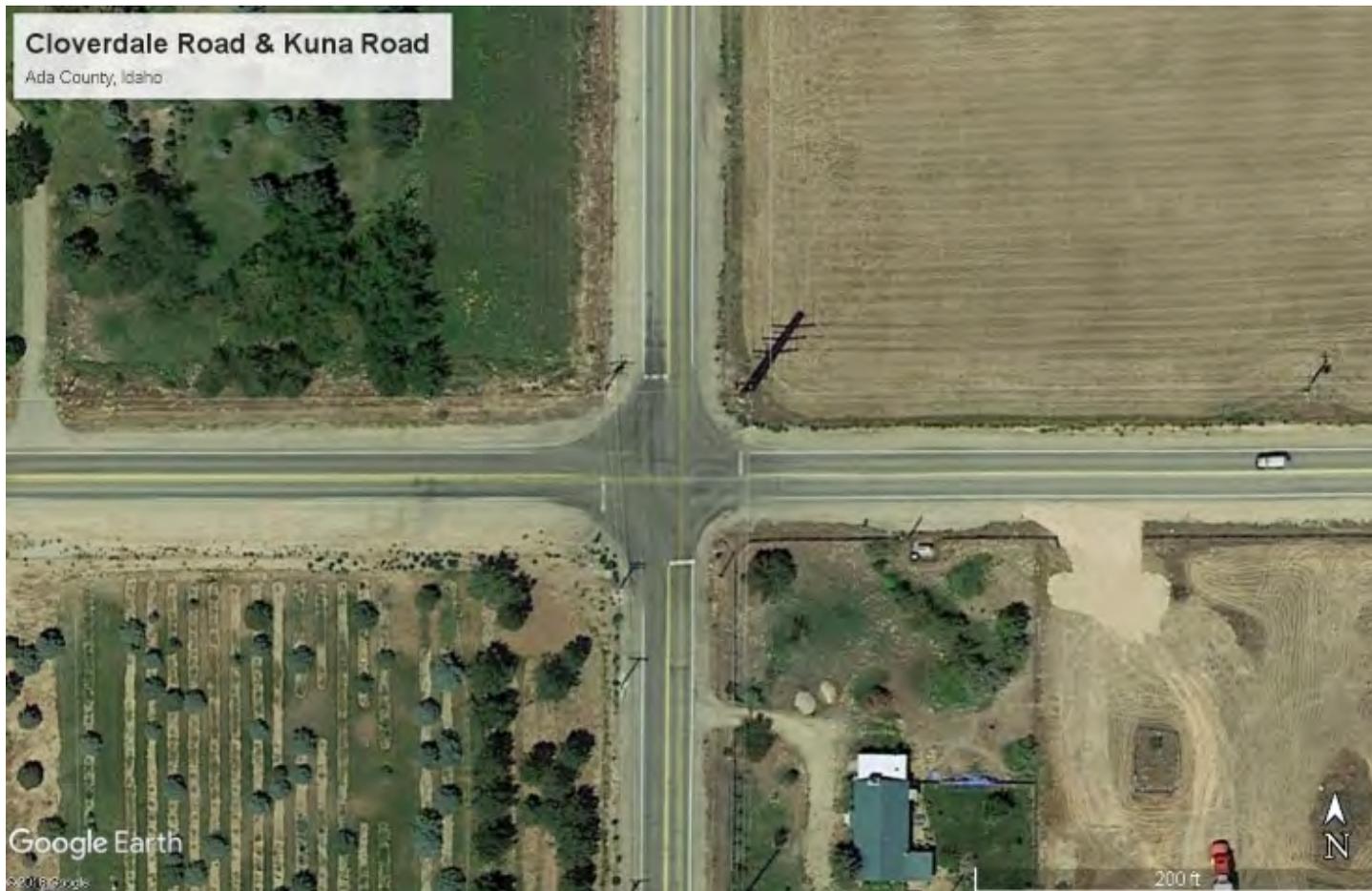
L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Cloverdale Rd / Kuna Rd
City, State: Ada County, Idaho
Control: All Stop

File Name : Cloverdale Rd & Kuna Rd
Site Code : 00000000
Start Date : 3/6/2019
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010

Intersection: Five Mile Rd / Hubbard Rd

City, State: Ada County, Idaho

Control: Stop Sign

File Name : Five Mile Rd & Hubbard Rd

Site Code : 00000000

Start Date : 3/5/2019

Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Dead End From North					Hubbard Road From East					Five Mile Road From South					Hubbard Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	32	32
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	61	0	0	0	61	64
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	41	1	0	0	42	46
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	39	3	0	0	42	44
Total	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	173	4	0	0	177	186
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	20	2	0	0	22	26
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	20	0	0	0	20	24
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	7	0	7	14	0	0	0	14	22
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	13	0	0	0	13	14
Total	0	0	0	0	0	0	2	2	0	4	0	0	13	0	13	67	2	0	0	69	86

04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	33	0	34	1	1	0	0	2	36
04:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	39	0	39	1	2	0	0	3	45
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	34	0	34	1	1	0	0	2	37
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	43	0	43	4	2	0	0	6	49
Total	0	0	0	0	0	0	4	0	0	4	1	0	149	0	150	7	6	0	0	13	167
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	53	0	53	0	0	0	0	0	54
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	62	0	62	2	1	0	0	3	66
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	59	0	59	3	1	0	0	4	63
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	19	0	19	1	0	0	0	1	20
Total	0	0	0	0	0	0	2	0	0	2	0	0	193	0	193	6	2	0	0	8	203
Grand Total	0	0	0	0	0	0	16	2	0	18	1	0	356	0	357	253	14	0	0	267	642
Apprch %	0	0	0	0	0	0	88.9	11.1	0	0	0.3	0	99.7	0	0	94.8	5.2	0	0	0	0
Total %	0	0	0	0	0	0	2.5	0.3	0	2.8	0.2	0	55.5	0	55.6	39.4	2.2	0	0	41.6	0
General Traffic																					
% General Traffic	0	0	0	0	0	0	100	100	0	100	100	0	94.9	0	95	94.1	100	0	0	94.4	94.9
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	5.1	0	5	5.9	0	0	0	5.6	5.1

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010

Intersection: Five Mile Rd / Hubbard Rd

City, State: Ada County, Idaho

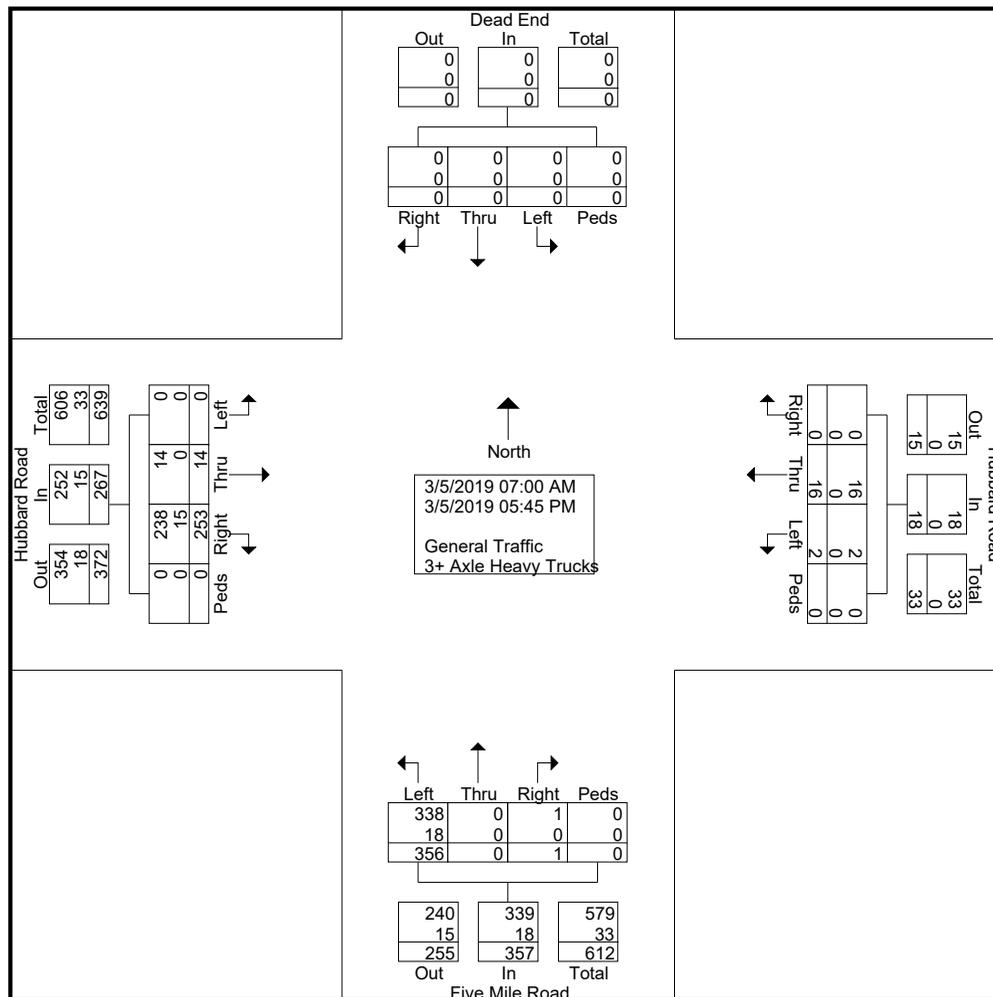
Control: Stop Sign

File Name : Five Mile Rd & Hubbard Rd

Site Code : 00000000

Start Date : 3/5/2019

Page No : 2



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Five Mile Rd / Hubbard Rd
City, State: Ada County, Idaho
Control: Stop Sign

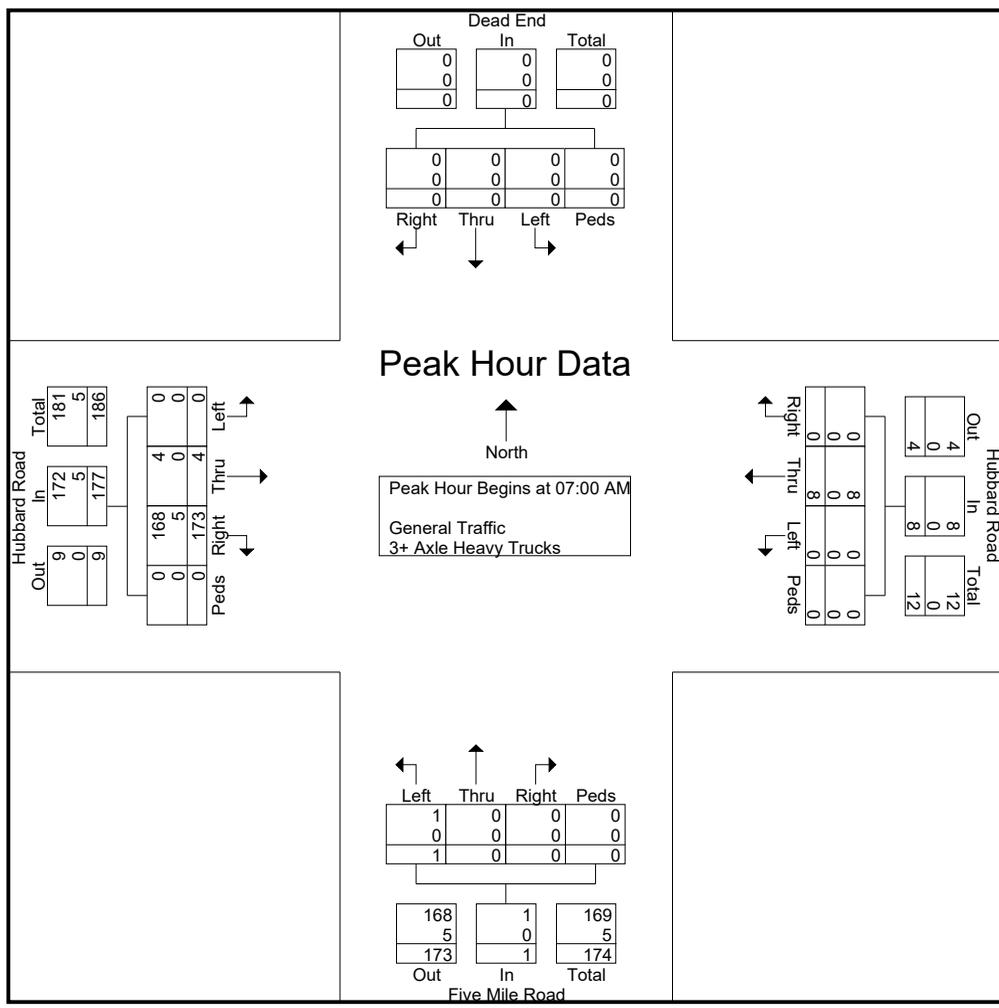
File Name : Five Mile Rd & Hubbard Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 3

Start Time	Dead End From North					Hubbard Road From East					Five Mile Road From South					Hubbard Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	32	32
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	61	0	0	0	61	64
07:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	41	1	0	0	42	46
07:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	39	3	0	0	42	44
Total Volume	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	173	4	0	0	177	186
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	100	0	100	97.7	2.3	0	0	97.2	97.3
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.250	.000	.250	.709	.333	.000	.000	.725	.727
General Traffic																					
% General Traffic	0	0	0	0	0	0	100	0	0	100	0	0	100	0	100	97.1	100	0	0	97.2	97.3
3+ Axle Heavy Trucks																					
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.9	0	0	0	2.8	2.7



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Five Mile Rd / Hubbard Rd
City, State: Ada County, Idaho
Control: Stop Sign

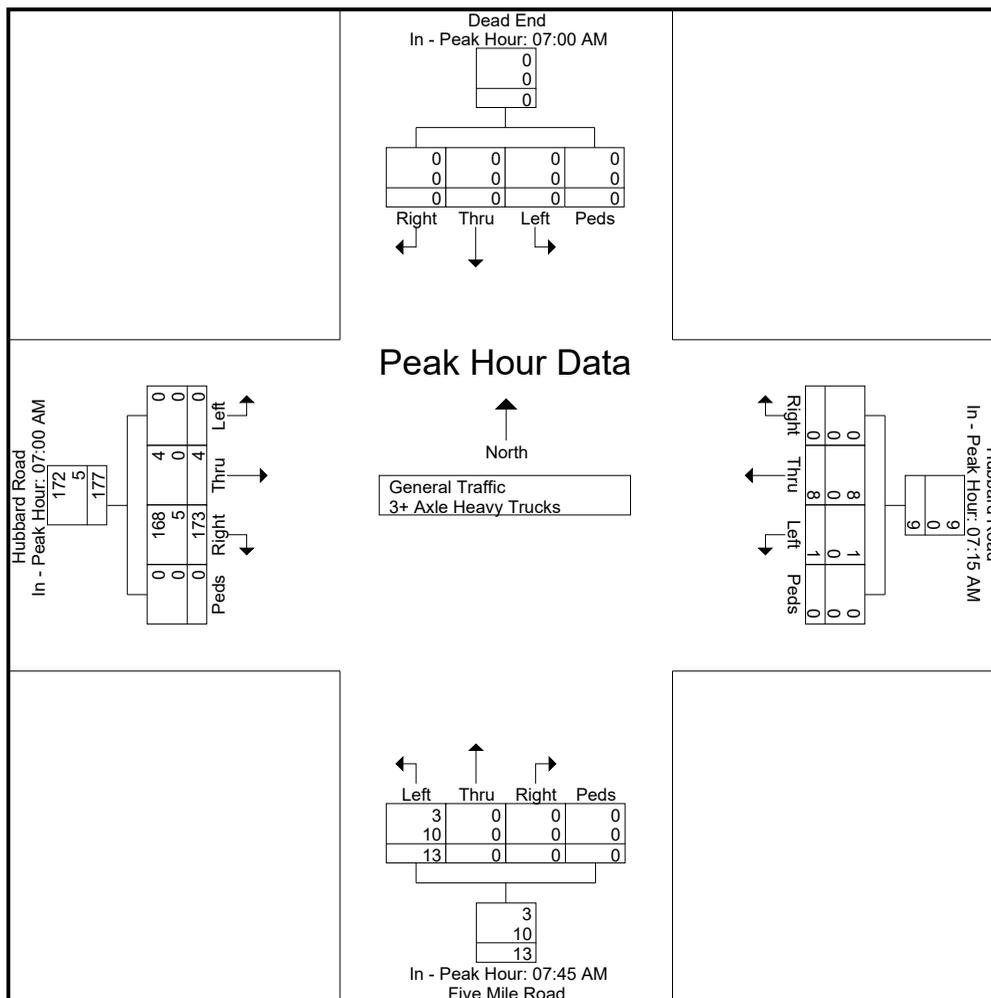
File Name : Five Mile Rd & Hubbard Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 4

Start Time	Dead End From North					Hubbard Road From East					Five Mile Road From South					Hubbard Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:15 AM					07:45 AM					07:00 AM					
+0 mins.	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	32	0	0	0	0	32
+15 mins.	0	0	0	0	0	0	4	0	0	4	0	0	3	0	3	61	0	0	0	0	61
+30 mins.	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	41	1	0	0	0	42
+45 mins.	0	0	0	0	0	0	0	1	0	1	0	0	7	0	7	39	3	0	0	0	42
Total Volume	0	0	0	0	0	0	8	1	0	9	0	0	13	0	13	173	4	0	0	0	177
% App. Total	0	0	0	0	0	0	88.9	11.1	0	0	0	0	100	0	0	97.7	2.3	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.500	.250	.000	.563	.000	.000	.464	.000	.464	.709	.333	.000	.000	.725	
General Traffic																					
% General Traffic	0	0	0	0	0	0	100	100	0	100	0	0	23.1	0	23.1	97.1	100	0	0	0	97.2
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	5	0	0	0	0	5
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	76.9	0	76.9	2.9	0	0	0	0	2.8



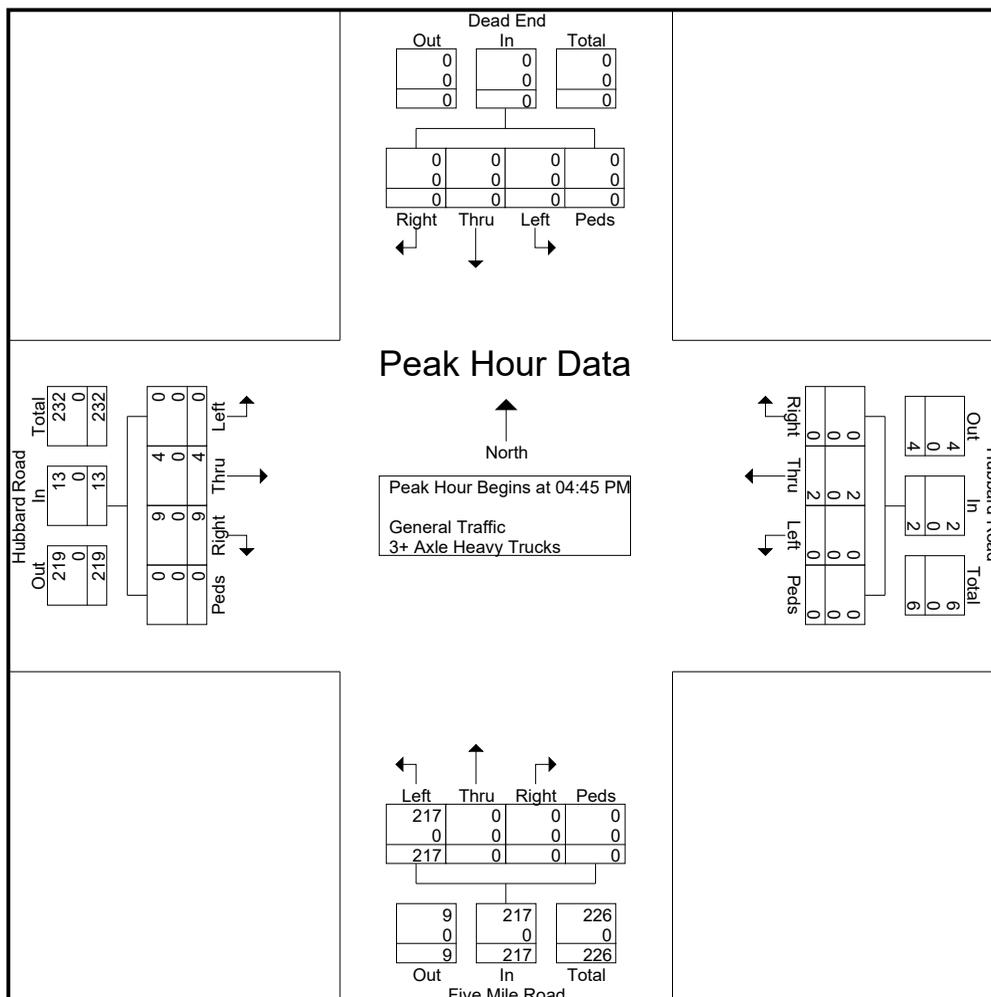
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Five Mile Rd / Hubbard Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Five Mile Rd & Hubbard Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 5

Start Time	Dead End From North					Hubbard Road From East					Five Mile Road From South					Hubbard Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	43	0	43	4	2	0	0	6	49
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	53	0	53	0	0	0	0	0	54
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	62	0	62	2	1	0	0	3	66
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	59	0	59	3	1	0	0	4	63
Total Volume	0	0	0	0	0	0	2	0	0	2	0	0	217	0	217	9	4	0	0	13	232
% App. Total	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	69.2	30.8	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.875	.000	.875	.563	.500	.000	.000	.542	.879
General Traffic																					
% General Traffic	0	0	0	0	0	0	100	0	0	100	0	0	100	0	100	100	100	0	0	100	100
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



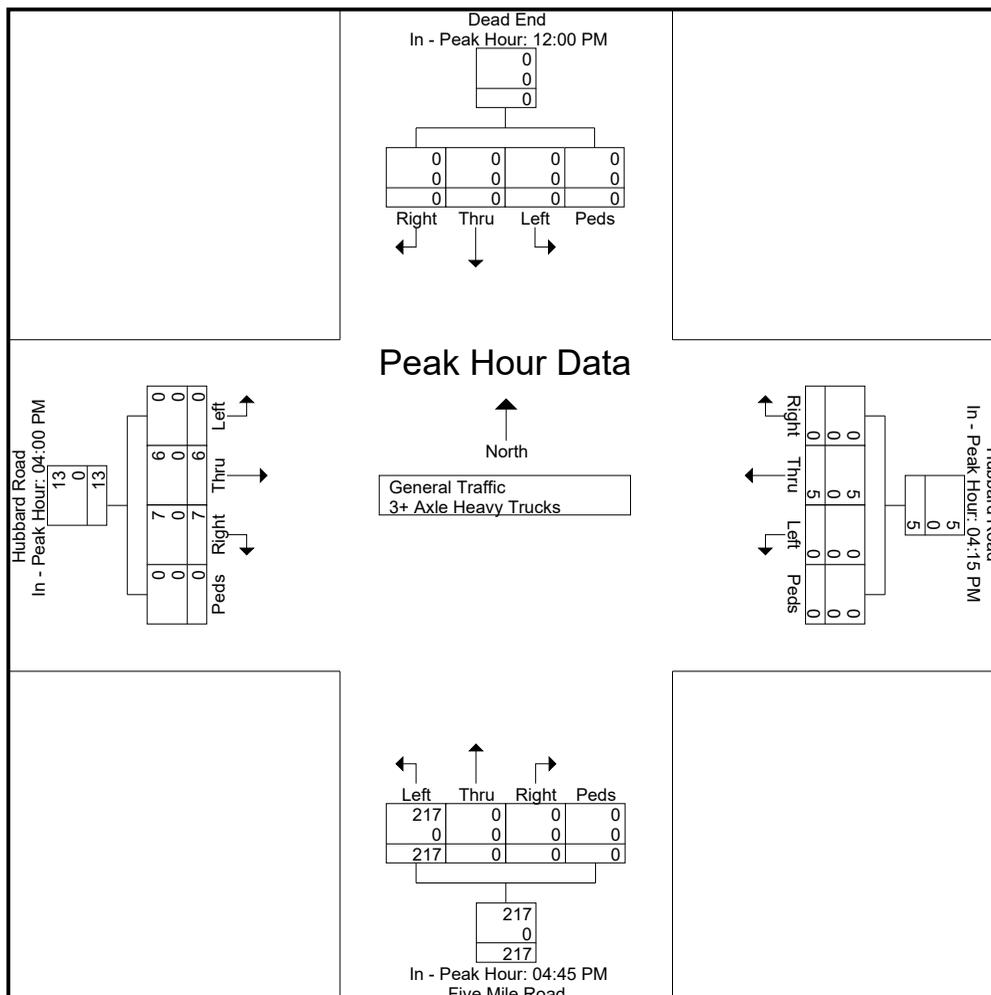
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Five Mile Rd / Hubbard Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Five Mile Rd & Hubbard Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 6

Start Time	Dead End From North					Hubbard Road From East					Five Mile Road From South					Hubbard Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:00 PM					04:15 PM					04:45 PM					04:00 PM					
+0 mins.	0	0	0	0	0	0	3	0	0	3	0	0	43	0	43	1	1	0	0	2	
+15 mins.	0	0	0	0	0	0	1	0	0	1	0	0	53	0	53	1	2	0	0	3	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	62	0	62	1	1	0	0	2	
+45 mins.	0	0	0	0	0	0	1	0	0	1	0	0	59	0	59	4	2	0	0	6	
Total Volume	0	0	0	0	0	0	5	0	0	5	0	0	217	0	217	7	6	0	0	13	
% App. Total	0	0	0	0	0	0	100	0	0	100	0	0	100	0	100	53.8	46.2	0	0		
PHF	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.000	.000	.875	.000	.875	.438	.750	.000	.000	.542	
General Traffic																					
% General Traffic	0	0	0	0	0	0	100	0	0	100	0	0	100	0	100	100	100	0	0	100	
3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% 3+ Axle Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



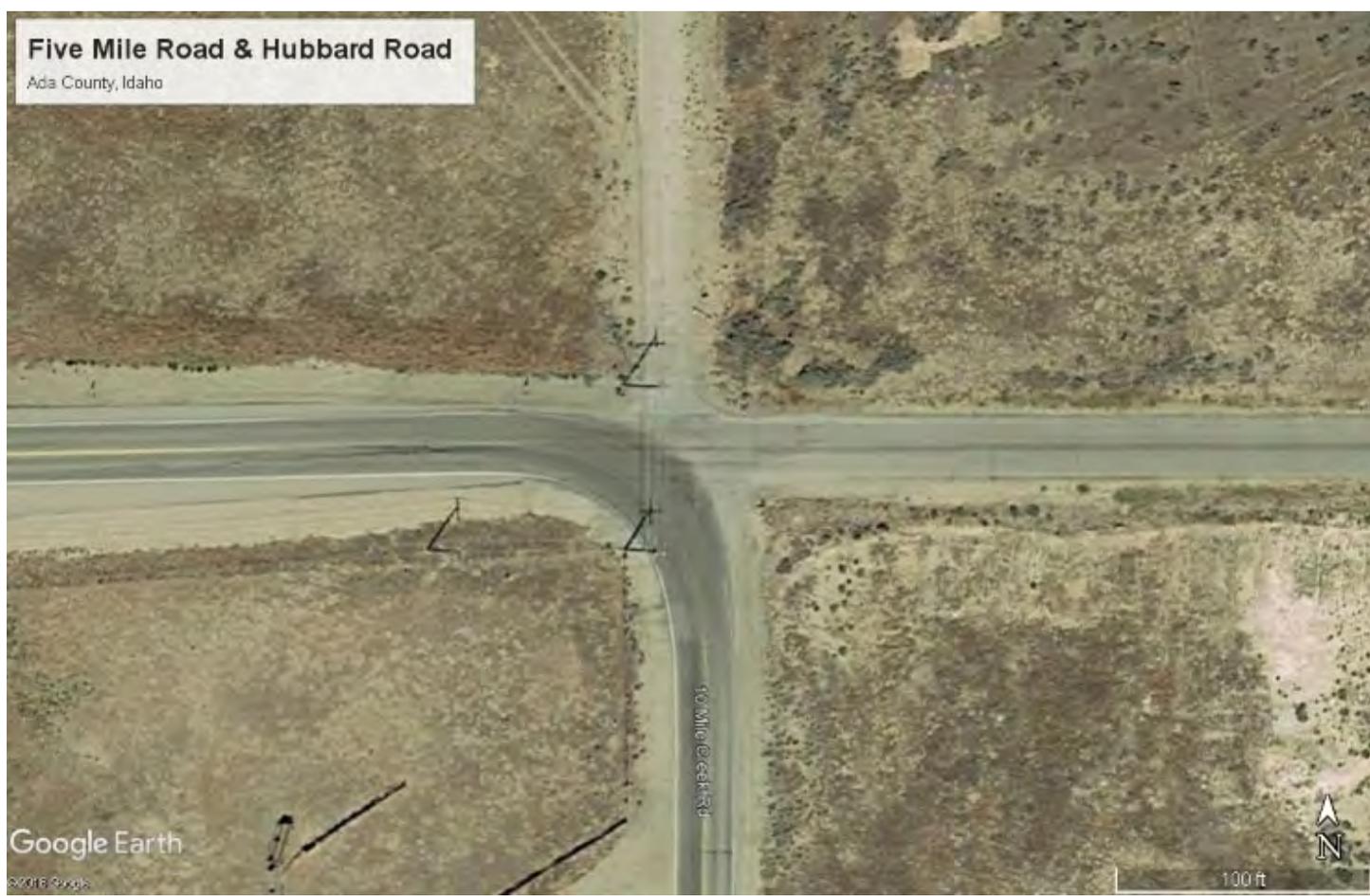
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Five Mile Rd / Hubbard Rd
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Five Mile Rd & Hubbard Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010

Intersection: Pleasant Valley / Gowen Rd

City, State: Ada County, Idaho

Control: Signalized

File Name : Pleasant Valley Rd & Gowen Rd

Site Code : 00000000

Start Date : 3/5/2019

Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Gowen Road From East				Pleasant Valley Road From South				Gowen Road From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
07:00 AM	32	3	0	35	46	23	0	69	38	223	0	261	365
07:15 AM	38	6	0	44	49	59	1	109	57	203	0	260	413
07:30 AM	23	7	0	30	53	57	0	110	46	211	0	257	397
07:45 AM	34	3	0	37	43	63	0	106	43	197	0	240	383
Total	127	19	0	146	191	202	1	394	184	834	0	1018	1558
08:00 AM	43	4	0	47	20	56	0	76	42	128	0	170	293
08:15 AM	47	7	0	54	23	34	0	57	39	122	0	161	272
08:30 AM	37	8	0	45	16	41	0	57	51	99	0	150	252
08:45 AM	37	4	0	41	14	47	0	61	42	108	0	150	252
Total	164	23	0	187	73	178	0	251	174	457	0	631	1069

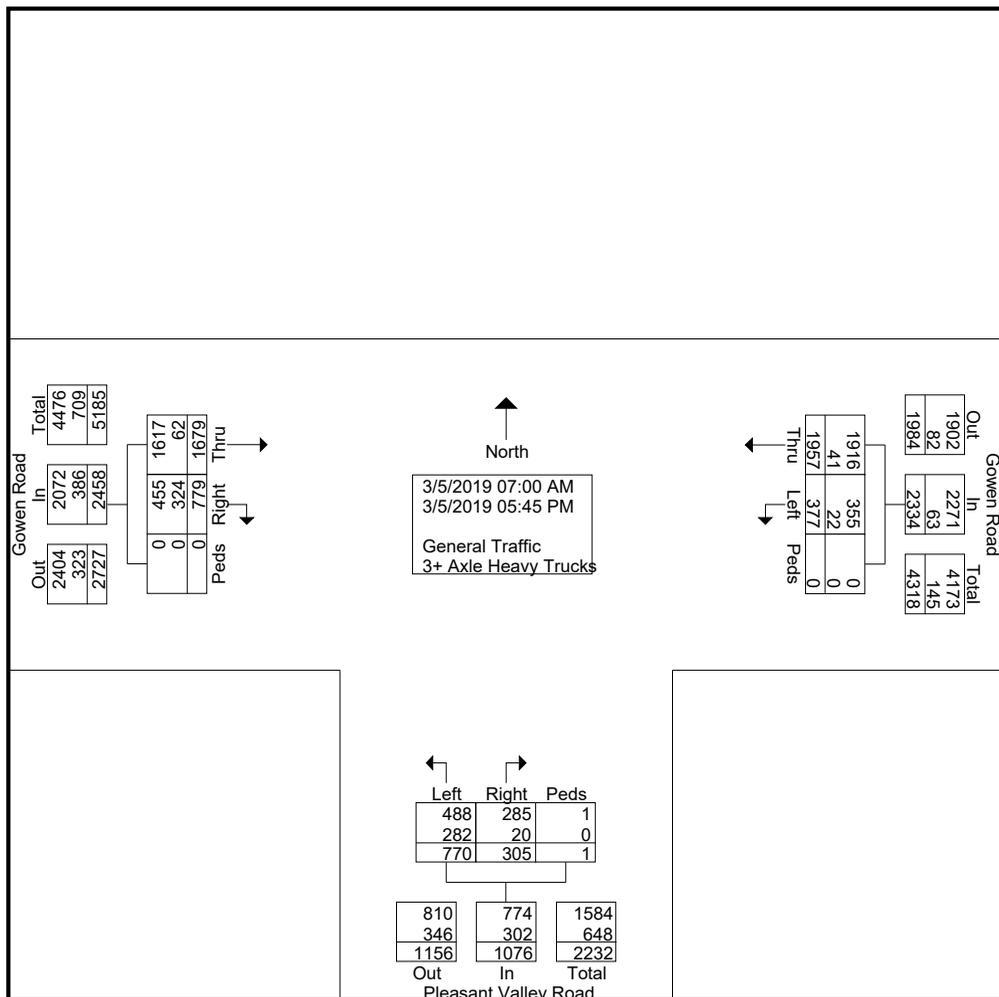
04:00 PM	190	26	0	216	12	35	0	47	24	33	0	57	320
04:15 PM	250	35	0	285	5	42	0	47	52	51	0	103	435
04:30 PM	245	43	0	288	3	59	0	62	35	55	0	90	440
04:45 PM	229	40	0	269	6	48	0	54	49	49	0	98	421
Total	914	144	0	1058	26	184	0	210	160	188	0	348	1616
05:00 PM	220	58	0	278	5	50	0	55	54	58	0	112	445
05:15 PM	232	79	0	311	4	43	0	47	65	49	0	114	472
05:30 PM	179	36	0	215	3	58	0	61	75	43	0	118	394
05:45 PM	121	18	0	139	3	55	0	58	67	50	0	117	314
Total	752	191	0	943	15	206	0	221	261	200	0	461	1625
Grand Total	1957	377	0	2334	305	770	1	1076	779	1679	0	2458	5868
Approch %	83.8	16.2	0		28.3	71.6	0.1		31.7	68.3	0		
Total %	33.4	6.4	0	39.8	5.2	13.1	0	18.3	13.3	28.6	0	41.9	
General Traffic	1916	355	0	2271	285	488	1	774	455	1617	0	2072	5117
% General Traffic	97.9	94.2	0	97.3	93.4	63.4	100	71.9	58.4	96.3	0	84.3	87.2
3+ Axle Heavy Trucks	41	22	0	63	20	282	0	302	324	62	0	386	751
% 3+ Axle Heavy Trucks	2.1	5.8	0	2.7	6.6	36.6	0	28.1	41.6	3.7	0	15.7	12.8

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Pleasant Valley / Gowen Rd
City, State: Ada County, Idaho
Control: Signalized

File Name : Pleasant Valley Rd & Gowen Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 2



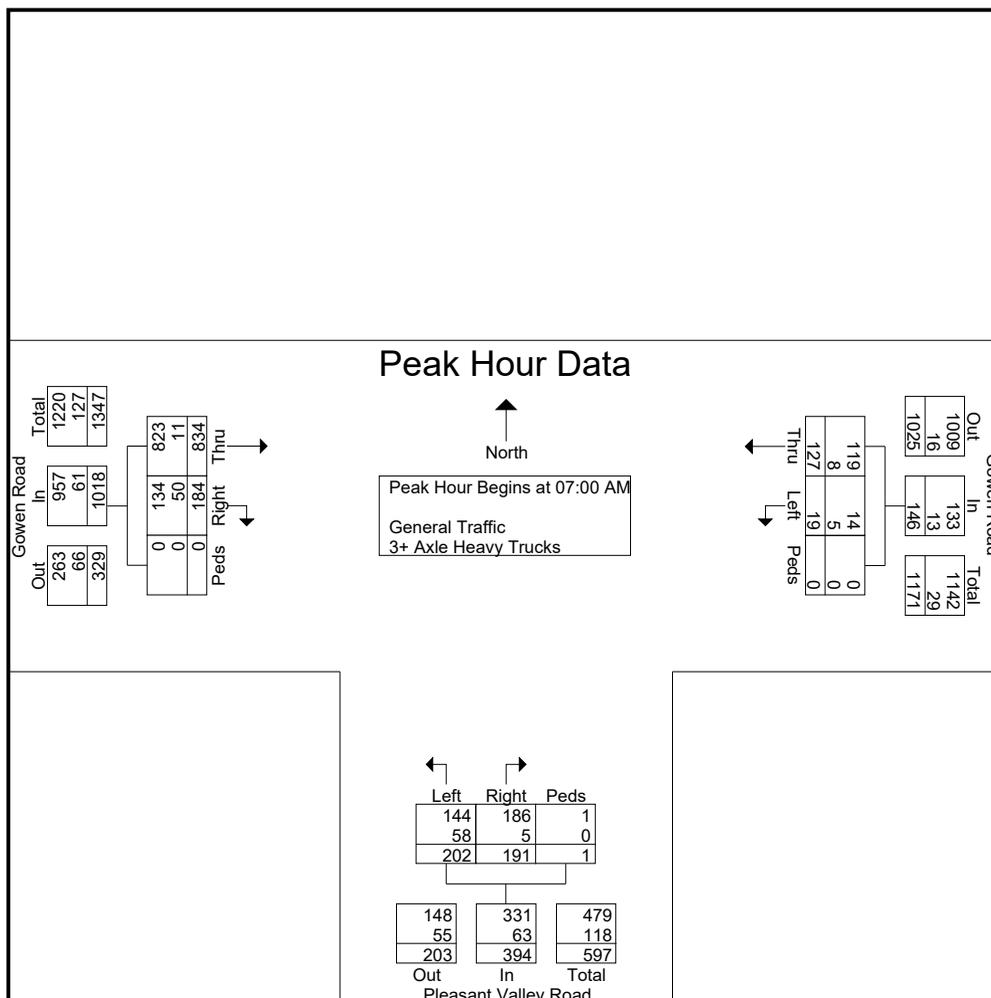
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Pleasant Valley / Gowen Rd
City, State: Ada County, Idaho
Control: Signalized

File Name : Pleasant Valley Rd & Gowen Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 3

Start Time	Gowen Road From East				Pleasant Valley Road From South				Gowen Road From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	32	3	0	35	46	23	0	69	38	223	0	261	365
07:15 AM	38	6	0	44	49	59	1	109	57	203	0	260	413
07:30 AM	23	7	0	30	53	57	0	110	46	211	0	257	397
07:45 AM	34	3	0	37	43	63	0	106	43	197	0	240	383
Total Volume	127	19	0	146	191	202	1	394	184	834	0	1018	1558
% App. Total	87	13	0		48.5	51.3	0.3		18.1	81.9	0		
PHF	.836	.679	.000	.830	.901	.802	.250	.895	.807	.935	.000	.975	.943
General Traffic	119	14	0	133	186	144	1	331	134	823	0	957	1421
% General Traffic	93.7	73.7	0	91.1	97.4	71.3	100	84.0	72.8	98.7	0	94.0	91.2
3+ Axle Heavy Trucks	8	5	0	13	5	58	0	63	50	11	0	61	137
% 3+ Axle Heavy Trucks	6.3	26.3	0	8.9	2.6	28.7	0	16.0	27.2	1.3	0	6.0	8.8



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Pleasant Valley / Gowen Rd
City, State: Ada County, Idaho
Control: Signalized

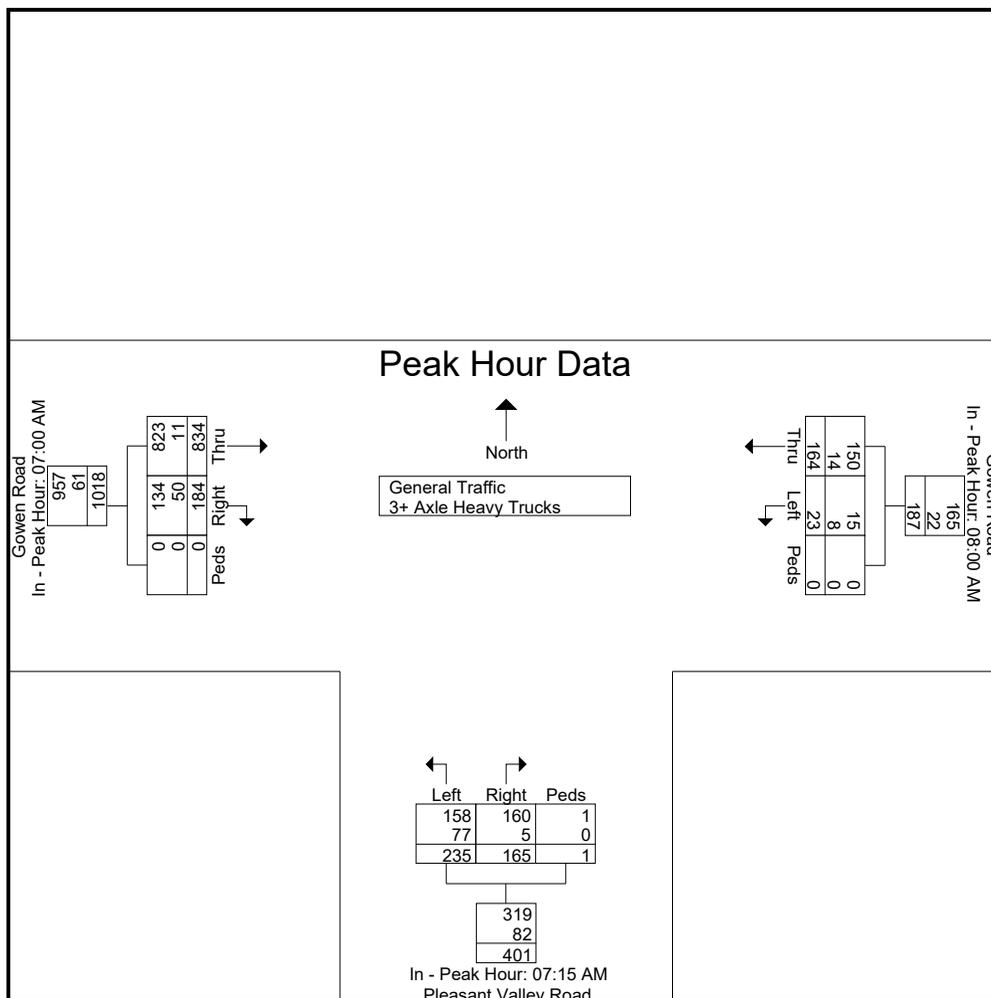
File Name : Pleasant Valley Rd & Gowen Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 4

Start Time	Gowen Road From East				Pleasant Valley Road From South				Gowen Road From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:15 AM				07:00 AM			
+0 mins.	43	4	0	47	49	59	1	109	38	223	0	261
+15 mins.	47	7	0	54	53	57	0	110	57	203	0	260
+30 mins.	37	8	0	45	43	63	0	106	46	211	0	257
+45 mins.	37	4	0	41	20	56	0	76	43	197	0	240
Total Volume	164	23	0	187	165	235	1	401	184	834	0	1018
% App. Total	87.7	12.3	0		41.1	58.6	0.2		18.1	81.9	0	
PHF	.872	.719	.000	.866	.778	.933	.250	.911	.807	.935	.000	.975
General Traffic	150	15	0	165	160	158	1	319	134	823	0	957
% General Traffic	91.5	65.2	0	88.2	97	67.2	100	79.6	72.8	98.7	0	94
3+ Axle Heavy Trucks	14	8	0	22	5	77	0	82	50	11	0	61
% 3+ Axle Heavy Trucks	8.5	34.8	0	11.8	3	32.8	0	20.4	27.2	1.3	0	6



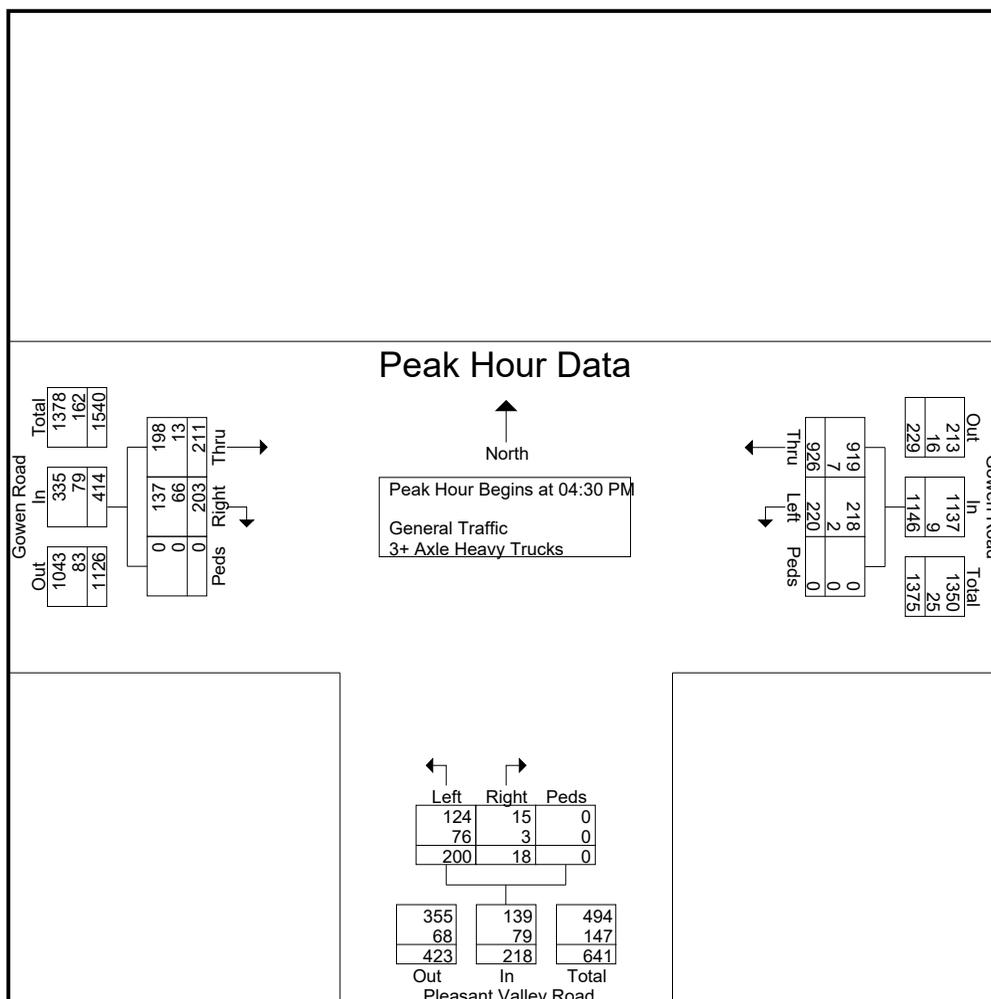
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Pleasant Valley / Gowen Rd
City, State: Ada County, Idaho
Control: Signalized

File Name : Pleasant Valley Rd & Gowen Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 5

Start Time	Gowen Road From East				Pleasant Valley Road From South				Gowen Road From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	245	43	0	288	3	59	0	62	35	55	0	90	440
04:45 PM	229	40	0	269	6	48	0	54	49	49	0	98	421
05:00 PM	220	58	0	278	5	50	0	55	54	58	0	112	445
05:15 PM	232	79	0	311	4	43	0	47	65	49	0	114	472
Total Volume	926	220	0	1146	18	200	0	218	203	211	0	414	1778
% App. Total	80.8	19.2	0		8.3	91.7	0		49	51	0		
PHF	.945	.696	.000	.921	.750	.847	.000	.879	.781	.909	.000	.908	.942
General Traffic	919	218	0	1137	15	124	0	139	137	198	0	335	1611
% General Traffic	99.2	99.1	0	99.2	83.3	62.0	0	63.8	67.5	93.8	0	80.9	90.6
3+ Axle Heavy Trucks	7	2	0	9	3	76	0	79	66	13	0	79	167
% 3+ Axle Heavy Trucks	0.8	0.9	0	0.8	16.7	38.0	0	36.2	32.5	6.2	0	19.1	9.4



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Pleasant Valley / Gowen Rd
City, State: Ada County, Idaho
Control: Signalized

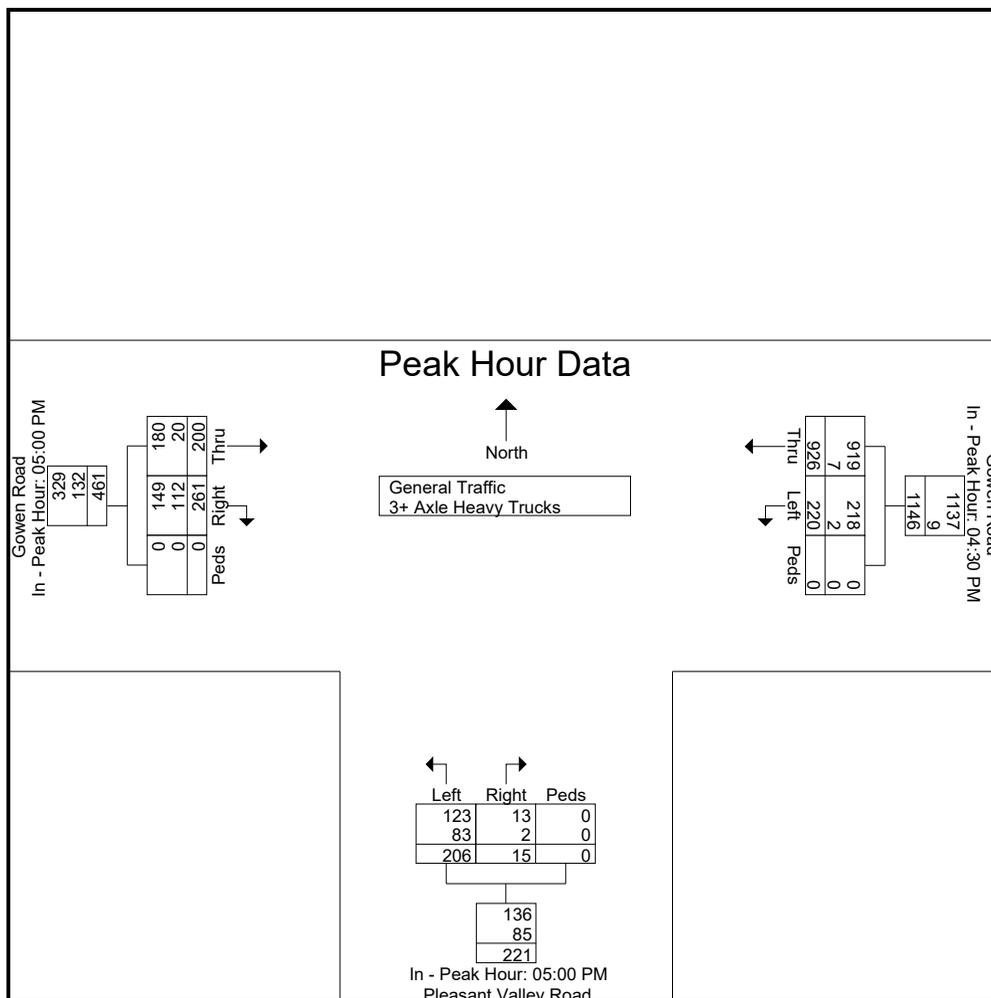
File Name : Pleasant Valley Rd & Gowen Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 6

Start Time	Gowen Road From East				Pleasant Valley Road From South				Gowen Road From West				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				05:00 PM			
+0 mins.	245	43	0	288	5	50	0	55	54	58	0	112
+15 mins.	229	40	0	269	4	43	0	47	65	49	0	114
+30 mins.	220	58	0	278	3	58	0	61	75	43	0	118
+45 mins.	232	79	0	311	3	55	0	58	67	50	0	117
Total Volume	926	220	0	1146	15	206	0	221	261	200	0	461
% App. Total	80.8	19.2	0		6.8	93.2	0		56.6	43.4	0	
PHF	.945	.696	.000	.921	.750	.888	.000	.906	.870	.862	.000	.977
General Traffic	919	218	0	1137	13	123	0	136	149	180	0	329
% General Traffic	99.2	99.1	0	99.2	86.7	59.7	0	61.5	57.1	90	0	71.4
3+ Axle Heavy Trucks	7	2	0	9	2	83	0	85	112	20	0	132
% 3+ Axle Heavy Trucks	0.8	0.9	0	0.8	13.3	40.3	0	38.5	42.9	10	0	28.6



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Pleasant Valley / Gowen Rd
City, State: Ada County, Idaho
Control: Signalized

File Name : Pleasant Valley Rd & Gowen Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010

Intersection: Pleasant / Ten Mile Creek

City, State: Ada County, Idaho

Control: Stop Sign

File Name : Pleasant Valley Rd & Ten Mile Creek Rd

Site Code : 00000000

Start Date : 3/5/2019

Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Pleasant Valley Road From North				Pleasant Valley Road From South				Ten Mile Creek Road From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM	2	26	0	28	48	1	0	49	7	32	0	39	116
07:15 AM	0	28	0	28	49	0	0	49	10	42	0	52	129
07:30 AM	0	39	0	39	50	0	0	50	19	34	0	53	142
07:45 AM	1	41	0	42	43	0	0	43	11	25	0	36	121
Total	3	134	0	137	190	1	0	191	47	133	0	180	508
08:00 AM	0	22	0	22	33	0	0	33	8	25	0	33	88
08:15 AM	3	18	0	21	21	0	0	21	2	15	0	17	59
08:30 AM	3	16	0	19	15	1	0	16	4	10	0	14	49
08:45 AM	4	18	0	22	13	0	0	13	3	11	0	14	49
Total	10	74	0	84	82	1	0	83	17	61	0	78	245

04:00 PM	15	27	0	42	30	14	0	44	0	2	0	2	88
04:15 PM	27	34	0	61	29	8	1	38	0	0	0	0	99
04:30 PM	24	33	0	57	33	8	0	41	0	1	0	1	99
04:45 PM	34	48	0	82	10	11	0	21	1	2	0	3	106
Total	100	142	0	242	102	41	1	144	1	5	0	6	392
05:00 PM	37	33	0	70	29	10	0	39	0	1	0	1	110
05:15 PM	64	68	0	132	23	7	0	30	1	0	0	1	163
05:30 PM	35	52	0	87	27	3	0	30	3	0	0	3	120
05:45 PM	20	50	0	70	25	1	0	26	1	0	0	1	97
Total	156	203	0	359	104	21	0	125	5	1	0	6	490
Grand Total	269	553	0	822	478	64	1	543	70	200	0	270	1635
Apprch %	32.7	67.3	0		88	11.8	0.2		25.9	74.1	0		
Total %	16.5	33.8	0	50.3	29.2	3.9	0.1	33.2	4.3	12.2	0	16.5	
General Traffic	256	539	0	795	464	64	1	529	70	189	0	259	1583
% General Traffic	95.2	97.5	0	96.7	97.1	100	100	97.4	100	94.5	0	95.9	96.8
3+ Axle Heavy Trucks	13	14	0	27	14	0	0	14	0	11	0	11	52
% 3+ Axle Heavy Trucks	4.8	2.5	0	3.3	2.9	0	0	2.6	0	5.5	0	4.1	3.2

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010

Intersection: Pleasant / Ten Mile Creek

City, State: Ada County, Idaho

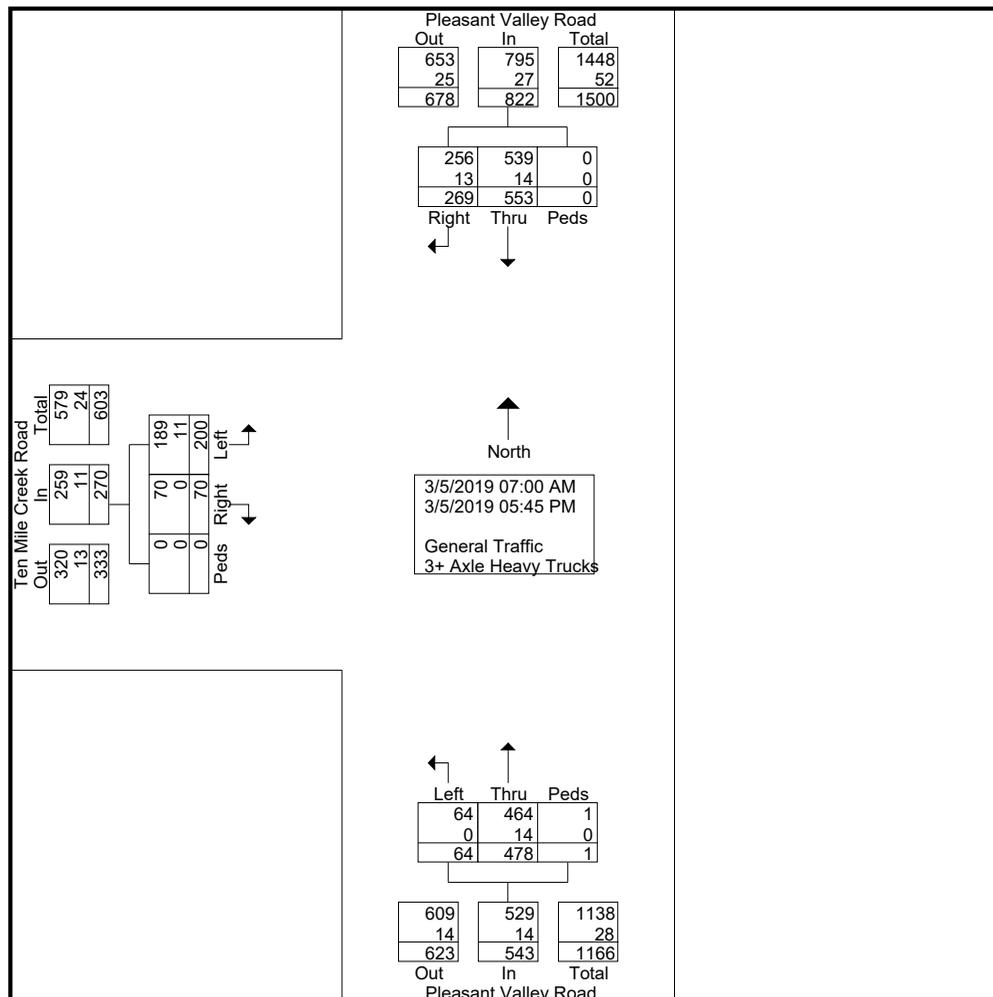
Control: Stop Sign

File Name : Pleasant Valley Rd & Ten Mile Creek Rd

Site Code : 00000000

Start Date : 3/5/2019

Page No : 2



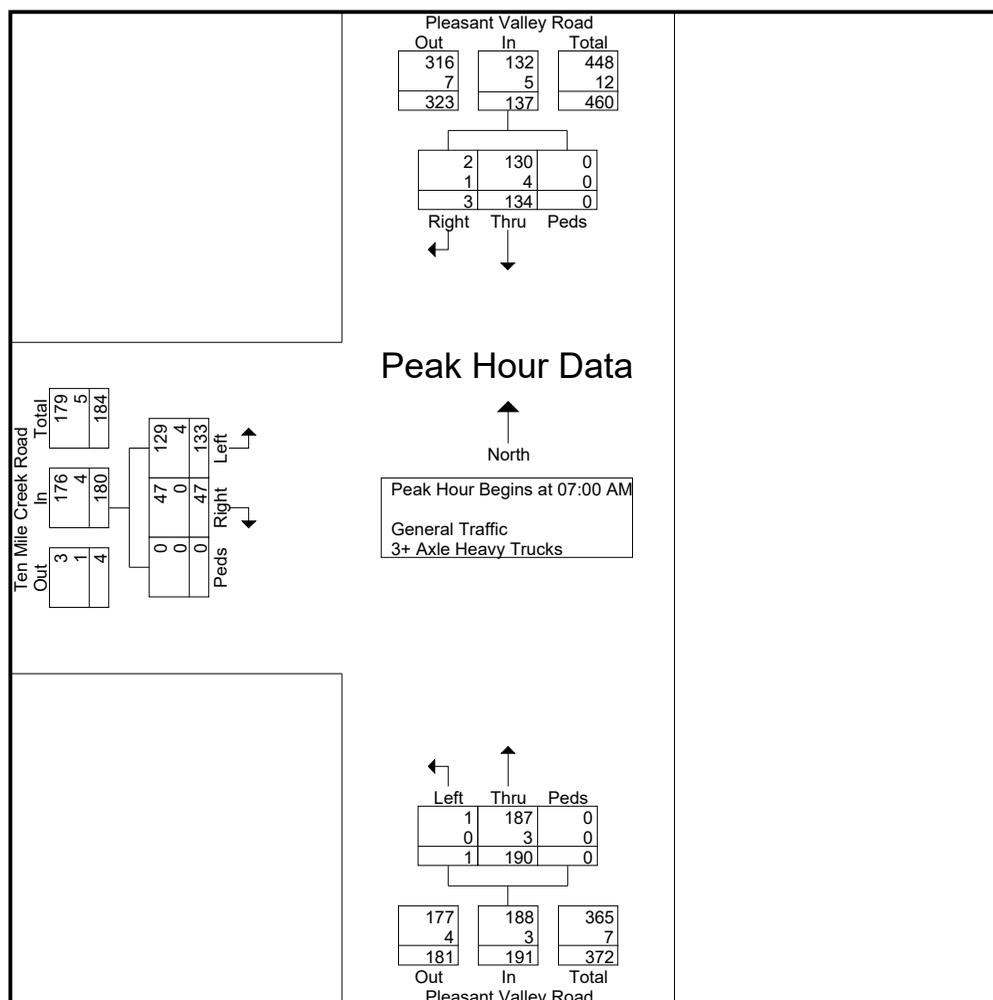
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Pleasant / Ten Mile Creek
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Pleasant Valley Rd & Ten Mile Creek Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 3

Start Time	Pleasant Valley Road From North				Pleasant Valley Road From South				Ten Mile Creek Road From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	2	26	0	28	48	1	0	49	7	32	0	39	116
07:15 AM	0	28	0	28	49	0	0	49	10	42	0	52	129
07:30 AM	0	39	0	39	50	0	0	50	19	34	0	53	142
07:45 AM	1	41	0	42	43	0	0	43	11	25	0	36	121
Total Volume	3	134	0	137	190	1	0	191	47	133	0	180	508
% App. Total	2.2	97.8	0		99.5	0.5	0		26.1	73.9	0		
PHF	.375	.817	.000	.815	.950	.250	.000	.955	.618	.792	.000	.849	.894
General Traffic	2	130	0	132	187	1	0	188	47	129	0	176	496
% General Traffic	66.7	97.0	0	96.4	98.4	100	0	98.4	100	97.0	0	97.8	97.6
3+ Axle Heavy Trucks	1	4	0	5	3	0	0	3	0	4	0	4	12
% 3+ Axle Heavy Trucks	33.3	3.0	0	3.6	1.6	0	0	1.6	0	3.0	0	2.2	2.4



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Pleasant / Ten Mile Creek
City, State: Ada County, Idaho
Control: Stop Sign

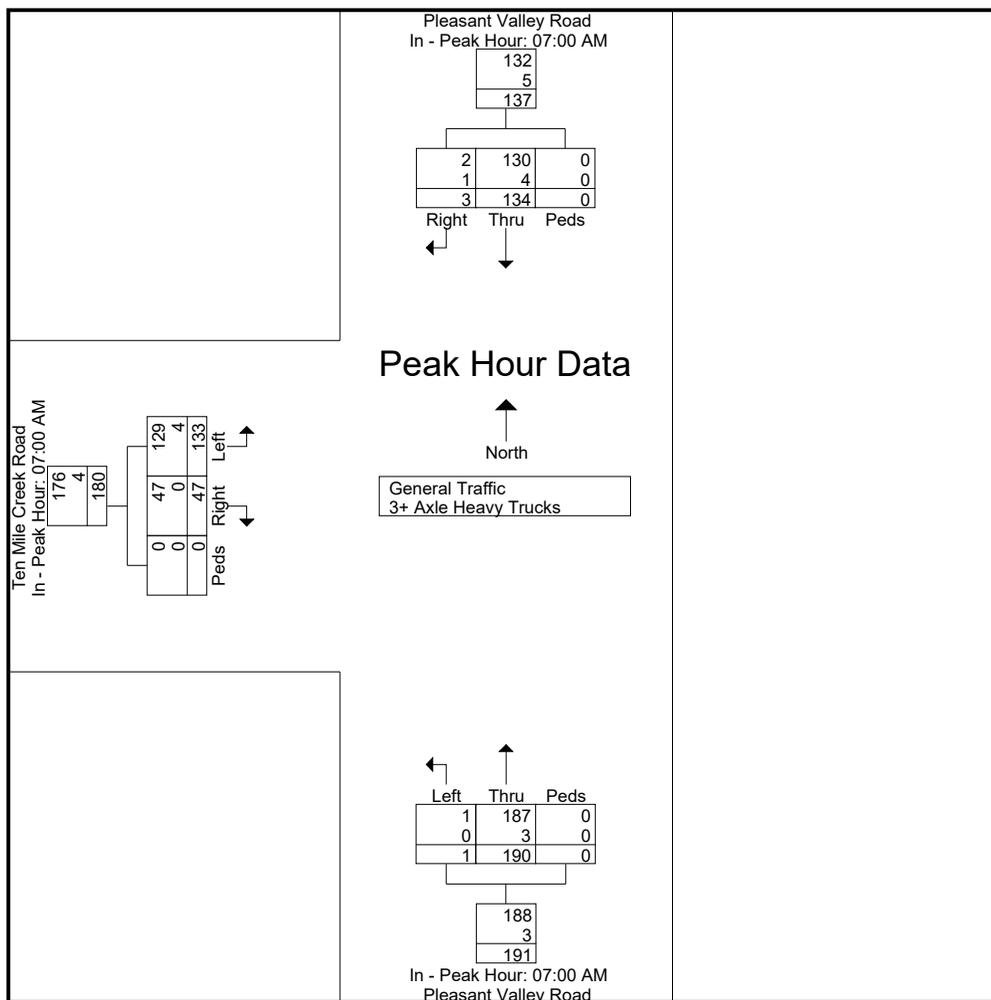
File Name : Pleasant Valley Rd & Ten Mile Creek Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 4

Start Time	Pleasant Valley Road From North				Pleasant Valley Road From South				Ten Mile Creek Road From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	26	0	28	48	1	0	49	7	32	0	39
+15 mins.	0	28	0	28	49	0	0	49	10	42	0	52
+30 mins.	0	39	0	39	50	0	0	50	19	34	0	53
+45 mins.	1	41	0	42	43	0	0	43	11	25	0	36
Total Volume	3	134	0	137	190	1	0	191	47	133	0	180
% App. Total	2.2	97.8	0		99.5	0.5	0		26.1	73.9	0	
PHF	.375	.817	.000	.815	.950	.250	.000	.955	.618	.792	.000	.849
General Traffic	2	130	0	132	187	1	0	188	47	129	0	176
% General Traffic	66.7	97	0	96.4	98.4	100	0	98.4	100	97	0	97.8
3+ Axle Heavy Trucks	1	4	0	5	3	0	0	3	0	4	0	4
% 3+ Axle Heavy Trucks	33.3	3	0	3.6	1.6	0	0	1.6	0	3	0	2.2



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010

Intersection: Pleasant / Ten Mile Creek

City, State: Ada County, Idaho

Control: Stop Sign

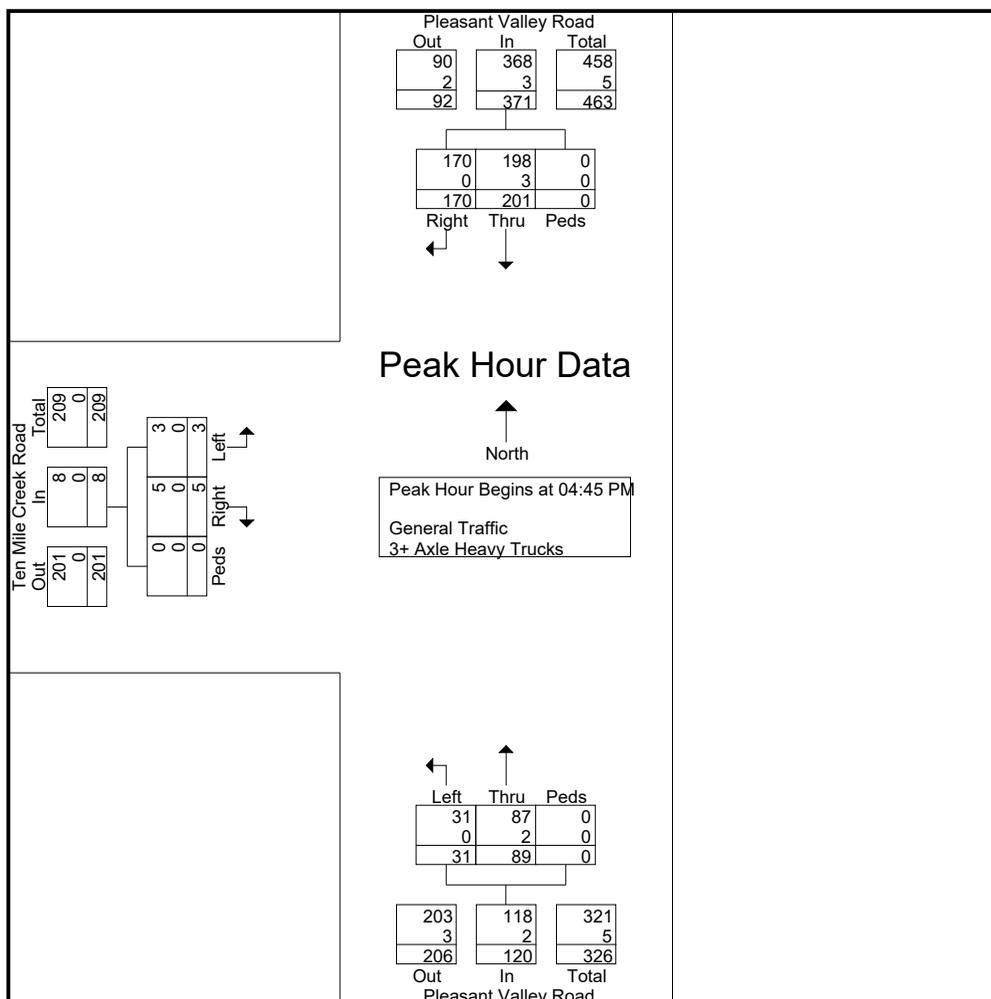
File Name : Pleasant Valley Rd & Ten Mile Creek Rd

Site Code : 00000000

Start Date : 3/5/2019

Page No : 5

Start Time	Pleasant Valley Road From North				Pleasant Valley Road From South				Ten Mile Creek Road From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	34	48	0	82	10	11	0	21	1	2	0	3	106
05:00 PM	37	33	0	70	29	10	0	39	0	1	0	1	110
05:15 PM	64	68	0	132	23	7	0	30	1	0	0	1	163
05:30 PM	35	52	0	87	27	3	0	30	3	0	0	3	120
Total Volume	170	201	0	371	89	31	0	120	5	3	0	8	499
% App. Total	45.8	54.2	0		74.2	25.8	0		62.5	37.5	0		
PHF	.664	.739	.000	.703	.767	.705	.000	.769	.417	.375	.000	.667	.765
General Traffic	170	198	0	368	87	31	0	118	5	3	0	8	494
% General Traffic	100	98.5	0	99.2	97.8	100	0	98.3	100	100	0	100	99.0
3+ Axle Heavy Trucks	0	3	0	3	2	0	0	2	0	0	0	0	5
% 3+ Axle Heavy Trucks	0	1.5	0	0.8	2.2	0	0	1.7	0	0	0	0	1.0



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Pleasant / Ten Mile Creek
City, State: Ada County, Idaho
Control: Stop Sign

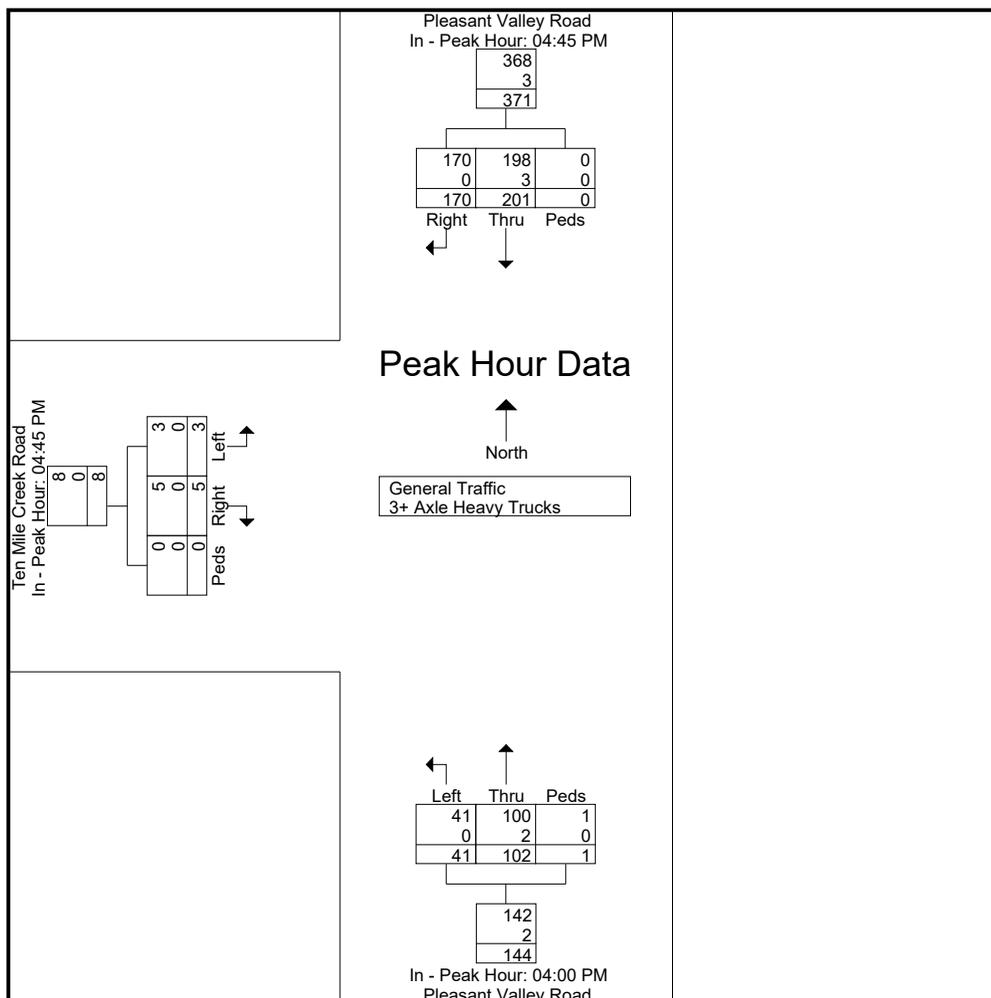
File Name : Pleasant Valley Rd & Ten Mile Creek Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 6

Start Time	Pleasant Valley Road From North				Pleasant Valley Road From South				Ten Mile Creek Road From West				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:45 PM			
+0 mins.	34	48	0	82	30	14	0	44	1	2	0	3
+15 mins.	37	33	0	70	29	8	1	38	0	1	0	1
+30 mins.	64	68	0	132	33	8	0	41	1	0	0	1
+45 mins.	35	52	0	87	10	11	0	21	3	0	0	3
Total Volume	170	201	0	371	102	41	1	144	5	3	0	8
% App. Total	45.8	54.2	0		70.8	28.5	0.7		62.5	37.5	0	
PHF	.664	.739	.000	.703	.773	.732	.250	.818	.417	.375	.000	.667
General Traffic	170	198	0	368	100	41	1	142	5	3	0	8
% General Traffic	100	98.5	0	99.2	98	100	100	98.6	100	100	0	100
3+ Axle Heavy Trucks	0	3	0	3	2	0	0	2	0	0	0	0
% 3+ Axle Heavy Trucks	0	1.5	0	0.8	2	0	0	1.4	0	0	0	0



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: CR0010
Intersection: Pleasant / Ten Mile Creek
City, State: Ada County, Idaho
Control: Stop Sign

File Name : Pleasant Valley Rd & Ten Mile Creek Rd
Site Code : 00000000
Start Date : 3/5/2019
Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com

Study: CR0010
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits / 2

Idaho (208) 860-7554 Utah (801) 431-2993

Columbia Rd b SH-69 & Locust Grove VOL
Date Start: 05-Mar-19
Date End: 05-Mar-19
Columbia between SH-69 & Locust Grove Rd
Ada County, Idaho

Start Time	05-Mar-19 Tue	WB	EB	Total
12:00 AM		0	2	2
12:15		0	0	0
12:30		0	1	1
12:45		2	0	2
01:00		1	1	2
01:15		1	2	3
01:30		1	0	1
01:45		0	2	2
02:00		0	0	0
02:15		1	2	3
02:30		1	1	2
02:45		1	1	2
03:00		0	0	0
03:15		1	1	2
03:30		0	1	1
03:45		2	1	3
04:00		3	2	5
04:15		2	6	8
04:30		1	2	3
04:45		1	2	3
05:00		3	5	8
05:15		4	11	15
05:30		7	18	25
05:45		5	16	21
06:00		8	29	37
06:15		14	38	52
06:30		12	49	61
06:45		20	74	94
07:00		39	55	94
07:15		49	94	143
07:30		36	108	144
07:45		34	92	126
08:00		39	88	127
08:15		20	55	75
08:30		26	54	80
08:45		26	46	72
09:00		20	28	48
09:15		20	38	58
09:30		10	20	30
09:45		14	22	36
10:00		18	24	42
10:15		16	27	43
10:30		17	20	37
10:45		15	26	41
11:00		12	17	29
11:15		20	24	44
11:30		22	16	38
11:45		16	28	44
Total		560	1149	1709
Percent		32.8%	67.2%	
Peak	-	07:00	07:15	07:15
Vol.	-	158	382	540
P.H.F.		0.806	0.884	0.938

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Columbia Rd b SH-69 & Locust Grove VOL
Date Start: 05-Mar-19
Date End: 05-Mar-19
Columbia between SH-69 & Locust Grove Rd
Ada County, Idaho

Study: CR0010
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits / 2

Start Time	05-Mar-19 Tue	WB	EB	Total
12:00 PM		28	22	50
12:15		22	22	44
12:30		24	23	47
12:45		21	13	34
01:00		18	12	30
01:15		20	34	54
01:30		24	26	50
01:45		27	27	54
02:00		22	22	44
02:15		24	22	46
02:30		24	24	48
02:45		34	24	58
03:00		38	32	70
03:15		44	32	76
03:30		41	38	79
03:45		33	34	67
04:00		61	34	95
04:15		67	32	99
04:30		80	32	112
04:45		74	28	102
05:00		85	28	113
05:15		93	26	119
05:30		99	32	131
05:45		72	22	94
06:00		75	24	99
06:15		36	28	64
06:30		44	16	60
06:45		32	25	57
07:00		26	23	49
07:15		15	14	29
07:30		24	19	43
07:45		15	6	21
08:00		18	10	28
08:15		13	12	25
08:30		10	25	35
08:45		12	12	24
09:00		10	12	22
09:15		18	11	29
09:30		8	11	19
09:45		6	9	15
10:00		4	5	9
10:15		8	11	19
10:30		8	4	12
10:45		3	5	8
11:00		10	8	18
11:15		2	1	3
11:30		3	1	4
11:45		2	3	5
Total		1477	936	2413
Percent		61.2%	38.8%	
Peak	-	16:45	15:15	16:45
Vol.	-	351	138	465
P.H.F.		0.886	0.908	0.887
Grand Total		2037	2085	4122
Percent		49.4%	50.6%	

L2 Data Collection

L2DataCollection.com

Study: CR0010
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits / 2

Idaho (208) 860-7554 Utah (801) 431-2993 Kuna Rd b Locust Grove Rd & Eagle Rd VOL
Date Start: 05-Mar-19
Date End: 06-Mar-19
Kuna Rd between Locust G & Eagle Rd
Ada County, Idaho

Start Time	05-Mar-19 Tue	WB	EB	Total
12:00 AM		1	4	5
12:15		0	1	1
12:30		1	2	3
12:45		6	0	6
01:00		3	0	3
01:15		0	1	1
01:30		0	1	1
01:45		0	0	0
02:00		1	10	11
02:15		3	1	4
02:30		7	2	9
02:45		6	0	6
03:00		2	1	3
03:15		1	3	4
03:30		0	5	5
03:45		0	3	3
04:00		2	2	4
04:15		4	5	9
04:30		3	16	19
04:45		2	10	12
05:00		9	22	31
05:15		7	35	42
05:30		8	60	68
05:45		8	51	59
06:00		6	40	46
06:15		16	44	60
06:30		13	48	61
06:45		22	33	55
07:00		26	34	60
07:15		28	48	76
07:30		41	70	111
07:45		27	46	73
08:00		18	52	70
08:15		20	26	46
08:30		18	34	52
08:45		25	26	51
09:00		17	10	27
09:15		20	22	42
09:30		10	20	30
09:45		20	24	44
10:00		17	20	37
10:15		23	17	40
10:30		22	23	45
10:45		26	16	42
11:00		24	17	41
11:15		22	23	45
11:30		19	10	29
11:45		32	20	52
Total		586	958	1544
Percent		38.0%	62.0%	
Peak	-	07:00	07:15	07:15
Vol.	-	122	216	330
P.H.F.		0.744	0.771	0.743

L2 Data Collection

L2DataCollection.com

Study: CR0010
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits / 2

Idaho (208) 860-7554 Utah (801) 431-2993

Kuna Rd b Locust Grove Rd & Eagle Rd VOL
Date Start: 05-Mar-19
Date End: 06-Mar-19
Kuna Rd between Locust G & Eagle Rd
Ada County, Idaho

Start Time	05-Mar-19 Tue	WB	EB	Total
12:00 PM		24	20	44
12:15		22	30	52
12:30		14	24	38
12:45		20	35	55
01:00		18	26	44
01:15		30	23	53
01:30		30	22	52
01:45		33	20	53
02:00		22	24	46
02:15		24	27	51
02:30		37	22	59
02:45		30	28	58
03:00		34	30	64
03:15		28	32	60
03:30		30	34	64
03:45		37	27	64
04:00		34	32	66
04:15		37	31	68
04:30		47	29	76
04:45		66	31	97
05:00		60	38	98
05:15		69	31	100
05:30		65	30	95
05:45		64	22	86
06:00		68	30	98
06:15		32	23	55
06:30		39	18	57
06:45		72	22	94
07:00		38	23	61
07:15		14	14	28
07:30		24	18	42
07:45		15	8	23
08:00		10	18	28
08:15		14	11	25
08:30		2	21	23
08:45		4	15	19
09:00		1	7	8
09:15		11	12	23
09:30		6	11	17
09:45		4	13	17
10:00		0	6	6
10:15		4	1	5
10:30		3	8	11
10:45		5	3	8
11:00		6	3	9
11:15		2	3	5
11:30		3	0	3
11:45		2	1	3
Total		1254	957	2211
Percent		56.7%	43.3%	
Peak	-	17:15	16:45	16:45
Vol.	-	266	130	390
P.H.F.		0.964	0.855	0.975

L2 Data Collection

L2DataCollection.com

Study: CR0010
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits / 2

Idaho (208) 860-7554 Utah (801) 431-2993

Kuna Rd b Locust Grove Rd & Eagle Rd VOL
Date Start: 05-Mar-19
Date End: 06-Mar-19
Kuna Rd between Locust G & Eagle Rd
Ada County, Idaho

Start Time	06-Mar-19 Wed	WB	EB	Total
12:00 AM		1	4	5
12:15		0	1	1
12:30		1	2	3
12:45		6	0	6
01:00		0	1	1
01:15		0	1	1
01:30		0	0	0
01:45		0	8	8
02:00		0	4	4
02:15		0	1	1
02:30		4	1	5
02:45		9	1	10
03:00		2	0	2
03:15		0	4	4
03:30		1	4	5
03:45		0	3	3
04:00		2	3	5
04:15		6	9	15
04:30		4	15	19
04:45		2	16	18
05:00		8	10	18
05:15		9	30	39
05:30		10	53	63
05:45		10	53	63
06:00		6	46	52
06:15		12	43	55
06:30		16	40	56
06:45		30	32	62
07:00		23	42	65
07:15		39	61	100
07:30		35	60	95
07:45		28	42	70
08:00		18	34	52
08:15		18	46	64
08:30		19	38	57
08:45		26	18	44
09:00		9	24	33
09:15		18	12	30
09:30		13	18	31
09:45		22	24	46
10:00		28	13	41
10:15		16	13	29
10:30		16	20	36
10:45		20	22	42
11:00		16	18	34
11:15		24	18	42
11:30		28	18	46
11:45		24	12	36
Total		579	938	1517
Percent		38.2%	61.8%	
Peak	-	06:45	07:00	07:00
Vol.	-	127	205	330
P.H.F.		0.814	0.840	0.825

L2 Data Collection

L2DataCollection.com

Study: CR0010
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits / 2

Idaho (208) 860-7554 Utah (801) 431-2993 Kuna Rd b Locust Grove Rd & Eagle Rd VOL
Date Start: 05-Mar-19
Date End: 06-Mar-19
Kuna Rd between Locust G & Eagle Rd
Ada County, Idaho

Start Time	06-Mar-19 Wed	WB	EB	Total
12:00 PM		16	21	37
12:15		17	27	44
12:30		24	26	50
12:45		14	31	45
01:00		22	28	50
01:15		34	18	52
01:30		30	22	52
01:45		25	23	48
02:00		31	24	55
02:15		31	29	60
02:30		22	26	48
02:45		26	22	48
03:00		24	28	52
03:15		20	28	48
03:30		28	28	56
03:45		37	26	63
04:00		41	27	68
04:15		50	40	90
04:30		46	32	78
04:45		58	30	88
05:00		54	34	88
05:15		59	24	83
05:30		65	28	93
05:45		66	22	88
06:00		45	30	75
06:15		52	23	75
06:30		39	26	65
06:45		39	20	59
07:00		32	15	47
07:15		34	18	52
07:30		30	14	44
07:45		10	12	22
08:00		11	14	25
08:15		13	12	25
08:30		10	18	28
08:45		12	19	31
09:00		8	12	20
09:15		7	20	27
09:30		5	5	10
09:45		10	6	16
10:00		1	4	5
10:15		4	6	10
10:30		7	4	11
10:45		5	6	11
11:00		3	10	13
11:15		3	5	8
11:30		1	0	1
11:45		4	5	9
Total		1225	948	2173
Percent		56.4%	43.6%	
Peak	-	17:00	16:15	16:45
Vol.	-	244	136	352
P.H.F.		0.924	0.850	0.946
Grand Total		3644	3801	7445
Percent		48.9%	51.1%	

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Kuna Rd b SH-69 & Locust Grove Rd VOL

Date Start: 05-Mar-19

Date End: 05-Mar-19

Kuna Rd between SH-69 & Locust Grove Rd

Ada County, Idaho

Study: CR0010
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits / 2

Start Time	05-Mar-19 Tue	WB	EB	Total
12:00 AM		2	0	2
12:15		1	4	5
12:30		2	3	5
12:45		1	1	2
01:00		5	0	5
01:15		0	1	1
01:30		0	1	1
01:45		0	1	1
02:00		2	9	11
02:15		2	0	2
02:30		8	2	10
02:45		4	0	4
03:00		4	1	5
03:15		0	4	4
03:30		2	4	6
03:45		0	3	3
04:00		2	2	4
04:15		4	6	10
04:30		2	15	17
04:45		6	13	19
05:00		11	22	33
05:15		10	36	46
05:30		10	60	70
05:45		12	45	57
06:00		8	46	54
06:15		20	43	63
06:30		20	49	69
06:45		32	30	62
07:00		32	38	70
07:15		40	50	90
07:30		54	74	128
07:45		34	44	78
08:00		32	48	80
08:15		24	36	60
08:30		29	38	67
08:45		30	27	57
09:00		20	14	34
09:15		19	24	43
09:30		12	27	39
09:45		26	28	54
10:00		16	21	37
10:15		28	18	46
10:30		26	19	45
10:45		28	20	48
11:00		30	21	51
11:15		30	22	52
11:30		26	22	48
11:45		38	22	60
Total		744	1014	1758
Percent		42.3%	57.7%	
Peak	-	07:00	07:15	07:15
Vol.	-	160	216	376
P.H.F.		0.741	0.730	0.734

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Kuna Rd b SH-69 & Locust Grove Rd VOL

Date Start: 05-Mar-19

Date End: 05-Mar-19

Kuna Rd between SH-69 & Locust Grove Rd

Ada County, Idaho

Study: CR0010
 Type: Volume / Direction
 Tech: Judd / Klaren
 Count: Axle Hits / 2

Start Time	05-Mar-19 Tue	WB	EB							Total
12:00 PM		31	27							58
12:15		30	30							60
12:30		19	26							45
12:45		29	40							69
01:00		24	31							55
01:15		36	32							68
01:30		30	28							58
01:45		40	26							66
02:00		28	28							56
02:15		30	32							62
02:30		44	33							77
02:45		40	32							72
03:00		39	44							83
03:15		37	37							74
03:30		38	48							86
03:45		44	42							86
04:00		42	40							82
04:15		40	38							78
04:30		56	37							93
04:45		68	38							106
05:00		68	41							109
05:15		69	39							108
05:30		73	50							123
05:45		82	28							110
06:00		70	35							105
06:15		40	30							70
06:30		36	28							64
06:45		86	34							120
07:00		44	30							74
07:15		18	25							43
07:30		26	16							42
07:45		20	12							32
08:00		14	19							33
08:15		13	16							29
08:30		12	32							44
08:45		4	22							26
09:00		2	17							19
09:15		12	16							28
09:30		8	14							22
09:45		5	14							19
10:00		0	16							16
10:15		5	2							7
10:30		2	8							10
10:45		6	4							10
11:00		7	4							11
11:15		3	4							7
11:30		4	0							4
11:45		3	2							5
Total		1477	1247							2724
Percent		54.2%	45.8%							
Peak	-	17:15	15:00	-	-	-	-	-	-	17:00
Vol.	-	294	171	-	-	-	-	-	-	450
P.H.F.		0.896	0.891							0.915
Grand Total		2221	2261							4482
Percent		49.6%	50.4%							

L2 Data Collection

L2DataCollection.com

Study: CR0010
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits / 2

Idaho (208) 860-7554 Utah (801) 431-2993 Cloverdale b Amity Rd & Lake Hazel Rd VOL
Date Start: 05-Mar-19
Date End: 05-Mar-19
Cloverdale Rd between Amity & Lake Hazel
Ada County, Idaho

Start Time	05-Mar-19 Tue	SB	NB	Total						
12:00 AM		6	2	8						
12:15		6	2	8						
12:30		4	5	9						
12:45		3	2	5						
01:00		1	2	3						
01:15		1	1	2						
01:30		3	4	7						
01:45		3	2	5						
02:00		4	2	6						
02:15		6	4	10						
02:30		1	1	2						
02:45		2	3	5						
03:00		2	2	4						
03:15		1	1	2						
03:30		6	2	8						
03:45		6	5	11						
04:00		5	7	12						
04:15		3	5	8						
04:30		6	9	15						
04:45		2	16	18						
05:00		3	16	19						
05:15		12	24	36						
05:30		16	37	53						
05:45		22	25	47						
06:00		26	50	76						
06:15		19	81	100						
06:30		20	100	120						
06:45		14	106	120						
07:00		30	150	180						
07:15		36	160	196						
07:30		44	150	194						
07:45		44	155	199						
08:00		48	142	190						
08:15		42	122	164						
08:30		36	90	126						
08:45		57	106	163						
09:00		58	104	162						
09:15		27	70	97						
09:30		38	53	91						
09:45		44	74	118						
10:00		46	46	92						
10:15		28	54	82						
10:30		55	71	126						
10:45		40	48	88						
11:00		43	55	98						
11:15		42	58	100						
11:30		58	64	122						
11:45		52	52	104						
Total		1071	2340	3411						
Percent		31.4%	68.6%							
Peak	-	11:00	07:00	-	-	-	-	-	-	07:15
Vol.	-	195	615	-	-	-	-	-	-	779
P.H.F.		0.841	0.961							0.979

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Cloverdale b Amity Rd & Lake Hazel Rd VOL

Date Start: 05-Mar-19

Date End: 05-Mar-19

Cloverdale Rd between Amity & Lake Hazel

Ada County, Idaho

Study: CR0010
 Type: Volume / Direction
 Tech: Judd / Klaren
 Count: Axle Hits / 2

Start Time	05-Mar-19 Tue	SB	NB	Total						
12:00 PM		55	69	124						
12:15		44	51	95						
12:30		44	63	107						
12:45		51	62	113						
01:00		64	52	116						
01:15		56	51	107						
01:30		48	56	104						
01:45		44	62	106						
02:00		58	54	112						
02:15		58	50	108						
02:30		60	64	124						
02:45		83	70	153						
03:00		87	70	157						
03:15		98	63	161						
03:30		116	77	193						
03:45		103	58	161						
04:00		94	100	194						
04:15		103	64	167						
04:30		117	68	185						
04:45		136	94	230						
05:00		151	74	225						
05:15		152	72	224						
05:30		130	91	221						
05:45		128	86	214						
06:00		103	88	191						
06:15		108	87	195						
06:30		61	82	143						
06:45		60	50	110						
07:00		46	40	86						
07:15		52	36	88						
07:30		54	27	81						
07:45		44	24	68						
08:00		38	27	65						
08:15		58	22	80						
08:30		32	30	62						
08:45		44	24	68						
09:00		39	21	60						
09:15		32	18	50						
09:30		26	14	40						
09:45		28	7	35						
10:00		12	10	22						
10:15		15	8	23						
10:30		11	4	15						
10:45		17	8	25						
11:00		7	9	16						
11:15		16	3	19						
11:30		5	4	9						
11:45		10	5	15						
Total		2998	2269	5267						
Percent		56.9%	43.1%							
Peak	-	16:45	17:30	-	-	-	-	-	-	16:45
Vol.	-	569	352	-	-	-	-	-	-	900
P.H.F.		0.936	0.967							0.978
Grand Total		4069	4609							8678
Percent		46.9%	53.1%							

L2 Data Collection

L2DataCollection.com

Study: CR0010
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits /2

Idaho (208) 860-7554 Utah (801) 431-2993 Cloverdale b Lake Hazel Rd & Columbia Rd VOL

Date Start: 05-Mar-19
Date End: 05-Mar-19
Cloverdale between Lake Hazel & Columbia
Ada County, Idaho

Start Time	05-Mar-19 Tue	SB	NB	Total
12:00 AM		4	1	5
12:15		3	1	4
12:30		4	1	5
12:45		1	1	2
01:00		0	0	0
01:15		2	2	4
01:30		2	4	6
01:45		2	1	3
02:00		3	0	3
02:15		4	1	5
02:30		0	0	0
02:45		3	4	7
03:00		2	4	6
03:15		1	3	4
03:30		6	4	10
03:45		6	6	12
04:00		1	4	5
04:15		2	6	8
04:30		4	5	9
04:45		4	18	22
05:00		3	16	19
05:15		8	23	31
05:30		13	30	43
05:45		28	21	49
06:00		31	52	83
06:15		18	74	92
06:30		20	98	118
06:45		16	86	102
07:00		36	116	152
07:15		29	120	149
07:30		38	128	166
07:45		38	134	172
08:00		30	125	155
08:15		30	95	125
08:30		24	86	110
08:45		44	86	130
09:00		36	58	94
09:15		20	45	65
09:30		28	54	82
09:45		34	54	88
10:00		37	35	72
10:15		24	48	72
10:30		41	51	92
10:45		46	47	93
11:00		32	39	71
11:15		32	46	78
11:30		54	43	97
11:45		40	46	86
Total		884	1922	2806
Percent		31.5%	68.5%	
Peak	-	10:45	07:15	07:15
Vol.	-	164	507	642
P.H.F.		0.759	0.946	0.933

L2 Data Collection

L2DataCollection.com

Study: CR0010
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits /2

Idaho (208) 860-7554 Utah (801) 431-2993 Cloverdale b Lake Hazel Rd & Columbia Rd VOL
Date Start: 05-Mar-19
Date End: 05-Mar-19
Cloverdale between Lake Hazel & Columbia
Ada County, Idaho

Start Time	05-Mar-19 Tue	SB	NB	Total
12:00 PM		37	52	89
12:15		38	42	80
12:30		51	51	102
12:45		38	41	79
01:00		59	40	99
01:15		34	42	76
01:30		41	51	92
01:45		37	48	85
02:00		49	41	90
02:15		49	44	93
02:30		44	48	92
02:45		64	56	120
03:00		69	44	113
03:15		74	44	118
03:30		82	61	143
03:45		84	49	133
04:00		82	64	146
04:15		95	52	147
04:30		106	56	162
04:45		98	52	150
05:00		108	44	152
05:15		118	56	174
05:30		108	62	170
05:45		115	64	179
06:00		86	54	140
06:15		77	59	136
06:30		66	50	116
06:45		52	46	98
07:00		43	33	76
07:15		42	32	74
07:30		32	16	48
07:45		32	22	54
08:00		29	27	56
08:15		44	15	59
08:30		25	12	37
08:45		37	21	58
09:00		24	17	41
09:15		29	11	40
09:30		24	8	32
09:45		19	10	29
10:00		4	4	8
10:15		12	12	24
10:30		6	6	12
10:45		20	6	26
11:00		3	5	8
11:15		12	1	13
11:30		4	4	8
11:45		6	4	10
Total		2408	1679	4087
Percent		58.9%	41.1%	
Peak	-	17:00	17:30	17:00
Vol.	-	449	239	675
P.H.F.		0.951	0.934	0.943
Grand Total		3292	3601	6893
Percent		47.8%	52.2%	

L2 Data Collection

L2DataCollection.com

Study: CR0010

Type: Volume / Direction / Speed / Class

Tech: Judd / Klaren

Count: Axle Hits / 2

Idaho (208) 860-7554 Utah (801) 431-2999 Pleasant Valley b Gowen Rd & Hollilynn Dr VOL D2

Date Start: 13-Mar-19

Date End: 14-Mar-19

Pleasant Vly Rd b Gowen Rd & Hollilynn D

Ada County, Idaho

Start Time	13-Mar-19 Wed	SB	NB	Total
12:00 AM		*	*	*
12:15		*	*	*
12:30		*	*	*
12:45		*	*	*
01:00		*	*	*
01:15		*	*	*
01:30		*	*	*
01:45		*	*	*
02:00		*	*	*
02:15		*	*	*
02:30		*	*	*
02:45		*	*	*
03:00		*	*	*
03:15		*	*	*
03:30		*	*	*
03:45		*	*	*
04:00		*	*	*
04:15		*	*	*
04:30		*	*	*
04:45		*	*	*
05:00		*	*	*
05:15		*	*	*
05:30		*	*	*
05:45		*	*	*
06:00		*	*	*
06:15		*	*	*
06:30		*	*	*
06:45		*	*	*
07:00		*	*	*
07:15		*	*	*
07:30		*	*	*
07:45		*	*	*
08:00		*	*	*
08:15		*	*	*
08:30		*	*	*
08:45		*	*	*
09:00		*	*	*
09:15		*	*	*
09:30		*	*	*
09:45		*	*	*
10:00		*	*	*
10:15		*	*	*
10:30		*	*	*
10:45		*	*	*
11:00		*	*	*
11:15		*	*	*
11:30		*	*	*
11:45		*	*	*
Total		0	0	0
Percent		0.0%	0.0%	
Peak	-	-	-	-
Vol.	-	-	-	-
P.H.F.				

L2 Data Collection

L2DataCollection.com

Study: CR0010

Type: Volume / Direction / Speed / Class

Tech: Judd / Klaren

Count: Axle Hits / 2

Idaho (208) 860-7554 Utah (801) 431-2999 Pleasant Valley b Gowen Rd & Hollilynn Dr VOL D2

Date Start: 13-Mar-19

Date End: 14-Mar-19

Pleasant Vly Rd b Gowen Rd & Hollilynn D

Ada County, Idaho

Start Time	13-Mar-19 Wed	SB	NB	Total
12:00 PM		97	85	182
12:15		84	67	151
12:30		64	91	155
12:45		71	77	148
01:00		96	52	148
01:15		96	99	195
01:30		96	100	196
01:45		98	73	171
02:00		102	94	196
02:15		115	109	224
02:30		70	132	202
02:45		64	140	204
03:00		104	85	189
03:15		80	60	140
03:30		88	124	212
03:45		86	90	176
04:00		85	70	155
04:15		92	70	162
04:30		82	74	156
04:45		104	52	156
05:00		102	40	142
05:15		88	36	124
05:30		88	50	138
05:45		72	41	113
06:00		48	32	80
06:15		33	33	66
06:30		28	32	60
06:45		18	29	47
07:00		16	21	37
07:15		16	22	38
07:30		12	14	26
07:45		7	16	23
08:00		7	6	13
08:15		10	18	28
08:30		12	35	47
08:45		12	18	30
09:00		9	8	17
09:15		6	21	27
09:30		18	10	28
09:45		26	16	42
10:00		9	9	18
10:15		5	8	13
10:30		6	24	30
10:45		4	18	22
11:00		6	10	16
11:15		8	0	8
11:30		4	3	7
11:45		1	2	3
Total		2445	2316	4761
Percent		51.4%	48.6%	
Peak	-	13:30	14:00	14:00
Vol.	-	411	475	826
P.H.F.		0.893	0.848	0.922

L2 Data Collection

L2DataCollection.com

Study: CR0010

Type: Volume / Direction / Speed / Class

Tech: Judd / Klaren

Count: Axle Hits / 2

Idaho (208) 860-7554 Utah (801) 431-2999 Pleasant Valley b Gowen Rd & Hollilynn Dr VOL D2

Date Start: 13-Mar-19

Date End: 14-Mar-19

Pleasant Vly Rd b Gowen Rd & Hollilynn D

Ada County, Idaho

Start Time	14-Mar-19 Thu	SB	NB	Total						
12:00 AM		2	3	5						
12:15		0	0	0						
12:30		3	1	4						
12:45		1	0	1						
01:00		0	1	1						
01:15		2	2	4						
01:30		2	0	2						
01:45		6	2	8						
02:00		5	2	7						
02:15		1	1	2						
02:30		4	7	11						
02:45		4	6	10						
03:00		0	2	2						
03:15		1	4	5						
03:30		1	4	5						
03:45		4	2	6						
04:00		1	6	7						
04:15		7	2	9						
04:30		16	6	22						
04:45		4	4	8						
05:00		16	6	22						
05:15		34	12	46						
05:30		44	18	62						
05:45		60	30	90						
06:00		71	22	93						
06:15		48	40	88						
06:30		56	56	112						
06:45		89	96	185						
07:00		36	72	108						
07:15		50	112	162						
07:30		82	115	197						
07:45		82	124	206						
08:00		58	112	170						
08:15		66	100	166						
08:30		70	77	147						
08:45		80	92	172						
09:00		107	60	167						
09:15		102	86	188						
09:30		84	102	186						
09:45		85	66	151						
10:00		78	93	171						
10:15		84	84	168						
10:30		78	50	128						
10:45		88	87	175						
11:00		74	82	156						
11:15		73	90	163						
11:30		80	56	136						
11:45		90	46	136						
Total		2029	2041	4070						
Percent		49.9%	50.1%							
Peak	-	09:00	07:15	-	-	-	-	-	-	07:30
Vol.	-	378	463	-	-	-	-	-	-	739
P.H.F.		0.883	0.933							0.897
Grand Total		4474	4357							8831
Percent		50.7%	49.3%							

L2 Data Collection

L2DataCollection.com

Study: CR0010
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits / 2

Idaho (208) 860-7554 Utah (801) 431-2993 Pleasant Valley b Hollilynn Dr & Tenmile Creek Rd VOL

Date Start: 05-Mar-18
Date End: 05-Mar-18
Pleasant Valley b Hollilynn & Tenmile Cr
Ada County, Idaho

Start Time	05-Mar-18 Mon	SB	NB	Total
12:00 AM		1	0	1
12:15		3	0	3
12:30		2	1	3
12:45		4	1	5
01:00		1	0	1
01:15		1	1	2
01:30		4	0	4
01:45		0	1	1
02:00		9	1	10
02:15		3	4	7
02:30		3	9	12
02:45		6	3	9
03:00		1	4	5
03:15		0	0	0
03:30		1	0	1
03:45		1	3	4
04:00		3	2	5
04:15		2	4	6
04:30		7	9	16
04:45		12	6	18
05:00		14	7	21
05:15		34	9	43
05:30		37	20	57
05:45		62	20	82
06:00		90	27	117
06:15		43	55	98
06:30		43	74	117
06:45		38	78	116
07:00		39	89	128
07:15		40	100	140
07:30		54	104	158
07:45		56	76	132
08:00		28	64	92
08:15		34	58	92
08:30		50	30	80
08:45		45	38	83
09:00		31	64	95
09:15		32	33	65
09:30		32	34	66
09:45		37	40	77
10:00		44	29	73
10:15		44	46	90
10:30		46	55	101
10:45		24	41	65
11:00		28	32	60
11:15		27	39	66
11:30		57	26	83
11:45		53	42	95
Total		1226	1379	2605
Percent		47.1%	52.9%	
Peak	-	05:45	06:45	07:00
Vol.	-	238	371	558
P.H.F.		0.661	0.892	0.883

L2 Data Collection

L2DataCollection.com

Study: CR0010
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits / 2

Idaho (208) 860-7554 Utah (801) 431-2993
Pleasant Valley b Hollilynn Dr & Tenmile Creek Rd VOL
Date Start: 05-Mar-18
Date End: 05-Mar-18
Pleasant Valley b Hollilynn & Tenmile Cr
Ada County, Idaho

Start Time	05-Mar-18 Mon	SB	NB	Total
12:00 PM		37	40	77
12:15		25	52	77
12:30		42	22	64
12:45		39	42	81
01:00		52	35	87
01:15		48	50	98
01:30		43	42	85
01:45		42	55	97
02:00		52	36	88
02:15		26	34	60
02:30		30	72	102
02:45		28	42	70
03:00		35	56	91
03:15		26	46	72
03:30		34	38	72
03:45		54	65	119
04:00		47	40	87
04:15		60	29	89
04:30		62	36	98
04:45		87	20	107
05:00		72	32	104
05:15		138	24	162
05:30		80	28	108
05:45		76	29	105
06:00		42	29	71
06:15		32	34	66
06:30		24	30	54
06:45		20	38	58
07:00		12	8	20
07:15		3	16	19
07:30		5	10	15
07:45		9	8	17
08:00		6	12	18
08:15		2	11	13
08:30		4	9	13
08:45		6	6	12
09:00		12	16	28
09:15		10	9	19
09:30		7	5	12
09:45		12	4	16
10:00		12	20	32
10:15		4	11	15
10:30		1	28	29
10:45		2	16	18
11:00		5	6	11
11:15		2	4	6
11:30		2	3	5
11:45		2	3	5
Total		1471	1301	2772
Percent		53.1%	46.9%	
Peak	-	16:45	14:30	16:45
Vol.	-	377	216	481
P.H.F.		0.683	0.750	0.742
Grand Total		2697	2680	5377
Percent		50.2%	49.8%	

L2 Data Collection

L2DataCollection.com

Study: CR0010
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits / 2

Idaho (208) 860-7554 Utah (801) 431-2993
Ten Mile Creek b Hubbard & Pleasant Vally Rd VOL

Date Start: 13-Mar-19
Date End: 14-Mar-19
Ten Mile Creek Rd b Hubbard & Pleasant V
Ada County, Idaho

Start Time	13-Mar-19 Wed	WB	EB	Total
12:00 AM		*	*	*
12:15		*	*	*
12:30		*	*	*
12:45		*	*	*
01:00		*	*	*
01:15		*	*	*
01:30		*	*	*
01:45		*	*	*
02:00		*	*	*
02:15		*	*	*
02:30		*	*	*
02:45		*	*	*
03:00		*	*	*
03:15		*	*	*
03:30		*	*	*
03:45		*	*	*
04:00		*	*	*
04:15		*	*	*
04:30		*	*	*
04:45		*	*	*
05:00		*	*	*
05:15		*	*	*
05:30		*	*	*
05:45		*	*	*
06:00		*	*	*
06:15		*	*	*
06:30		*	*	*
06:45		*	*	*
07:00		*	*	*
07:15		*	*	*
07:30		*	*	*
07:45		*	*	*
08:00		*	*	*
08:15		*	*	*
08:30		*	*	*
08:45		*	*	*
09:00		*	*	*
09:15		*	*	*
09:30		*	*	*
09:45		*	*	*
10:00		*	*	*
10:15		*	*	*
10:30		*	*	*
10:45		*	*	*
11:00		*	*	*
11:15		*	*	*
11:30		*	*	*
11:45		*	*	*
Total		0	0	0
Percent		0.0%	0.0%	
Peak	-	-	-	-
Vol.	-	-	-	-
P.H.F.				

L2 Data Collection

L2DataCollection.com

Study: CR0010
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits / 2

Idaho (208) 860-7554 Utah (801) 431-2993
Ten Mile Creek b Hubbard & Pleasant Vally Rd VOL
Date Start: 13-Mar-19
Date End: 14-Mar-19
Ten Mile Creek Rd b Hubbard & Pleasant V
Ada County, Idaho

Start Time	13-Mar-19 Wed	WB	EB	Total
12:00 PM		9	20	29
12:15		13	6	19
12:30		24	14	38
12:45		14	5	19
01:00		4	24	28
01:15		20	17	37
01:30		16	17	33
01:45		16	16	32
02:00		18	22	40
02:15		23	8	31
02:30		24	18	42
02:45		24	14	38
03:00		20	8	28
03:15		24	16	40
03:30		24	10	34
03:45		54	8	62
04:00		28	6	34
04:15		58	6	64
04:30		44	2	46
04:45		47	2	49
05:00		38	2	40
05:15		58	5	63
05:30		46	7	53
05:45		30	3	33
06:00		14	2	16
06:15		20	2	22
06:30		11	7	18
06:45		5	4	9
07:00		8	0	8
07:15		6	2	8
07:30		2	1	3
07:45		2	2	4
08:00		4	0	4
08:15		4	1	5
08:30		10	0	10
08:45		5	2	7
09:00		2	1	3
09:15		4	3	7
09:30		0	1	1
09:45		1	0	1
10:00		2	4	6
10:15		2	1	3
10:30		0	0	0
10:45		4	0	4
11:00		1	0	1
11:15		2	0	2
11:30		0	0	0
11:45		1	0	1
Total		786	289	1075
Percent		73.1%	26.9%	
Peak	-	16:45	13:00	15:45
Vol.	-	189	74	206
P.H.F.		0.815	0.771	0.805

L2 Data Collection

L2DataCollection.com

Study: CR0010
Type: Volume / Direction
Tech: Judd / Klaren
Count: Axle Hits / 2

Idaho (208) 860-7554 Utah (801) 431-2993
Ten Mile Creek b Hubbard & Pleasant Vally Rd VOL

Date Start: 13-Mar-19
Date End: 14-Mar-19
Ten Mile Creek Rd b Hubbard & Pleasant V
Ada County, Idaho

Start Time	14-Mar-19 Thu	WB	EB	Total
12:00 AM		1	1	2
12:15		0	0	0
12:30		0	0	0
12:45		0	0	0
01:00		0	0	0
01:15		0	0	0
01:30		1	0	1
01:45		0	1	1
02:00		0	0	0
02:15		1	0	1
02:30		0	0	0
02:45		2	1	3
03:00		0	0	0
03:15		0	0	0
03:30		1	0	1
03:45		0	0	0
04:00		0	1	1
04:15		0	1	1
04:30		0	7	7
04:45		2	3	5
05:00		0	4	4
05:15		2	8	10
05:30		0	18	18
05:45		0	17	17
06:00		1	32	33
06:15		2	17	19
06:30		4	42	46
06:45		8	32	40
07:00		4	40	44
07:15		10	64	74
07:30		2	42	44
07:45		6	47	53
08:00		7	40	47
08:15		8	26	34
08:30		2	14	16
08:45		14	20	34
09:00		11	22	33
09:15		16	22	38
09:30		19	16	35
09:45		8	8	16
10:00		6	18	24
10:15		6	10	16
10:30		25	4	29
10:45		1	15	16
11:00		14	16	30
11:15		10	8	18
11:30		11	11	22
11:45		21	8	29
Total		226	636	862
Percent		26.2%	73.8%	
Peak	-	08:45	07:00	07:15
Vol.	-	60	193	218
P.H.F.		0.789	0.754	0.736
Grand Total		1012	925	1937
Percent		52.2%	47.8%	

APPENDIX C: 2019 CAPACITY ANALYSIS REPORTS

HCM 2010 Signalized Intersection Summary
1: Meridian Road & Columbia Road

2019 Existing
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	288	229	35	46	47	57	16	1049	76	23	367	60
Future Volume (veh/h)	288	229	35	46	47	57	16	1049	76	23	367	60
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1765	1765	1765	1765	1765	1765	1765
Adj Flow Rate, veh/h	310	246	38	50	51	62	18	1179	85	25	395	65
Adj No. of Lanes	1	1	0	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	352	300	46	156	245	208	537	1832	819	220	1846	826
Arrive On Green	0.09	0.20	0.20	0.03	0.14	0.14	0.02	0.55	0.55	0.02	0.55	0.55
Sat Flow, veh/h	1681	1493	231	1681	1765	1500	1681	3353	1500	1681	3353	1500
Grp Volume(v), veh/h	310	0	284	50	51	62	18	1179	85	25	395	65
Grp Sat Flow(s),veh/h/ln	1681	0	1724	1681	1765	1500	1681	1676	1500	1681	1676	1500
Q Serve(g_s), s	13.0	0.0	22.1	3.6	3.6	5.2	0.7	34.5	3.8	0.9	8.4	2.9
Cycle Q Clear(g_c), s	13.0	0.0	22.1	3.6	3.6	5.2	0.7	34.5	3.8	0.9	8.4	2.9
Prop In Lane	1.00		0.13	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	352	0	347	156	245	208	537	1832	819	220	1846	826
V/C Ratio(X)	0.88	0.00	0.82	0.32	0.21	0.30	0.03	0.64	0.10	0.11	0.21	0.08
Avail Cap(c_a), veh/h	352	0	565	160	466	396	567	1832	819	243	1846	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.3	0.0	53.5	50.0	53.5	54.2	13.7	22.2	15.3	17.7	16.0	14.8
Incr Delay (d2), s/veh	21.3	0.0	1.9	0.4	0.2	0.3	0.0	1.8	0.3	0.1	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.7	0.0	16.0	3.0	3.2	3.9	0.6	23.0	2.9	0.8	7.1	2.2
LnGrp Delay(d),s/veh	73.6	0.0	55.4	50.5	53.6	54.5	13.7	24.0	15.5	17.8	16.3	15.0
LnGrp LOS	E		E	D	D	D	B	C	B	B	B	B
Approach Vol, veh/h		594			163			1282			485	
Approach Delay, s/veh		64.9			53.0			23.3			16.2	
Approach LOS		E			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	26.4	9.5	84.1	11.3	35.2	10.1	83.5				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	6.5	* 7	7.0	7.0				
Max Green Setting (Gmax), s	13.0	37.0	5.0	57.0	5.1	* 46	5.0	57.0				
Max Q Clear Time (g_c+I1), s	15.0	7.2	2.7	10.4	5.6	24.1	2.9	36.5				
Green Ext Time (p_c), s	0.0	0.6	0.0	12.7	0.0	4.1	0.0	18.6				
Intersection Summary												
HCM 2010 Ctrl Delay			33.6									
HCM 2010 LOS			C									
Notes												

HCM 2010 TWSC

2: Meridian Road & Kuna Road

2019 Existing
AM Peak Hour

Intersection						
Int Delay, s/veh	3.1					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	↘	↗	↕↕	↗	↘	↕↕
Traffic Vol, veh/h	62	84	500	109	81	139
Future Vol, veh/h	62	84	500	109	81	139
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	150	450	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	97	575	125	93	160

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	841	288	0	-	575
Stage 1	575	-	-	-	-
Stage 2	266	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	304	709	-	0	994
Stage 1	526	-	-	0	-
Stage 2	754	-	-	0	-
Platoon blocked, %			-		-
Mov Cap-1 Maneuver	275	709	-	-	994
Mov Cap-2 Maneuver	393	-	-	-	-
Stage 1	526	-	-	-	-
Stage 2	683	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	13.2	0	3.3
HCM LOS	B		

Minor Lane/Major Mvmt	NETNWLn1	NWLn2	SWL	SWT
Capacity (veh/h)	-	393	709	994
HCM Lane V/C Ratio	-	0.181	0.136	0.094
HCM Control Delay (s)	-	16.2	10.9	9
HCM Lane LOS	-	C	B	A
HCM 95th %tile Q(veh)	-	0.7	0.5	0.3

HCM 2010 AWSC

3: Locust Grove Road & Columbia Road

2019 Existing
AM Peak Hour

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	317	6	10	131	13	5	45	12	9	16	7
Future Vol, veh/h	39	317	6	10	131	13	5	45	12	9	16	7
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	348	7	11	144	14	5	49	13	10	18	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.5	8.9	8.8	8.6
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	11%	6%	28%
Vol Thru, %	73%	88%	85%	50%
Vol Right, %	19%	2%	8%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	362	154	32
LT Vol	5	39	10	9
Through Vol	45	317	131	16
RT Vol	12	6	13	7
Lane Flow Rate	68	398	169	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.097	0.486	0.216	0.051
Departure Headway (Hd)	5.15	4.4	4.587	5.228
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	694	819	782	682
Service Time	3.2	2.427	2.621	3.282
HCM Lane V/C Ratio	0.098	0.486	0.216	0.051
HCM Control Delay	8.8	11.5	8.9	8.6
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.3	2.7	0.8	0.2

HCM 2010 TWSC

4: Kuna Road & Locust Grove Road

2019 Existing
AM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	9	195	108	4	5	5
Future Vol, veh/h	9	195	108	4	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	235	130	5	6	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	135	0	-	0	390
Stage 1	-	-	-	-	133
Stage 2	-	-	-	-	257
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1449	-	-	-	614
Stage 1	-	-	-	-	893
Stage 2	-	-	-	-	786
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1449	-	-	-	608
Mov Cap-2 Maneuver	-	-	-	-	608
Stage 1	-	-	-	-	885
Stage 2	-	-	-	-	786

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1449	-	-	-	731
HCM Lane V/C Ratio	0.007	-	-	-	0.016
HCM Control Delay (s)	7.5	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 AWSC

5: Eagle Road & Columbia Road

2019 Existing
AM Peak Hour

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	116	213	5	3	117	37	8	20	4	14	8	22
Future Vol, veh/h	116	213	5	3	117	37	8	20	4	14	8	22
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	120	220	5	3	121	38	8	21	4	14	8	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.5	8.4	8.4	8.2
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	35%	2%	32%
Vol Thru, %	62%	64%	75%	18%
Vol Right, %	12%	1%	24%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	334	157	44
LT Vol	8	116	3	14
Through Vol	20	213	117	8
RT Vol	4	5	37	22
Lane Flow Rate	33	344	162	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.047	0.417	0.196	0.061
Departure Headway (Hd)	5.092	4.359	4.352	4.862
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	703	826	825	736
Service Time	3.126	2.377	2.373	2.896
HCM Lane V/C Ratio	0.047	0.416	0.196	0.061
HCM Control Delay	8.4	10.5	8.4	8.2
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.1	2.1	0.7	0.2

HCM 2010 TWSC

6: Eagle Road & Kuna Road

2019 Existing
AM Peak Hour

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	181	14	2	106	0	6	2	0	3	1	1
Future Vol, veh/h	1	181	14	2	106	0	6	2	0	3	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	226	18	3	133	0	8	3	0	4	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	133	0	0	244	0	0	377	376	235	378	385	133
Stage 1	-	-	-	-	-	-	237	237	-	139	139	-
Stage 2	-	-	-	-	-	-	140	139	-	239	246	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1452	-	-	1322	-	-	580	555	804	580	549	916
Stage 1	-	-	-	-	-	-	766	709	-	864	782	-
Stage 2	-	-	-	-	-	-	863	782	-	764	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1452	-	-	1322	-	-	577	553	804	577	547	916
Mov Cap-2 Maneuver	-	-	-	-	-	-	577	553	-	577	547	-
Stage 1	-	-	-	-	-	-	765	708	-	863	780	-
Stage 2	-	-	-	-	-	-	859	780	-	761	702	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			11.4			10.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	571	1452	-	-	1322	-	-	616
HCM Lane V/C Ratio	0.018	0.001	-	-	0.002	-	-	0.01
HCM Control Delay (s)	11.4	7.5	0	-	7.7	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 2010 Signalized Intersection Summary
7: Cloverdale Road & Amity Road

2019 Existing
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	204	54	15	207	87	131	641	36	16	117	43
Future Volume (veh/h)	109	204	54	15	207	87	131	641	36	16	117	43
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1835	1800
Adj Flow Rate, veh/h	143	268	71	19	269	113	139	682	38	22	160	59
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.76	0.76	0.76	0.77	0.77	0.77	0.94	0.94	0.94	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	423	112	245	303	127	571	781	44	173	552	204
Arrive On Green	0.08	0.31	0.31	0.02	0.26	0.26	0.06	0.47	0.47	0.02	0.43	0.43
Sat Flow, veh/h	1681	1345	356	1681	1181	496	1681	1656	92	1681	1280	472
Grp Volume(v), veh/h	143	0	339	19	0	382	139	0	720	22	0	219
Grp Sat Flow(s),veh/h/ln	1681	0	1702	1681	0	1677	1681	0	1748	1681	0	1752
Q Serve(g_s), s	7.0	0.0	19.8	1.0	0.0	25.5	5.2	0.0	43.0	0.8	0.0	9.4
Cycle Q Clear(g_c), s	7.0	0.0	19.8	1.0	0.0	25.5	5.2	0.0	43.0	0.8	0.0	9.4
Prop In Lane	1.00		0.21	1.00		0.30	1.00		0.05	1.00		0.27
Lane Grp Cap(c), veh/h	230	0	536	245	0	430	571	0	824	173	0	755
V/C Ratio(X)	0.62	0.00	0.63	0.08	0.00	0.89	0.24	0.00	0.87	0.13	0.00	0.29
Avail Cap(c_a), veh/h	316	0	571	429	0	563	684	0	918	353	0	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.5	0.0	34.1	31.5	0.0	41.5	15.9	0.0	27.6	24.1	0.0	21.5
Incr Delay (d2), s/veh	1.0	0.0	1.4	0.0	0.0	11.0	0.1	0.0	8.7	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	0.0	14.6	0.8	0.0	19.0	4.3	0.0	30.4	0.7	0.0	8.1
LnGrp Delay(d),s/veh	31.5	0.0	35.5	31.5	0.0	52.6	16.0	0.0	36.2	24.2	0.0	21.7
LnGrp LOS	C		D	C		D	B		D	C		C
Approach Vol, veh/h		482			401			859			241	
Approach Delay, s/veh		34.3			51.6			33.0			21.9	
Approach LOS		C			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	34.8	12.2	55.1	7.3	41.6	7.5	59.8				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	15.0	39.0	15.0	61.0	15.0	39.0	15.0	61.0				
Max Q Clear Time (g_c+I1), s	9.0	27.5	7.2	11.4	3.0	21.8	2.8	45.0				
Green Ext Time (p_c), s	0.1	2.3	0.1	4.2	0.0	4.4	0.0	9.8				
Intersection Summary												
HCM 2010 Ctrl Delay			35.7									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
8: Cloverdale Road & Lake Hazel Road

2019 Existing
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	258	13	30	284	108	28	370	91	53	89	21
Future Volume (veh/h)	41	258	13	30	284	108	28	370	91	53	89	21
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1765	1800
Adj Flow Rate, veh/h	49	311	16	38	359	137	29	378	93	64	107	25
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.83	0.83	0.83	0.79	0.79	0.79	0.98	0.98	0.98	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	609	31	360	440	168	516	486	120	244	512	120
Arrive On Green	0.04	0.37	0.35	0.03	0.36	0.34	0.03	0.36	0.33	0.04	0.37	0.35
Sat Flow, veh/h	1681	1664	86	1681	1218	465	1681	1369	337	1681	1384	323
Grp Volume(v), veh/h	49	0	327	38	0	496	29	0	471	64	0	132
Grp Sat Flow(s),veh/h/ln	1681	0	1750	1681	0	1683	1681	0	1705	1681	0	1708
Q Serve(g_s), s	1.8	0.0	14.3	1.4	0.0	26.3	1.1	0.0	24.2	2.3	0.0	5.2
Cycle Q Clear(g_c), s	1.8	0.0	14.3	1.4	0.0	26.3	1.1	0.0	24.2	2.3	0.0	5.2
Prop In Lane	1.00		0.05	1.00		0.28	1.00		0.20	1.00		0.19
Lane Grp Cap(c), veh/h	221	0	641	360	0	608	516	0	606	244	0	631
V/C Ratio(X)	0.22	0.00	0.51	0.11	0.00	0.82	0.06	0.00	0.78	0.26	0.00	0.21
Avail Cap(c_a), veh/h	414	0	944	561	0	908	726	0	816	430	0	817
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	24.3	19.4	0.0	28.7	19.1	0.0	28.4	21.7	0.0	21.3
Incr Delay (d2), s/veh	0.2	0.0	0.6	0.0	0.0	3.6	0.0	0.0	4.1	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.0	11.4	1.1	0.0	18.6	0.9	0.0	17.8	1.9	0.0	4.5
LnGrp Delay(d),s/veh	22.2	0.0	24.9	19.5	0.0	32.3	19.1	0.0	32.5	22.0	0.0	21.5
LnGrp LOS	C		C	B		C	B		C	C		C
Approach Vol, veh/h		376			534			500			196	
Approach Delay, s/veh		24.6			31.4			31.7			21.7	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	40.5	7.7	41.3	8.2	41.0	9.1	39.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	15.0	53.0	15.0	47.0	15.0	53.0	15.0	47.0				
Max Q Clear Time (g_c+I1), s	3.8	28.3	3.1	7.2	3.4	16.3	4.3	26.2				
Green Ext Time (p_c), s	0.0	7.2	0.0	2.7	0.0	4.1	0.1	8.7				
Intersection Summary												
HCM 2010 Ctrl Delay			28.7									
HCM 2010 LOS			C									

HCM 2010 AWSC

9: Cloverdale Road & Columbia Road

2019 Existing
AM Peak Hour

Intersection

Intersection Delay, s/veh 11.2

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	116	60	54	25	85	24	24	219	21	4	77	58
Future Vol, veh/h	116	60	54	25	85	24	24	219	21	4	77	58
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	127	66	59	27	93	26	26	241	23	4	85	64
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.5	10.1	12.1	9.8
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	50%	19%	3%
Vol Thru, %	83%	26%	63%	55%
Vol Right, %	8%	23%	18%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	264	230	134	139
LT Vol	24	116	25	4
Through Vol	219	60	85	77
RT Vol	21	54	24	58
Lane Flow Rate	290	253	147	153
Geometry Grp	1	1	1	1
Degree of Util (X)	0.423	0.374	0.224	0.223
Departure Headway (Hd)	5.245	5.327	5.472	5.254
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	685	675	655	681
Service Time	3.281	3.365	3.515	3.297
HCM Lane V/C Ratio	0.423	0.375	0.224	0.225
HCM Control Delay	12.1	11.5	10.1	9.8
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	2.1	1.7	0.9	0.9

HCM 2010 TWSC

10: Cloverdale Road & Hubbard Road

2019 Existing
AM Peak Hour

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	63	99	4	1	1	8	5	178	19	70	55	33
Future Vol, veh/h	63	99	4	1	1	8	5	178	19	70	55	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	108	4	1	1	9	5	193	21	76	60	36

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	449	454	78	500	462	204	96	0	0	214	0	0
Stage 1	230	230	-	214	214	-	-	-	-	-	-	-
Stage 2	219	224	-	286	248	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	520	502	983	481	497	837	1498	-	-	1356	-	-
Stage 1	773	714	-	788	725	-	-	-	-	-	-	-
Stage 2	783	718	-	721	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	489	470	983	376	466	837	1498	-	-	1356	-	-
Mov Cap-2 Maneuver	489	470	-	376	466	-	-	-	-	-	-	-
Stage 1	770	672	-	785	722	-	-	-	-	-	-	-
Stage 2	771	715	-	567	660	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.8		10.3		0.2		3.5	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1498	-	-	483	696	1356	-
HCM Lane V/C Ratio	0.004	-	-	0.374	0.016	0.056	-
HCM Control Delay (s)	7.4	0	-	16.8	10.3	7.8	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	1.7	0	0.2	-

HCM 2010 AWSC

11: Cloverdale Road & Kuna Road

2019 Existing
AM Peak Hour

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	57	16	121	0	28	32	62	100	2	4	36	18
Future Vol, veh/h	57	16	121	0	28	32	62	100	2	4	36	18
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	18	134	0	31	36	69	111	2	4	40	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	7.9	9.2	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	29%	0%	7%
Vol Thru, %	61%	8%	47%	62%
Vol Right, %	1%	62%	53%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	164	194	60	58
LT Vol	62	57	0	4
Through Vol	100	16	28	36
RT Vol	2	121	32	18
Lane Flow Rate	182	216	67	64
Geometry Grp	1	1	1	1
Degree of Util (X)	0.238	0.257	0.082	0.082
Departure Headway (Hd)	4.701	4.287	4.446	4.608
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	764	839	805	775
Service Time	2.735	2.312	2.48	2.648
HCM Lane V/C Ratio	0.238	0.257	0.083	0.083
HCM Control Delay	9.2	8.8	7.9	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	1	0.3	0.3

HCM 2010 TWSC

12: Ten Mile Creek Road & Hubbard Road

2019 Existing
AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	173	0	8	1	0
Future Vol, veh/h	4	173	0	8	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	237	0	11	1	0

Major/Minor	Major1	Minor2	
Conflicting Flow All	0	0	124 242
Stage 1	-	-	0 0
Stage 2	-	-	124 242
Critical Hdwy	-	-	6.42 6.52
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	5.42 5.52
Follow-up Hdwy	-	-	3.518 4.018
Pot Cap-1 Maneuver	-	-	871 660
Stage 1	-	-	- -
Stage 2	-	-	902 705
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	871 0
Mov Cap-2 Maneuver	-	-	871 0
Stage 1	-	-	- 0
Stage 2	-	-	902 0

Approach	EB	WB
HCM Control Delay, s	0	
HCM LOS	-	

Minor Lane/Major Mvmt	EBT	EBRWBLn1	
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

HCM 2010 Signalized Intersection Summary

13: Pleasant Valley Road & Gowen Road

2019 Existing
AM Peak Hour

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑	↑	↑		
Traffic Volume (veh/h)	834	184	19	127	202	191		
Future Volume (veh/h)	834	184	19	127	202	191		
Number	6	16	5	2	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1765	1765	1765	1765	1765	1765		
Adj Flow Rate, veh/h	851	188	23	153	224	212		
Adj No. of Lanes	2	1	1	1	1	1		
Peak Hour Factor	0.98	0.98	0.83	0.83	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1631	1231	361	1297	270	241		
Arrive On Green	0.66	0.66	0.02	0.73	0.16	0.16		
Sat Flow, veh/h	3000	1500	1681	1765	1681	1500		
Grp Volume(v), veh/h	851	188	23	153	224	212		
Grp Sat Flow(s),veh/h/ln	1235	1500	1681	1765	1681	1500		
Q Serve(g_s), s	20.5	3.0	0.5	2.9	14.8	15.9		
Cycle Q Clear(g_c), s	20.5	3.0	0.5	2.9	14.8	15.9		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1631	1231	361	1297	270	241		
V/C Ratio(X)	0.52	0.15	0.06	0.12	0.83	0.88		
Avail Cap(c_a), veh/h	1631	1231	469	1297	395	352		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.1	2.1	7.6	4.4	46.7	47.2		
Incr Delay (d2), s/veh	1.2	0.3	0.0	0.2	6.1	11.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	11.7	4.3	0.4	2.6	11.8	11.8		
LnGrp Delay(d),s/veh	11.3	2.4	7.6	4.6	52.8	59.0		
LnGrp LOS	B	A	A	A	D	E		
Approach Vol, veh/h	1039			176	436			
Approach Delay, s/veh	9.7			5.0	55.8			
Approach LOS	A			A	E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		90.5			8.6	81.9		24.5
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0
Max Green Setting (Gmax), s		76.0			10.0	60.0		27.0
Max Q Clear Time (g_c+I1), s		4.9			2.5	22.5		17.9
Green Ext Time (p_c), s		1.3			0.0	9.9		0.6
Intersection Summary								
HCM 2010 Ctrl Delay			21.4					
HCM 2010 LOS			C					

HCM 2010 TWSC

14: Pleasant Valley Road & Tenmile Creek Road

2019 Existing
AM Peak Hour

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	133	47	1	190	134	3
Future Vol, veh/h	133	47	1	190	134	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	149	53	1	213	151	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	368	153	154	0	0
Stage 1	153	-	-	-	-
Stage 2	215	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	632	893	1426	-	-
Stage 1	875	-	-	-	-
Stage 2	821	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	631	893	1426	-	-
Mov Cap-2 Maneuver	631	-	-	-	-
Stage 1	874	-	-	-	-
Stage 2	821	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1426	-	683	-	-
HCM Lane V/C Ratio	0.001	-	0.296	-	-
HCM Control Delay (s)	7.5	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1.2	-	-

HCM 2010 Signalized Intersection Summary
1: Meridian Road & Columbia Road

2019 Existing
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	73	16	86	199	35	30	554	38	41	1120	272
Future Volume (veh/h)	94	73	16	86	199	35	30	554	38	41	1120	272
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1765	1765	1765	1765	1765	1765	1765
Adj Flow Rate, veh/h	112	87	19	104	240	42	34	637	44	43	1167	283
Adj No. of Lanes	1	1	0	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.84	0.84	0.84	0.83	0.83	0.83	0.87	0.87	0.87	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	241	53	305	289	246	207	1857	831	434	1865	834
Arrive On Green	0.07	0.17	0.17	0.06	0.16	0.16	0.03	0.55	0.55	0.03	0.56	0.56
Sat Flow, veh/h	1681	1404	307	1681	1765	1500	1681	3353	1500	1681	3353	1500
Grp Volume(v), veh/h	112	0	106	104	240	42	34	637	44	43	1167	283
Grp Sat Flow(s),veh/h/ln	1681	0	1711	1681	1765	1500	1681	1676	1500	1681	1676	1500
Q Serve(g_s), s	8.2	0.0	8.2	7.6	19.7	3.6	1.3	15.7	2.0	1.6	35.5	15.5
Cycle Q Clear(g_c), s	8.2	0.0	8.2	7.6	19.7	3.6	1.3	15.7	2.0	1.6	35.5	15.5
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	0	293	305	289	246	207	1857	831	434	1865	834
V/C Ratio(X)	0.57	0.00	0.36	0.34	0.83	0.17	0.16	0.34	0.05	0.10	0.63	0.34
Avail Cap(c_a), veh/h	229	0	439	349	447	380	310	1857	831	533	1865	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	0.0	54.9	47.9	60.7	53.9	18.1	18.4	15.4	14.3	22.6	18.2
Incr Delay (d2), s/veh	1.0	0.0	0.3	0.2	4.2	0.1	0.1	0.5	0.1	0.0	1.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	7.0	6.4	15.2	2.7	1.1	11.8	1.5	1.4	23.5	10.9
LnGrp Delay(d),s/veh	49.8	0.0	55.2	48.1	64.9	54.1	18.2	18.9	15.5	14.4	24.2	19.3
LnGrp LOS	D		E	D	E	D	B	B	B	B	C	B
Approach Vol, veh/h		218			386			715			1493	
Approach Delay, s/veh		52.4			59.2			18.7			23.0	
Approach LOS		D			E			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	31.6	10.8	90.4	16.1	32.7	11.2	90.1				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	6.5	* 7	7.0	7.0				
Max Green Setting (Gmax), s	13.0	38.0	13.0	58.0	13.5	* 39	13.0	58.0				
Max Q Clear Time (g_c+I1), s	10.2	21.7	3.3	37.5	9.6	10.2	3.6	17.7				
Green Ext Time (p_c), s	0.0	2.8	0.0	18.8	0.1	1.4	0.0	20.2				
Intersection Summary												
HCM 2010 Ctrl Delay			29.2									
HCM 2010 LOS			C									
Notes												

HCM 2010 TWSC

2: Meridian Road & Kuna Road

2019 Existing
PM Peak Hour

Intersection

Int Delay, s/veh 3.3

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	↘	↗	↕↕	↗	↘	↕↕
Traffic Vol, veh/h	127	129	329	64	78	634
Future Vol, veh/h	127	129	329	64	78	634
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	150	450	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	136	346	67	82	667

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	844	173	0
Stage 1	346	-	-
Stage 2	498	-	-
Critical Hdwy	6.84	6.94	-
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	-
Pot Cap-1 Maneuver	302	840	-
Stage 1	688	-	0
Stage 2	576	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	281	840	-
Mov Cap-2 Maneuver	400	-	-
Stage 1	688	-	-
Stage 2	537	-	-

Approach	NW	NE	SW
HCM Control Delay, s	14.3	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NETNWLn1	NWLn2	SWL	SWT
Capacity (veh/h)	-	400	840	1210
HCM Lane V/C Ratio	-	0.334	0.162	0.068
HCM Control Delay (s)	-	18.5	10.1	8.2
HCM Lane LOS	-	C	B	A
HCM 95th %tile Q(veh)	-	1.4	0.6	0.2

HCM 2010 AWSC

3: Locust Grove Road & Columbia Road

2019 Existing
PM Peak Hour

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	99	3	17	312	19	3	27	3	14	68	30
Future Vol, veh/h	11	99	3	17	312	19	3	27	3	14	68	30
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	104	3	18	328	20	3	28	3	15	72	32
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	11.1	8.5	9
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	10%	5%	12%
Vol Thru, %	82%	88%	90%	61%
Vol Right, %	9%	3%	5%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	113	348	112
LT Vol	3	11	17	14
Through Vol	27	99	312	68
RT Vol	3	3	19	30
Lane Flow Rate	35	119	366	118
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.156	0.451	0.162
Departure Headway (Hd)	5.169	4.725	4.433	4.948
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	689	757	813	723
Service Time	3.227	2.768	2.466	2.997
HCM Lane V/C Ratio	0.051	0.157	0.45	0.163
HCM Control Delay	8.5	8.6	11.1	9
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.2	0.6	2.4	0.6

HCM 2010 TWSC

4: Kuna Road & Locust Grove Road

2019 Existing
PM Peak Hour

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	6	91	233	7	15	23
Future Vol, veh/h	6	91	233	7	15	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	95	243	7	16	24

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	250	0	-	0	354 247
Stage 1	-	-	-	-	247 -
Stage 2	-	-	-	-	107 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1316	-	-	-	644 792
Stage 1	-	-	-	-	794 -
Stage 2	-	-	-	-	917 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1316	-	-	-	641 792
Mov Cap-2 Maneuver	-	-	-	-	641 -
Stage 1	-	-	-	-	790 -
Stage 2	-	-	-	-	917 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1316	-	-	-	725
HCM Lane V/C Ratio	0.005	-	-	-	0.055
HCM Control Delay (s)	7.7	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 2010 AWSC

5: Eagle Road & Columbia Road

2019 Existing
PM Peak Hour

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	95	4	4	198	30	10	8	2	49	24	130
Future Vol, veh/h	21	95	4	4	198	30	10	8	2	49	24	130
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	101	4	4	211	32	11	9	2	52	26	138
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	9.7	8.3	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	17%	2%	24%
Vol Thru, %	40%	79%	85%	12%
Vol Right, %	10%	3%	13%	64%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	120	232	203
LT Vol	10	21	4	49
Through Vol	8	95	198	24
RT Vol	2	4	30	130
Lane Flow Rate	21	128	247	216
Geometry Grp	1	1	1	1
Degree of Util (X)	0.03	0.17	0.313	0.27
Departure Headway (Hd)	5.122	4.788	4.565	4.498
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	695	747	785	797
Service Time	3.18	2.836	2.607	2.538
HCM Lane V/C Ratio	0.03	0.171	0.315	0.271
HCM Control Delay	8.3	8.8	9.7	9.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.6	1.3	1.1

HCM 2010 TWSC

6: Eagle Road & Kuna Road

2019 Existing
PM Peak Hour

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	94	17	2	215	3	17	8	1	4	7	0
Future Vol, veh/h	3	94	17	2	215	3	17	8	1	4	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	100	18	2	229	3	18	9	1	4	7	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	232	0	0	118	0	0	353	351	109	355	359	231
Stage 1	-	-	-	-	-	-	115	115	-	235	235	-
Stage 2	-	-	-	-	-	-	238	236	-	120	124	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1336	-	-	1470	-	-	602	573	945	600	568	808
Stage 1	-	-	-	-	-	-	890	800	-	768	710	-
Stage 2	-	-	-	-	-	-	765	710	-	884	793	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1336	-	-	1470	-	-	594	571	945	591	566	808
Mov Cap-2 Maneuver	-	-	-	-	-	-	594	571	-	591	566	-
Stage 1	-	-	-	-	-	-	888	798	-	766	709	-
Stage 2	-	-	-	-	-	-	755	709	-	872	791	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			11.3			11.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	595	1336	-	-	1470	-	-	575
HCM Lane V/C Ratio	0.046	0.002	-	-	0.001	-	-	0.02
HCM Control Delay (s)	11.3	7.7	0	-	7.5	0	-	11.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 2010 Signalized Intersection Summary
7: Cloverdale Road & Amity Road

2019 Existing
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	230	120	59	236	15	86	219	34	46	547	124
Future Volume (veh/h)	61	230	120	59	236	15	86	219	34	46	547	124
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1835	1800
Adj Flow Rate, veh/h	69	258	135	66	265	17	91	233	36	48	570	129
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.94	0.94	0.94	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	303	158	184	452	29	222	705	109	535	671	152
Arrive On Green	0.04	0.28	0.28	0.04	0.28	0.28	0.04	0.47	0.47	0.03	0.46	0.46
Sat Flow, veh/h	1681	1092	572	1681	1641	105	1681	1493	231	1681	1449	328
Grp Volume(v), veh/h	69	0	393	66	0	282	91	0	269	48	0	699
Grp Sat Flow(s),veh/h/ln	1681	0	1664	1681	0	1746	1681	0	1724	1681	0	1777
Q Serve(g_s), s	3.3	0.0	25.4	3.2	0.0	15.9	3.2	0.0	11.1	1.7	0.0	39.6
Cycle Q Clear(g_c), s	3.3	0.0	25.4	3.2	0.0	15.9	3.2	0.0	11.1	1.7	0.0	39.6
Prop In Lane	1.00		0.34	1.00		0.06	1.00		0.13	1.00		0.18
Lane Grp Cap(c), veh/h	282	0	461	184	0	481	222	0	814	535	0	822
V/C Ratio(X)	0.24	0.00	0.85	0.36	0.00	0.59	0.41	0.00	0.33	0.09	0.00	0.85
Avail Cap(c_a), veh/h	434	0	571	338	0	599	370	0	925	700	0	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	38.9	30.7	0.0	35.6	22.5	0.0	18.7	15.3	0.0	27.0
Incr Delay (d2), s/veh	0.2	0.0	8.5	0.4	0.0	0.4	0.4	0.0	0.2	0.0	0.0	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	0.0	18.6	2.7	0.0	12.3	2.7	0.0	9.1	1.4	0.0	28.4
LnGrp Delay(d),s/veh	29.0	0.0	47.4	31.1	0.0	36.0	22.9	0.0	19.0	15.3	0.0	33.6
LnGrp LOS	C		D	C		D	C		B	B		C
Approach Vol, veh/h		462			348			360			747	
Approach Delay, s/veh		44.7			35.1			20.0			32.4	
Approach LOS		D			D			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	36.3	10.0	57.6	9.6	36.5	8.9	58.7				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	15.0	39.0	15.0	61.0	15.0	39.0	15.0	61.0				
Max Q Clear Time (g_c+I1), s	5.3	17.9	5.2	41.6	5.2	27.4	3.7	13.1				
Green Ext Time (p_c), s	0.1	2.1	0.1	11.0	0.1	4.1	0.0	5.2				
Intersection Summary												
HCM 2010 Ctrl Delay			33.5									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
8: Cloverdale Road & Lake Hazel Road

2019 Existing
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	332	36	117	388	71	34	158	58	116	316	62
Future Volume (veh/h)	46	332	36	117	388	71	34	158	58	116	316	62
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1765	1800
Adj Flow Rate, veh/h	51	365	40	127	422	77	42	198	72	126	343	67
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.80	0.80	0.80	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	254	538	59	339	541	99	250	354	129	370	462	90
Arrive On Green	0.04	0.34	0.34	0.07	0.37	0.37	0.04	0.29	0.29	0.07	0.32	0.32
Sat Flow, veh/h	1681	1563	171	1681	1453	265	1681	1236	449	1681	1435	280
Grp Volume(v), veh/h	51	0	405	127	0	499	42	0	270	126	0	410
Grp Sat Flow(s),veh/h/ln	1681	0	1734	1681	0	1718	1681	0	1685	1681	0	1715
Q Serve(g_s), s	1.7	0.0	17.5	4.2	0.0	22.5	1.5	0.0	11.9	4.5	0.0	18.7
Cycle Q Clear(g_c), s	1.7	0.0	17.5	4.2	0.0	22.5	1.5	0.0	11.9	4.5	0.0	18.7
Prop In Lane	1.00		0.10	1.00		0.15	1.00		0.27	1.00		0.16
Lane Grp Cap(c), veh/h	254	0	597	339	0	640	250	0	482	370	0	553
V/C Ratio(X)	0.20	0.00	0.68	0.37	0.00	0.78	0.17	0.00	0.56	0.34	0.00	0.74
Avail Cap(c_a), veh/h	473	0	1148	510	0	1137	476	0	808	535	0	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	24.6	18.3	0.0	24.3	22.1	0.0	26.6	20.3	0.0	26.5
Incr Delay (d2), s/veh	0.1	0.0	1.4	0.3	0.0	2.1	0.1	0.0	1.5	0.2	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	13.3	3.5	0.0	16.5	1.3	0.0	9.7	3.8	0.0	14.2
LnGrp Delay(d),s/veh	19.7	0.0	26.0	18.6	0.0	26.4	22.2	0.0	28.1	20.5	0.0	29.3
LnGrp LOS	B		C	B		C	C		C	C		C
Approach Vol, veh/h		456			626			312			536	
Approach Delay, s/veh		25.3			24.8			27.3			27.2	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	37.7	8.2	33.2	11.1	35.1	11.4	30.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	15.0	58.0	15.0	42.0	15.0	58.0	15.0	42.0				
Max Q Clear Time (g_c+I1), s	3.7	24.5	3.5	20.7	6.2	19.5	6.5	13.9				
Green Ext Time (p_c), s	0.0	8.1	0.0	7.6	0.1	5.4	0.1	5.5				
Intersection Summary												
HCM 2010 Ctrl Delay			26.0									
HCM 2010 LOS			C									

HCM 2010 AWSC

9: Cloverdale Road & Columbia Road

2019 Existing
PM Peak Hour

Intersection

Intersection Delay, s/veh 11.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	83	38	19	76	12	65	118	25	23	197	97
Future Vol, veh/h	32	83	38	19	76	12	65	118	25	23	197	97
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	91	42	21	84	13	71	130	27	25	216	107
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	10.5			10			10.9			12.4		
HCM LOS	B			A			B			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	21%	18%	7%
Vol Thru, %	57%	54%	71%	62%
Vol Right, %	12%	25%	11%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	208	153	107	317
LT Vol	65	32	19	23
Through Vol	118	83	76	197
RT Vol	25	38	12	97
Lane Flow Rate	229	168	118	348
Geometry Grp	1	1	1	1
Degree of Util (X)	0.332	0.257	0.186	0.477
Departure Headway (Hd)	5.236	5.511	5.68	4.925
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	686	651	631	732
Service Time	3.271	3.551	3.722	2.955
HCM Lane V/C Ratio	0.334	0.258	0.187	0.475
HCM Control Delay	10.9	10.5	10	12.4
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.5	1	0.7	2.6

HCM 2010 TWSC

10: Cloverdale Road & Hubbard Road

2019 Existing
PM Peak Hour

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	2	2	20	134	71	6	124	2	14	182	60
Future Vol, veh/h	18	2	2	20	134	71	6	124	2	14	182	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	2	2	23	154	82	7	143	2	16	209	69

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	552	435	244	436	468	144	278	0	0	145	0	0
Stage 1	276	276	-	158	158	-	-	-	-	-	-	-
Stage 2	276	159	-	278	310	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	444	514	795	531	493	903	1285	-	-	1437	-	-
Stage 1	730	682	-	844	767	-	-	-	-	-	-	-
Stage 2	730	766	-	728	659	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	300	504	795	520	484	903	1285	-	-	1437	-	-
Mov Cap-2 Maneuver	300	504	-	520	484	-	-	-	-	-	-	-
Stage 1	726	673	-	839	762	-	-	-	-	-	-	-
Stage 2	527	761	-	714	650	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.8		16.4		0.4		0.4	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1285	-	-	331	571	1437	-
HCM Lane V/C Ratio	0.005	-	-	0.076	0.453	0.011	-
HCM Control Delay (s)	7.8	0	-	16.8	16.4	7.5	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	2.3	0	-

HCM 2010 AWSC

11: Cloverdale Road & Kuna Road

2019 Existing
PM Peak Hour

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	19	46	0	23	9	157	98	2	25	82	48
Future Vol, veh/h	21	19	46	0	23	9	157	98	2	25	82	48
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	20	48	0	24	9	165	103	2	26	86	51
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.1	9.9	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	61%	24%	0%	16%
Vol Thru, %	38%	22%	72%	53%
Vol Right, %	1%	53%	28%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	257	86	32	155
LT Vol	157	21	0	25
Through Vol	98	19	23	82
RT Vol	2	46	9	48
Lane Flow Rate	271	91	34	163
Geometry Grp	1	1	1	1
Degree of Util (X)	0.34	0.118	0.046	0.198
Departure Headway (Hd)	4.523	4.685	4.866	4.377
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	795	764	734	819
Service Time	2.55	2.72	2.905	2.407
HCM Lane V/C Ratio	0.341	0.119	0.046	0.199
HCM Control Delay	9.9	8.4	8.1	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.5	0.4	0.1	0.7

HCM 2010 TWSC

12: Ten Mile Creek Road & Hubbard Road

2019 Existing
PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	4	9	0	2	217	0
Future Vol, veh/h	4	9	0	2	217	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	10	0	2	247	0

Major/Minor	Major1	Minor2		
Conflicting Flow All	0	0	10	15
Stage 1	-	-	0	0
Stage 2	-	-	10	15
Critical Hdwy	-	-	6.42	6.52
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.42	5.52
Follow-up Hdwy	-	-	3.518	4.018
Pot Cap-1 Maneuver	-	-	1010	879
Stage 1	-	-	-	-
Stage 2	-	-	1013	883
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	1010	0
Mov Cap-2 Maneuver	-	-	1010	0
Stage 1	-	-	-	0
Stage 2	-	-	1013	0

Approach	EB	WB
HCM Control Delay, s	0	
HCM LOS	-	

Minor Lane/Major Mvmt	EBT	EBRWBLn1	
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

HCM 2010 Signalized Intersection Summary

13: Pleasant Valley Road & Gowen Road

2019 Existing
PM Peak Hour

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑	↑	↑		
Traffic Volume (veh/h)	211	203	220	926	200	18		
Future Volume (veh/h)	211	203	220	926	200	18		
Number	6	16	5	2	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1765	1765	1765	1765	1765	1765		
Adj Flow Rate, veh/h	232	223	239	1007	227	20		
Adj No. of Lanes	2	1	1	1	1	1		
Peak Hour Factor	0.91	0.91	0.92	0.92	0.88	0.88		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1545	1166	721	1313	255	228		
Arrive On Green	0.63	0.63	0.07	0.74	0.15	0.15		
Sat Flow, veh/h	3000	1500	1681	1765	1681	1500		
Grp Volume(v), veh/h	232	223	239	1007	227	20		
Grp Sat Flow(s),veh/h/ln	1235	1500	1681	1765	1681	1500		
Q Serve(g_s), s	4.5	4.5	5.5	39.1	15.2	1.3		
Cycle Q Clear(g_c), s	4.5	4.5	5.5	39.1	15.2	1.3		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1545	1166	721	1313	255	228		
V/C Ratio(X)	0.15	0.19	0.33	0.77	0.89	0.09		
Avail Cap(c_a), veh/h	1545	1166	741	1313	322	287		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	8.9	3.4	5.9	8.8	47.8	41.9		
Incr Delay (d2), s/veh	0.2	0.4	0.1	4.3	19.0	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.8	5.8	4.5	27.7	13.2	1.0		
LnGrp Delay(d),s/veh	9.1	3.7	6.0	13.1	66.8	42.0		
LnGrp LOS	A	A	A	B	E	D		
Approach Vol, veh/h	455			1246	247			
Approach Delay, s/veh	6.5			11.8	64.8			
Approach LOS	A			B	E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		91.5			13.6	77.9		23.5
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0
Max Green Setting (Gmax), s		81.0			9.0	66.0		22.0
Max Q Clear Time (g_c+I1), s		41.1			7.5	6.5		17.2
Green Ext Time (p_c), s		17.6			0.1	2.6		0.2
Intersection Summary								
HCM 2010 Ctrl Delay				17.2				
HCM 2010 LOS				B				

HCM 2010 TWSC

14: Pleasant Valley Road & Tenmile Creek Road

2019 Existing
PM Peak Hour

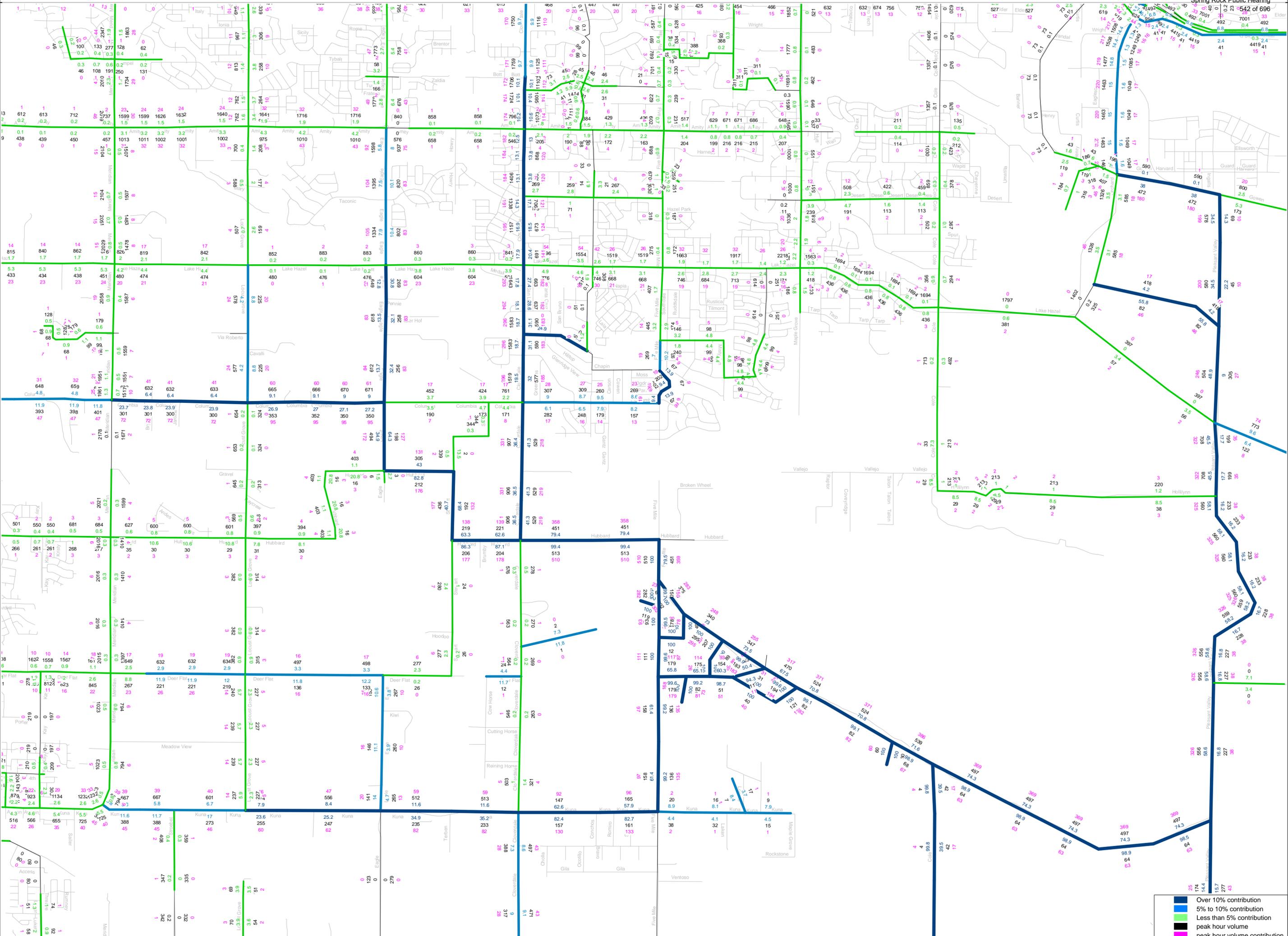
Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	3	5	31	89	201	170
Future Vol, veh/h	3	5	31	89	201	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	6	40	116	261	221

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	568	372	482	0	-	0
Stage 1	372	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	484	674	1081	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	465	674	1081	-	-	-
Mov Cap-2 Maneuver	465	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	837	-	-	-	-	-

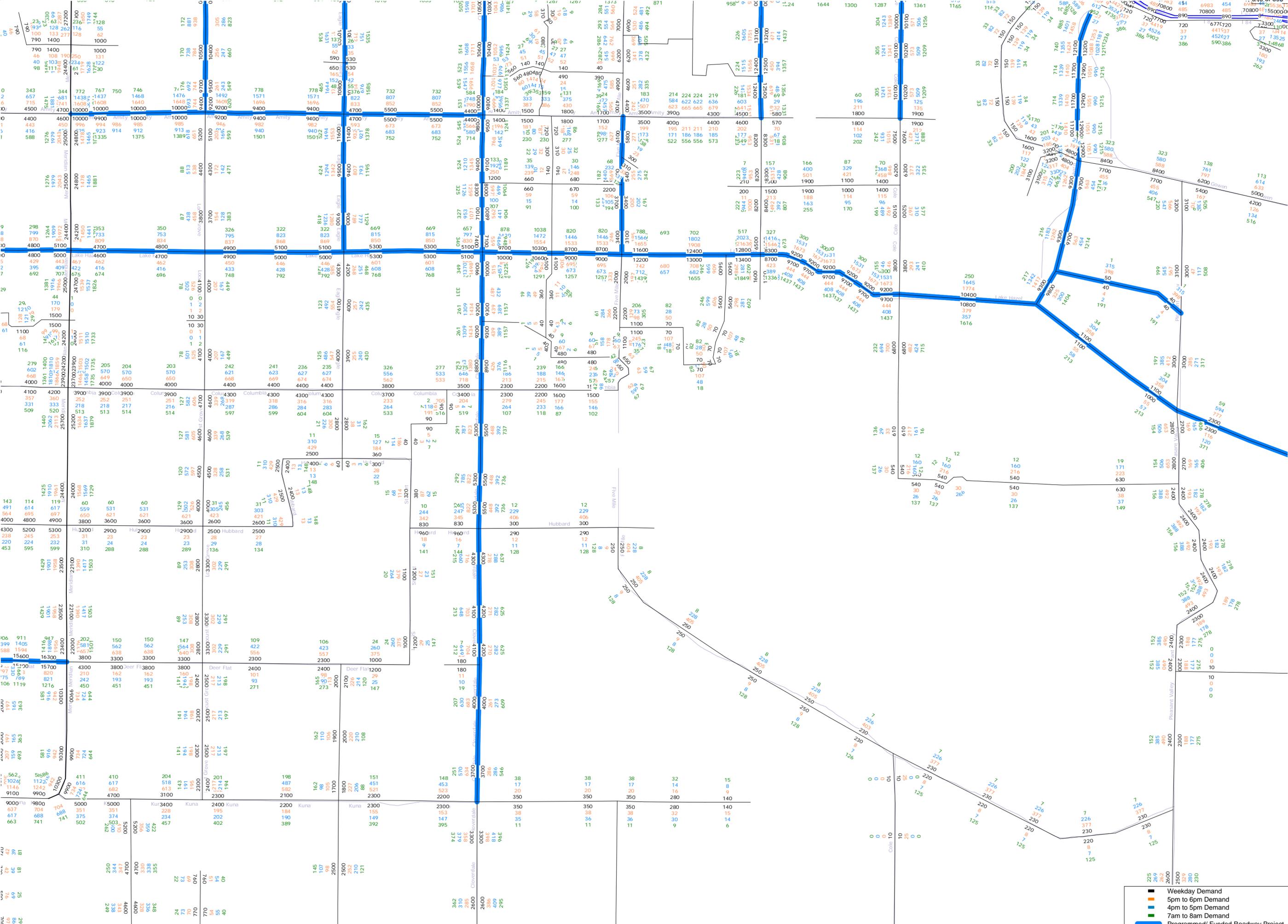
Approach	EB	NB	SB
HCM Control Delay, s	11.4	2.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1081	-	577	-	-
HCM Lane V/C Ratio	0.037	-	0.018	-	-
HCM Control Delay (s)	8.5	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

APPENDIX D: COMPASS FORECASTS



- Over 10% contribution
- 5% to 10% contribution
- Less than 5% contribution
- peak hour volume
- peak hour volume contribution



APPENDIX E: 2025 CAPACITY ANALYSIS REPORTS

HCM 2010 Signalized Intersection Summary
1: Meridian Road & Columbia Road

2025 Background
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	386	309	47	62	68	76	19	1258	91	27	438	72
Future Volume (veh/h)	386	309	47	62	68	76	19	1258	91	27	438	72
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1765	1765	1765	1765	1765	1765	1765
Adj Flow Rate, veh/h	415	332	51	67	74	83	21	1398	101	29	471	77
Adj No. of Lanes	1	1	0	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	418	386	59	156	291	248	441	1670	747	136	1684	753
Arrive On Green	0.13	0.26	0.26	0.04	0.17	0.17	0.02	0.50	0.50	0.02	0.50	0.50
Sat Flow, veh/h	1681	1495	230	1681	1765	1500	1681	3353	1500	1681	3353	1500
Grp Volume(v), veh/h	415	0	383	67	74	83	21	1398	101	29	471	77
Grp Sat Flow(s),veh/h/ln	1681	0	1724	1681	1765	1500	1681	1676	1500	1681	1676	1500
Q Serve(g_s), s	19.0	0.0	31.8	5.0	5.5	7.3	0.9	53.8	5.4	1.3	12.2	4.0
Cycle Q Clear(g_c), s	19.0	0.0	31.8	5.0	5.5	7.3	0.9	53.8	5.4	1.3	12.2	4.0
Prop In Lane	1.00		0.13	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	418	0	446	156	291	248	441	1670	747	136	1684	753
V/C Ratio(X)	0.99	0.00	0.86	0.43	0.25	0.34	0.05	0.84	0.14	0.21	0.28	0.10
Avail Cap(c_a), veh/h	418	0	580	156	424	360	464	1670	747	153	1684	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	0.0	53.0	50.9	54.6	55.3	18.1	32.4	20.3	28.0	21.6	19.6
Incr Delay (d2), s/veh	41.7	0.0	8.2	0.7	0.2	0.3	0.0	5.2	0.4	0.3	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.1	0.0	22.7	4.2	4.8	5.5	0.8	34.4	4.2	1.1	9.6	3.1
LnGrp Delay(d),s/veh	94.5	0.0	61.2	51.6	54.7	55.6	18.2	37.6	20.6	28.3	22.0	19.9
LnGrp LOS	F		E	D	D	E	B	D	C	C	C	B
Approach Vol, veh/h		798			224			1520			577	
Approach Delay, s/veh		78.5			54.1			36.2			22.1	
Approach LOS		E			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.0	31.8	9.9	82.3	12.0	45.8	10.5	81.7				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	6.5	* 7	7.0	7.0				
Max Green Setting (Gmax), s	19.0	36.0	5.0	62.0	5.5	* 51	5.0	62.0				
Max Q Clear Time (g_c+I1), s	21.0	9.3	2.9	14.2	7.0	33.8	3.3	55.8				
Green Ext Time (p_c), s	0.0	0.9	0.0	15.7	0.0	5.0	0.0	6.0				
Intersection Summary												
HCM 2010 Ctrl Delay			45.7									
HCM 2010 LOS			D									
Notes												

HCM 2010 TWSC 2: Meridian Road & Kuna Road

2025 Background
AM Peak Hour

Intersection						
Int Delay, s/veh	4.2					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	98	138	597	130	99	166
Future Vol, veh/h	98	138	597	130	99	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	150	450	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	153	663	144	110	184
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	975	332	0	-	663	0
Stage 1	663	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	249	664	-	0	922	-
Stage 1	474	-	-	0	-	-
Stage 2	715	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	219	664	-	-	922	-
Mov Cap-2 Maneuver	344	-	-	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	15.4	0	3.5			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NWLn1	NWLn2	SWL	SWT	
Capacity (veh/h)	-	344	664	922	-	
HCM Lane V/C Ratio	-	0.317	0.231	0.119	-	
HCM Control Delay (s)	-	20.2	12	9.4	-	
HCM Lane LOS	-	C	B	A	-	
HCM 95th %tile Q(veh)	-	1.3	0.9	0.4	-	

HCM 2010 AWSC

3: Locust Grove Road & Columbia Road

2025 Background
AM Peak Hour

Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	427	8	13	181	23	9	80	21	18	28	12
Future Vol, veh/h	52	427	8	13	181	23	9	80	21	18	28	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	469	9	14	199	25	10	88	23	20	31	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	19.5	10.8	10.4	9.8
HCM LOS	C	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	11%	6%	31%
Vol Thru, %	73%	88%	83%	48%
Vol Right, %	19%	2%	11%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	487	217	58
LT Vol	9	52	13	18
Through Vol	80	427	181	28
RT Vol	21	8	23	12
Lane Flow Rate	121	535	238	64
Geometry Grp	1	1	1	1
Degree of Util (X)	0.197	0.723	0.341	0.107
Departure Headway (Hd)	5.869	4.863	5.142	6.039
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	610	749	699	592
Service Time	3.914	2.863	3.176	4.089
HCM Lane V/C Ratio	0.198	0.714	0.34	0.108
HCM Control Delay	10.4	19.5	10.8	9.8
HCM Lane LOS	B	C	B	A
HCM 95th-tile Q	0.7	6.3	1.5	0.4

HCM 2010 TWSC

4: Kuna Road & Locust Grove Road

2025 Background
AM Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	14	316	186	7	10	9
Future Vol, veh/h	14	316	186	7	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	351	207	8	11	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	215	0	-	0	594 211
Stage 1	-	-	-	-	211 -
Stage 2	-	-	-	-	383 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1355	-	-	-	468 829
Stage 1	-	-	-	-	824 -
Stage 2	-	-	-	-	689 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1355	-	-	-	461 829
Mov Cap-2 Maneuver	-	-	-	-	461 -
Stage 1	-	-	-	-	812 -
Stage 2	-	-	-	-	689 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1355	-	-	-	584
HCM Lane V/C Ratio	0.011	-	-	-	0.036
HCM Control Delay (s)	7.7	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 AWSC

5: Eagle Road & Columbia Road

2025 Background
AM Peak Hour

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	155	290	7	4	168	61	11	42	5	24	20	29
Future Vol, veh/h	155	290	7	4	168	61	11	42	5	24	20	29
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	160	299	7	4	173	63	11	43	5	25	21	30
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.4	9.9	9.3	9.3
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	34%	2%	33%
Vol Thru, %	72%	64%	72%	27%
Vol Right, %	9%	2%	26%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	452	233	73
LT Vol	11	155	4	24
Through Vol	42	290	168	20
RT Vol	5	7	61	29
Lane Flow Rate	60	466	240	75
Geometry Grp	1	1	1	1
Degree of Util (X)	0.094	0.599	0.312	0.114
Departure Headway (Hd)	5.641	4.63	4.674	5.455
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	628	774	764	650
Service Time	3.738	2.685	2.739	3.548
HCM Lane V/C Ratio	0.096	0.602	0.314	0.115
HCM Control Delay	9.3	14.4	9.9	9.3
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.3	4.1	1.3	0.4

HCM 2010 TWSC

6: Eagle Road & Kuna Road

2025 Background
AM Peak Hour

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	295	22	3	183	1	8	3	0	4	1	1
Future Vol, veh/h	2	295	22	3	183	1	8	3	0	4	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	328	24	3	203	1	9	3	0	4	1	1

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	204	0	0	352	0	0	555	554	340	556	566	204
Stage 1	-	-	-	-	-	-	344	344	-	210	210	-
Stage 2	-	-	-	-	-	-	211	210	-	346	356	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1368	-	-	1207	-	-	442	440	702	442	434	837
Stage 1	-	-	-	-	-	-	671	637	-	792	728	-
Stage 2	-	-	-	-	-	-	791	728	-	670	629	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1368	-	-	1207	-	-	439	438	702	438	432	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	439	438	-	438	432	-
Stage 1	-	-	-	-	-	-	670	636	-	790	726	-
Stage 2	-	-	-	-	-	-	786	726	-	665	628	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0.1		13.4		12.7	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	439	1368	-	-	1207	-	-	475
HCM Lane V/C Ratio	0.028	0.002	-	-	0.003	-	-	0.014
HCM Control Delay (s)	13.4	7.6	0	-	8	0	-	12.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 2010 Signalized Intersection Summary
7: Cloverdale Road & Amity Road

2025 Background
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	258	69	20	262	110	210	1042	58	25	198	68
Future Volume (veh/h)	138	258	69	20	262	110	210	1042	58	25	198	68
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1835	1800
Adj Flow Rate, veh/h	153	287	77	22	291	122	223	1109	62	28	220	76
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	346	93	139	273	114	619	932	52	88	668	231
Arrive On Green	0.05	0.26	0.26	0.02	0.23	0.23	0.07	0.56	0.56	0.02	0.51	0.51
Sat Flow, veh/h	1681	1341	360	1681	1182	495	1681	1656	93	1681	1305	451
Grp Volume(v), veh/h	153	0	364	22	0	413	223	0	1171	28	0	296
Grp Sat Flow(s),veh/h/ln	1681	0	1701	1681	0	1677	1681	0	1748	1681	0	1756
Q Serve(g_s), s	7.0	0.0	29.8	1.5	0.0	34.0	9.0	0.0	83.0	1.2	0.0	14.6
Cycle Q Clear(g_c), s	7.0	0.0	29.8	1.5	0.0	34.0	9.0	0.0	83.0	1.2	0.0	14.6
Prop In Lane	1.00		0.21	1.00		0.30	1.00		0.05	1.00		0.26
Lane Grp Cap(c), veh/h	129	0	439	139	0	387	619	0	984	88	0	898
V/C Ratio(X)	1.19	0.00	0.83	0.16	0.00	1.07	0.36	0.00	1.19	0.32	0.00	0.33
Avail Cap(c_a), veh/h	129	0	439	174	0	387	619	0	984	117	0	929
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	51.6	44.2	0.0	56.7	14.8	0.0	32.2	35.5	0.0	21.1
Incr Delay (d2), s/veh	139.0	0.0	11.8	0.5	0.0	64.9	0.1	0.0	95.5	2.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.5	0.0	21.8	1.2	0.0	40.8	7.5	0.0	118.9	1.1	0.0	11.5
LnGrp Delay(d),s/veh	188.8	0.0	63.5	44.7	0.0	121.6	14.9	0.0	127.7	37.6	0.0	21.4
LnGrp LOS	F		E	D		F	B		F	D		C
Approach Vol, veh/h		517			435			1394			324	
Approach Delay, s/veh		100.6			117.7			109.7			22.8	
Approach LOS		F			F			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	39.0	16.0	80.4	8.0	43.0	8.4	88.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	34.0	11.0	78.0	6.0	35.0	6.0	83.0				
Max Q Clear Time (g_c+I1), s	9.0	36.0	11.0	16.6	3.5	31.8	3.2	85.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	6.1	0.0	1.3	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			98.7									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary
8: Cloverdale Road & Lake Hazel Road

2025 Background
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	346	17	45	381	145	44	615	153	84	155	33
Future Volume (veh/h)	55	346	17	45	381	145	44	615	153	84	155	33
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1765	1800
Adj Flow Rate, veh/h	61	384	19	50	423	161	45	628	156	93	172	37
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.98	0.98	0.98	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	656	32	255	479	182	593	637	158	124	760	164
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.47	0.47	0.47	0.04	0.54	0.54
Sat Flow, veh/h	828	1668	83	978	1219	464	1168	1366	339	1681	1408	303
Grp Volume(v), veh/h	61	0	403	50	0	584	45	0	784	93	0	209
Grp Sat Flow(s),veh/h/ln	828	0	1750	978	0	1683	1168	0	1705	1681	0	1711
Q Serve(g_s), s	10.6	0.0	27.2	6.4	0.0	48.4	3.2	0.0	68.1	4.2	0.0	9.6
Cycle Q Clear(g_c), s	59.0	0.0	27.2	33.6	0.0	48.4	3.2	0.0	68.1	4.2	0.0	9.6
Prop In Lane	1.00		0.05	1.00		0.28	1.00		0.20	1.00		0.18
Lane Grp Cap(c), veh/h	107	0	688	255	0	662	593	0	796	124	0	924
V/C Ratio(X)	0.57	0.00	0.59	0.20	0.00	0.88	0.08	0.00	0.99	0.75	0.00	0.23
Avail Cap(c_a), veh/h	107	0	688	255	0	662	593	0	796	124	0	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.9	0.0	35.9	49.1	0.0	42.3	22.2	0.0	39.5	35.5	0.0	18.1
Incr Delay (d2), s/veh	7.1	0.0	1.3	0.4	0.0	13.3	0.1	0.0	28.2	20.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.0	19.3	3.1	0.0	33.0	1.9	0.0	48.4	4.7	0.0	8.1
LnGrp Delay(d),s/veh	77.0	0.0	37.1	49.5	0.0	55.6	22.3	0.0	67.7	55.6	0.0	18.3
LnGrp LOS	E		D	D		E	C		E	E		B
Approach Vol, veh/h		464			634			829			302	
Approach Delay, s/veh		42.4			55.1			65.3			29.7	
Approach LOS		D			E			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		64.0		86.0		64.0	11.0	75.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		59.0		81.0		59.0	6.0	70.0				
Max Q Clear Time (g_c+I1), s		50.4		11.6		61.0	6.2	70.1				
Green Ext Time (p_c), s		4.5		5.2		0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				52.8								
HCM 2010 LOS				D								

HCM 2010 AWSC

9: Cloverdale Road & Columbia Road

2025 Background
AM Peak Hour

Intersection

Intersection Delay, s/veh 36.4

Intersection LOS E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	155	80	81	35	114	32	59	385	35	6	141	92
Future Vol, veh/h	155	80	81	35	114	32	59	385	35	6	141	92
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	170	88	89	38	125	35	65	423	38	7	155	101
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	25.6	16.6	60.1	18.1
HCM LOS	D	C	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	49%	19%	3%
Vol Thru, %	80%	25%	63%	59%
Vol Right, %	7%	26%	18%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	479	316	181	239
LT Vol	59	155	35	6
Through Vol	385	80	114	141
RT Vol	35	81	32	92
Lane Flow Rate	526	347	199	263
Geometry Grp	1	1	1	1
Degree of Util (X)	0.98	0.699	0.428	0.525
Departure Headway (Hd)	6.7	7.246	7.755	7.199
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	542	497	461	499
Service Time	4.763	5.321	5.845	5.283
HCM Lane V/C Ratio	0.97	0.698	0.432	0.527
HCM Control Delay	60.1	25.6	16.6	18.1
HCM Lane LOS	F	D	C	C
HCM 95th-tile Q	13.3	5.4	2.1	3

HCM 2010 TWSC

10: Cloverdale Road & Hubbard Road

2025 Background
AM Peak Hour

Intersection												
Int Delay, s/veh	42.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	112	175	7	4	2	14	8	343	35	111	116	52
Future Vol, veh/h	112	175	7	4	2	14	8	343	35	111	116	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	122	190	8	4	2	15	9	373	38	121	126	57

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	787	797	126	906	835	392	183	0	0	411	0	0
Stage 1	368	368	-	410	410	-	-	-	-	-	-	-
Stage 2	419	429	-	496	425	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	309	319	924	257	304	657	1392	-	-	1148	-	-
Stage 1	652	621	-	619	595	-	-	-	-	-	-	-
Stage 2	612	584	-	556	586	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	271	279	924	105	266	657	1392	-	-	1148	-	-
Mov Cap-2 Maneuver	271	279	-	105	266	-	-	-	-	-	-	-
Stage 1	647	548	-	614	590	-	-	-	-	-	-	-
Stage 2	591	579	-	318	517	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	135.4		18		0.2		3.4	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1392	-	-	281	299	1148	-
HCM Lane V/C Ratio	0.006	-	-	1.137	0.073	0.105	-
HCM Control Delay (s)	7.6	0	-	135.4	18	8.5	0
HCM Lane LOS	A	A	-	F	C	A	A
HCM 95th %tile Q(veh)	0	-	-	13.6	0.2	0.4	-

HCM 2010 AWSC

11: Cloverdale Road & Kuna Road

2025 Background
AM Peak Hour

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	98	25	192	0	44	52	98	164	3	7	68	45
Future Vol, veh/h	98	25	192	0	44	52	98	164	3	7	68	45
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	28	213	0	49	58	109	182	3	8	76	50
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.6	9.4	12.7	9.8
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	31%	0%	6%
Vol Thru, %	62%	8%	46%	57%
Vol Right, %	1%	61%	54%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	265	315	96	120
LT Vol	98	98	0	7
Through Vol	164	25	44	68
RT Vol	3	192	52	45
Lane Flow Rate	294	350	107	133
Geometry Grp	1	1	1	1
Degree of Util (X)	0.442	0.484	0.158	0.2
Departure Headway (Hd)	5.41	4.981	5.336	5.405
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	665	725	671	663
Service Time	3.445	3.014	3.381	3.448
HCM Lane V/C Ratio	0.442	0.483	0.159	0.201
HCM Control Delay	12.7	12.6	9.4	9.8
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	2.3	2.7	0.6	0.7

HCM 2010 TWSC

12: Ten Mile Creek Road & Hubbard Road/Private Access

2025 Background
AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	250	0	8	3	0
Future Vol, veh/h	4	250	0	8	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	278	0	9	3	0

Major/Minor	Major1	Minor2	
Conflicting Flow All	0	0	143 282
Stage 1	-	-	0 0
Stage 2	-	-	143 282
Critical Hdwy	-	-	6.42 6.52
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	5.42 5.52
Follow-up Hdwy	-	-	3.518 4.018
Pot Cap-1 Maneuver	-	-	850 627
Stage 1	-	-	- -
Stage 2	-	-	884 678
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	850 0
Mov Cap-2 Maneuver	-	-	850 0
Stage 1	-	-	- 0
Stage 2	-	-	884 0

Approach	EB	WB
HCM Control Delay, s	0	
HCM LOS	-	

Minor Lane/Major Mvmt	EBT	EBRWBLn1
Capacity (veh/h)	-	-
HCM Lane V/C Ratio	-	-
HCM Control Delay (s)	-	-
HCM Lane LOS	-	-
HCM 95th %tile Q(veh)	-	-

HCM 2010 Signalized Intersection Summary

13: Pleasant Valley Road & Gowen Road

2025 Background
AM Peak Hour

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑	↑	↑		
Traffic Volume (veh/h)	939	207	21	143	241	228		
Future Volume (veh/h)	939	207	21	143	241	228		
Number	6	16	5	2	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1765	1765	1765	1765	1765	1765		
Adj Flow Rate, veh/h	958	211	23	159	268	253		
Adj No. of Lanes	2	1	1	1	1	1		
Peak Hour Factor	0.98	0.98	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1559	1231	291	1246	319	285		
Arrive On Green	0.63	0.63	0.02	0.71	0.19	0.19		
Sat Flow, veh/h	3000	1500	1681	1765	1681	1500		
Grp Volume(v), veh/h	958	211	23	159	268	253		
Grp Sat Flow(s),veh/h/ln	1235	1500	1681	1765	1681	1500		
Q Serve(g_s), s	26.9	3.4	0.5	3.3	17.7	18.9		
Cycle Q Clear(g_c), s	26.9	3.4	0.5	3.3	17.7	18.9		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1559	1231	291	1246	319	285		
V/C Ratio(X)	0.61	0.17	0.08	0.13	0.84	0.89		
Avail Cap(c_a), veh/h	1559	1231	326	1246	526	470		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	12.8	2.1	10.1	5.5	44.9	45.4		
Incr Delay (d2), s/veh	1.8	0.3	0.0	0.2	2.8	6.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	14.5	5.4	0.4	3.1	13.2	13.1		
LnGrp Delay(d),s/veh	14.6	2.4	10.2	5.7	47.7	52.1		
LnGrp LOS	B	A	B	A	D	D		
Approach Vol, veh/h	1169			182	521			
Approach Delay, s/veh	12.4			6.2	49.8			
Approach LOS	B			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		87.2			8.6	78.6		27.8
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0
Max Green Setting (Gmax), s		67.0			5.0	56.0		36.0
Max Q Clear Time (g_c+I1), s		5.3			2.5	28.9		20.9
Green Ext Time (p_c), s		1.6			0.0	11.6		0.9
Intersection Summary								
HCM 2010 Ctrl Delay			22.2					
HCM 2010 LOS			C					

HCM 2010 TWSC

2025 Background

AM Peak Hour

14: Pleasant Valley Road & Tenmile Creek Road

Intersection

Int Delay, s/veh 6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations						
---------------------	--	--	--	--	--	--

Traffic Vol, veh/h	189	72	3	227	160	4
--------------------	-----	----	---	-----	-----	---

Future Vol, veh/h	189	72	3	227	160	4
-------------------	-----	----	---	-----	-----	---

Conflicting Peds, #/hr	0	0	0	0	0	0
------------------------	---	---	---	---	---	---

Sign Control	Stop	Stop	Free	Free	Free	Free
--------------	------	------	------	------	------	------

RT Channelized	-	None	-	None	-	None
----------------	---	------	---	------	---	------

Storage Length	0	-	-	-	-	300
----------------	---	---	---	---	---	-----

Veh in Median Storage, #	0	-	-	0	0	-
--------------------------	---	---	---	---	---	---

Grade, %	0	-	-	0	0	-
----------	---	---	---	---	---	---

Peak Hour Factor	90	90	90	90	90	90
------------------	----	----	----	----	----	----

Heavy Vehicles, %	2	2	2	2	2	2
-------------------	---	---	---	---	---	---

Mvmt Flow	210	80	3	252	178	4
-----------	-----	----	---	-----	-----	---

Major/Minor	Minor2	Major1	Major2
-------------	--------	--------	--------

Conflicting Flow All	436	178	182	0	-	0
----------------------	-----	-----	-----	---	---	---

Stage 1	178	-	-	-	-	-
---------	-----	---	---	---	---	---

Stage 2	258	-	-	-	-	-
---------	-----	---	---	---	---	---

Critical Hdwy	6.42	6.22	4.12	-	-	-
---------------	------	------	------	---	---	---

Critical Hdwy Stg 1	5.42	-	-	-	-	-
---------------------	------	---	---	---	---	---

Critical Hdwy Stg 2	5.42	-	-	-	-	-
---------------------	------	---	---	---	---	---

Follow-up Hdwy	3.518	3.318	2.218	-	-	-
----------------	-------	-------	-------	---	---	---

Pot Cap-1 Maneuver	578	865	1393	-	-	-
--------------------	-----	-----	------	---	---	---

Stage 1	853	-	-	-	-	-
---------	-----	---	---	---	---	---

Stage 2	785	-	-	-	-	-
---------	-----	---	---	---	---	---

Platoon blocked, %				-	-	-
--------------------	--	--	--	---	---	---

Mov Cap-1 Maneuver	576	865	1393	-	-	-
--------------------	-----	-----	------	---	---	---

Mov Cap-2 Maneuver	576	-	-	-	-	-
--------------------	-----	---	---	---	---	---

Stage 1	850	-	-	-	-	-
---------	-----	---	---	---	---	---

Stage 2	785	-	-	-	-	-
---------	-----	---	---	---	---	---

Approach	EB	NB	SB
----------	----	----	----

HCM Control Delay, s	15.4	0.1	0
----------------------	------	-----	---

HCM LOS	C		
---------	---	--	--

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
-----------------------	-----	-----	-------	-----	-----

Capacity (veh/h)	1393	-	634	-	-
------------------	------	---	-----	---	---

HCM Lane V/C Ratio	0.002	-	0.457	-	-
--------------------	-------	---	-------	---	---

HCM Control Delay (s)	7.6	0	15.4	-	-
-----------------------	-----	---	------	---	---

HCM Lane LOS	A	A	C	-	-
--------------	---	---	---	---	---

HCM 95th %tile Q(veh)	0	-	2.4	-	-
-----------------------	---	---	-----	---	---

HCM 2010 Signalized Intersection Summary
1: Meridian Road & Columbia Road

2025 Background
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	103	21	115	271	47	36	666	45	49	1342	325
Future Volume (veh/h)	126	103	21	115	271	47	36	666	45	49	1342	325
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1765	1765	1765	1765	1765	1765	1765
Adj Flow Rate, veh/h	140	114	23	128	301	52	40	740	50	51	1398	339
Adj No. of Lanes	1	1	0	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	170	300	60	297	347	295	150	1790	801	372	1797	804
Arrive On Green	0.05	0.21	0.21	0.04	0.20	0.20	0.03	0.53	0.53	0.03	0.54	0.54
Sat Flow, veh/h	1681	1426	288	1681	1765	1500	1681	3353	1500	1681	3353	1500
Grp Volume(v), veh/h	140	0	137	128	301	52	40	740	50	51	1398	339
Grp Sat Flow(s),veh/h/ln	1681	0	1714	1681	1765	1500	1681	1676	1500	1681	1676	1500
Q Serve(g_s), s	8.0	0.0	10.3	6.5	24.8	4.3	1.6	19.8	2.4	2.1	49.8	20.3
Cycle Q Clear(g_c), s	8.0	0.0	10.3	6.5	24.8	4.3	1.6	19.8	2.4	2.1	49.8	20.3
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	0	360	297	347	295	150	1790	801	372	1797	804
V/C Ratio(X)	0.82	0.00	0.38	0.43	0.87	0.18	0.27	0.41	0.06	0.14	0.78	0.42
Avail Cap(c_a), veh/h	170	0	451	297	435	370	161	1790	801	379	1797	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	0.0	50.8	49.4	58.3	50.1	24.3	20.9	16.9	16.2	27.7	20.9
Incr Delay (d2), s/veh	25.2	0.0	0.2	0.4	12.1	0.1	0.3	0.7	0.1	0.1	3.4	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.8	0.0	8.5	3.1	19.3	3.3	1.3	14.3	1.9	1.7	31.8	13.7
LnGrp Delay(d),s/veh	78.2	0.0	51.1	49.8	70.4	50.2	24.7	21.6	17.0	16.2	31.1	22.5
LnGrp LOS	E		D	D	E	D	C	C	B	B	C	C
Approach Vol, veh/h		277			481			830			1788	
Approach Delay, s/veh		64.8			62.7			21.5			29.0	
Approach LOS		E			E			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	36.5	11.1	87.4	13.0	38.5	11.4	87.1				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	6.5	* 7	7.0	7.0				
Max Green Setting (Gmax), s	8.0	37.0	5.0	72.0	6.5	* 40	5.0	72.0				
Max Q Clear Time (g_c+I1), s	10.0	26.8	3.6	51.8	8.5	12.3	4.1	21.8				
Green Ext Time (p_c), s	0.0	2.8	0.0	19.5	0.0	1.9	0.0	26.8				
Intersection Summary												
HCM 2010 Ctrl Delay			34.9									
HCM 2010 LOS			C									
Notes												

HCM 2010 TWSC

2: Meridian Road & Kuna Road

2025 Background
PM Peak Hour

Intersection						
Int Delay, s/veh	5.9					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	↘	↗	↕↕	↗	↘	↕↕
Traffic Vol, veh/h	202	209	393	76	98	757
Future Vol, veh/h	202	209	393	76	98	757
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	150	450	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	213	220	414	80	103	797

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1019	207	0	-	414	0
Stage 1	414	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	233	799	-	0	1141	-
Stage 1	635	-	-	0	-	-
Stage 2	508	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	~ 212	799	-	-	1141	-
Mov Cap-2 Maneuver	337	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	462	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	21.6	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NETNWLn1	NWLn2	SWL	SWT
Capacity (veh/h)	-	337	799	1141
HCM Lane V/C Ratio	-	0.631	0.275	0.09
HCM Control Delay (s)	-	32.3	11.2	8.5
HCM Lane LOS	-	D	B	A
HCM 95th %tile Q(veh)	-	4.1	1.1	0.3

Notes			
-: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 2010 AWSC

3: Locust Grove Road & Columbia Road

2025 Background
PM Peak Hour

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	138	4	23	422	29	5	53	5	31	120	53
Future Vol, veh/h	15	138	4	23	422	29	5	53	5	31	120	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	145	4	24	444	31	5	56	5	33	126	56
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.4	18.5	9.9	11.6
HCM LOS	B	C	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	10%	5%	15%
Vol Thru, %	84%	88%	89%	59%
Vol Right, %	8%	3%	6%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	157	474	204
LT Vol	5	15	23	31
Through Vol	53	138	422	120
RT Vol	5	4	29	53
Lane Flow Rate	66	165	499	215
Geometry Grp	1	1	1	1
Degree of Util (X)	0.112	0.252	0.692	0.337
Departure Headway (Hd)	6.054	5.485	4.996	5.652
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	590	653	723	636
Service Time	4.108	3.529	3.029	3.695
HCM Lane V/C Ratio	0.112	0.253	0.69	0.338
HCM Control Delay	9.9	10.4	18.5	11.6
HCM Lane LOS	A	B	C	B
HCM 95th-tile Q	0.4	1	5.6	1.5

HCM 2010 TWSC

4: Kuna Road & Locust Grove Road

2025 Background
PM Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	10	161	381	12	28	41
Future Vol, veh/h	10	161	381	12	28	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	168	397	13	29	43

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	410	0	-	0	592
Stage 1	-	-	-	-	404
Stage 2	-	-	-	-	188
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1149	-	-	-	469
Stage 1	-	-	-	-	674
Stage 2	-	-	-	-	844
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1149	-	-	-	464
Mov Cap-2 Maneuver	-	-	-	-	464
Stage 1	-	-	-	-	667
Stage 2	-	-	-	-	844

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1149	-	-	-	558
HCM Lane V/C Ratio	0.009	-	-	-	0.129
HCM Control Delay (s)	8.2	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

HCM 2010 AWSC

5: Eagle Road & Columbia Road

2025 Background
PM Peak Hour

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	138	5	5	272	47	13	24	3	78	50	174
Future Vol, veh/h	28	138	5	5	272	47	13	24	3	78	50	174
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	147	5	5	289	50	14	26	3	83	53	185
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.6	13	9.4	12.4
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	16%	2%	26%
Vol Thru, %	60%	81%	84%	17%
Vol Right, %	7%	3%	15%	58%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	171	324	302
LT Vol	13	28	5	78
Through Vol	24	138	272	50
RT Vol	3	5	47	174
Lane Flow Rate	43	182	345	321
Geometry Grp	1	1	1	1
Degree of Util (X)	0.07	0.276	0.491	0.455
Departure Headway (Hd)	5.905	5.456	5.126	5.103
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	605	659	703	707
Service Time	3.955	3.493	3.158	3.137
HCM Lane V/C Ratio	0.071	0.276	0.491	0.454
HCM Control Delay	9.4	10.6	13	12.4
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.2	1.1	2.7	2.4

HCM 2010 TWSC

6: Eagle Road & Kuna Road

2025 Background
PM Peak Hour

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	167	27	3	352	6	23	11	1	6	9	0
Future Vol, veh/h	5	167	27	3	352	6	23	11	1	6	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	178	29	3	374	6	24	12	1	6	10	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	380	0	0	207	0	0	591	589	193	592	600	377
Stage 1	-	-	-	-	-	-	203	203	-	383	383	-
Stage 2	-	-	-	-	-	-	388	386	-	209	217	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1178	-	-	1364	-	-	419	421	849	418	415	670
Stage 1	-	-	-	-	-	-	799	733	-	640	612	-
Stage 2	-	-	-	-	-	-	636	610	-	793	723	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1178	-	-	1364	-	-	409	418	849	406	412	670
Mov Cap-2 Maneuver	-	-	-	-	-	-	409	418	-	406	412	-
Stage 1	-	-	-	-	-	-	795	729	-	637	610	-
Stage 2	-	-	-	-	-	-	624	608	-	775	719	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			14.5			14.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	418	1178	-	-	1364	-	-	410
HCM Lane V/C Ratio	0.089	0.005	-	-	0.002	-	-	0.039
HCM Control Delay (s)	14.5	8.1	0	-	7.6	0	-	14.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

HCM 2010 Signalized Intersection Summary
7: Cloverdale Road & Amity Road

2025 Background
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	291	156	76	299	19	138	366	55	73	895	197
Future Volume (veh/h)	77	291	156	76	299	19	138	366	55	73	895	197
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1835	1800
Adj Flow Rate, veh/h	86	323	173	84	332	21	147	389	59	76	932	205
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	303	162	104	460	29	126	779	118	434	739	162
Arrive On Green	0.03	0.28	0.28	0.03	0.28	0.28	0.05	0.52	0.52	0.03	0.51	0.51
Sat Flow, veh/h	1681	1083	580	1681	1642	104	1681	1497	227	1681	1458	321
Grp Volume(v), veh/h	86	0	496	84	0	353	147	0	448	76	0	1137
Grp Sat Flow(s),veh/h/ln	1681	0	1662	1681	0	1746	1681	0	1725	1681	0	1779
Q Serve(g_s), s	5.0	0.0	42.0	5.0	0.0	27.4	7.0	0.0	25.3	3.3	0.0	76.0
Cycle Q Clear(g_c), s	5.0	0.0	42.0	5.0	0.0	27.4	7.0	0.0	25.3	3.3	0.0	76.0
Prop In Lane	1.00		0.35	1.00		0.06	1.00		0.13	1.00		0.18
Lane Grp Cap(c), veh/h	204	0	465	104	0	489	126	0	897	434	0	901
V/C Ratio(X)	0.42	0.00	1.07	0.81	0.00	0.72	1.16	0.00	0.50	0.18	0.00	1.26
Avail Cap(c_a), veh/h	204	0	465	104	0	489	126	0	897	434	0	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.1	0.0	54.0	45.3	0.0	48.7	44.7	0.0	23.3	18.6	0.0	37.0
Incr Delay (d2), s/veh	0.5	0.0	60.3	33.7	0.0	4.5	130.4	0.0	0.4	0.1	0.0	126.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	0.0	48.7	6.2	0.0	20.0	17.7	0.0	17.7	2.7	0.0	123.8
LnGrp Delay(d),s/veh	42.6	0.0	114.3	79.1	0.0	53.2	175.1	0.0	23.8	18.7	0.0	163.7
LnGrp LOS	D		F	E		D	F		C	B		F
Approach Vol, veh/h		582			437			595			1213	
Approach Delay, s/veh		103.7			58.2			61.2			154.6	
Approach LOS		F			E			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	47.0	12.0	81.0	10.0	47.0	10.0	83.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	5.0	42.0	7.0	76.0	5.0	42.0	5.0	78.0				
Max Q Clear Time (g_c+I1), s	7.0	29.4	9.0	78.0	7.0	44.0	5.3	27.3				
Green Ext Time (p_c), s	0.0	2.2	0.0	0.0	0.0	0.0	0.0	9.9				
Intersection Summary												
HCM 2010 Ctrl Delay			109.6									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary
8: Cloverdale Road & Lake Hazel Road

2025 Background
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	445	48	168	520	95	54	271	99	184	532	98
Future Volume (veh/h)	62	445	48	168	520	95	54	271	99	184	532	98
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1765	1800
Adj Flow Rate, veh/h	68	489	53	183	565	103	60	301	110	200	578	107
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	553	60	243	687	125	121	400	146	311	657	122
Arrive On Green	0.35	0.35	0.35	0.08	0.47	0.47	0.32	0.32	0.32	0.09	0.45	0.45
Sat Flow, veh/h	766	1565	170	1681	1453	265	754	1234	451	1681	1449	268
Grp Volume(v), veh/h	68	0	542	183	0	668	60	0	411	200	0	685
Grp Sat Flow(s),veh/h/ln	766	0	1735	1681	0	1718	754	0	1685	1681	0	1717
Q Serve(g_s), s	11.4	0.0	39.9	9.1	0.0	45.5	10.7	0.0	29.6	10.4	0.0	49.2
Cycle Q Clear(g_c), s	40.7	0.0	39.9	9.1	0.0	45.5	42.4	0.0	29.6	10.4	0.0	49.2
Prop In Lane	1.00		0.10	1.00		0.15	1.00		0.27	1.00		0.16
Lane Grp Cap(c), veh/h	158	0	613	243	0	812	121	0	546	311	0	779
V/C Ratio(X)	0.43	0.00	0.88	0.75	0.00	0.82	0.49	0.00	0.75	0.64	0.00	0.88
Avail Cap(c_a), veh/h	203	0	716	278	0	949	121	0	546	354	0	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.4	0.0	41.3	31.0	0.0	30.9	61.0	0.0	41.0	29.6	0.0	33.7
Incr Delay (d2), s/veh	1.8	0.0	11.4	7.8	0.0	5.2	4.4	0.0	6.2	2.0	0.0	10.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	0.0	28.6	8.3	0.0	30.5	4.3	0.0	21.1	8.6	0.0	33.8
LnGrp Delay(d),s/veh	57.2	0.0	52.6	38.9	0.0	36.0	65.4	0.0	47.3	31.6	0.0	44.6
LnGrp LOS	E		D	D		D	E		D	C		D
Approach Vol, veh/h		610			851			471			885	
Approach Delay, s/veh		53.1			36.6			49.6			41.6	
Approach LOS		D			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		69.2		66.6	16.2	53.0	17.6	49.0				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s		75.0		65.0	14.0	56.0	16.0	44.0				
Max Q Clear Time (g_c+I1), s		47.5		51.2	11.1	42.7	12.4	44.4				
Green Ext Time (p_c), s		11.0		9.3	0.1	5.3	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			43.9									
HCM 2010 LOS			D									

HCM 2010 AWSC

9: Cloverdale Road & Columbia Road

2025 Background
PM Peak Hour

Intersection

Intersection Delay, s/veh 47.2

Intersection LOS E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	111	74	29	102	16	117	213	42	36	355	154
Future Vol, veh/h	47	111	74	29	102	16	117	213	42	36	355	154
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	122	81	32	112	18	129	234	46	40	390	169
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.7	15.6	29.5	79.9
HCM LOS	C	C	D	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	20%	20%	7%
Vol Thru, %	57%	48%	69%	65%
Vol Right, %	11%	32%	11%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	372	232	147	545
LT Vol	117	47	29	36
Through Vol	213	111	102	355
RT Vol	42	74	16	154
Lane Flow Rate	409	255	162	599
Geometry Grp	1	1	1	1
Degree of Util (X)	0.768	0.522	0.353	1.06
Departure Headway (Hd)	6.992	7.651	8.187	6.373
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	519	474	443	569
Service Time	4.992	5.651	6.187	4.431
HCM Lane V/C Ratio	0.788	0.538	0.366	1.053
HCM Control Delay	29.5	18.7	15.6	79.9
HCM Lane LOS	D	C	C	F
HCM 95th-tile Q	6.8	3	1.6	17.2

HCM 2010 TWSC

10: Cloverdale Road & Hubbard Road

2025 Background
PM Peak Hour

Intersection												
Int Delay, s/veh	65.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	32	4	22	40	237	126	10	240	7	22	357	95
Future Vol, veh/h	32	4	22	40	237	126	10	240	7	22	357	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	4	24	44	263	140	11	267	8	24	397	106

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	940	742	397	805	844	271	503	0	0	275	0	0
Stage 1	445	445	-	293	293	-	-	-	-	-	-	-
Stage 2	495	297	-	512	551	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	244	344	652	301	300	768	1061	-	-	1288	-	-
Stage 1	592	575	-	715	670	-	-	-	-	-	-	-
Stage 2	556	668	-	545	515	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	41	331	652	278	289	768	1061	-	-	1288	-	-
Mov Cap-2 Maneuver	41	331	-	278	289	-	-	-	-	-	-	-
Stage 1	585	560	-	706	662	-	-	-	-	-	-	-
Stage 2	271	660	-	507	502	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	185.6		167		0.3		0.4	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1061	-	-	70	357	1288	-
HCM Lane V/C Ratio	0.01	-	-	0.921	1.254	0.019	-
HCM Control Delay (s)	8.4	0	-	185.6	167	7.8	0
HCM Lane LOS	A	A	-	F	F	A	A
HCM 95th %tile Q(veh)	0	-	-	4.6	19.8	0.1	-

HCM 2010 AWSC

11: Cloverdale Road & Kuna Road

2025 Background
PM Peak Hour

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	30	73	0	36	15	249	168	3	41	137	88
Future Vol, veh/h	52	30	73	0	36	15	249	168	3	41	137	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	32	77	0	38	16	262	177	3	43	144	93
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.6	9.5	16.1	11.2
HCM LOS	B	A	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	59%	34%	0%	15%
Vol Thru, %	40%	19%	71%	52%
Vol Right, %	1%	47%	29%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	420	155	51	266
LT Vol	249	52	0	41
Through Vol	168	30	36	137
RT Vol	3	73	15	88
Lane Flow Rate	442	163	54	280
Geometry Grp	1	1	1	1
Degree of Util (X)	0.623	0.255	0.088	0.39
Departure Headway (Hd)	5.072	5.625	5.907	5.016
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	712	638	605	717
Service Time	3.098	3.666	3.957	3.047
HCM Lane V/C Ratio	0.621	0.255	0.089	0.391
HCM Control Delay	16.1	10.6	9.5	11.2
HCM Lane LOS	C	B	A	B
HCM 95th-tile Q	4.4	1	0.3	1.9

HCM 2010 TWSC

12: Ten Mile Creek Road & Hubbard Road

2025 Background
PM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	17	0	2	313	0
Future Vol, veh/h	4	17	0	2	313	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	19	0	2	348	0

Major/Minor	Major1	Minor2	
Conflicting Flow All	0	0	14 23
Stage 1	-	-	0 0
Stage 2	-	-	14 23
Critical Hdwy	-	-	6.42 6.52
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	5.42 5.52
Follow-up Hdwy	-	-	3.518 4.018
Pot Cap-1 Maneuver	-	-	1005 870
Stage 1	-	-	- -
Stage 2	-	-	1009 876
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	1005 0
Mov Cap-2 Maneuver	-	-	1005 0
Stage 1	-	-	- 0
Stage 2	-	-	1009 0

Approach	EB	WB
HCM Control Delay, s	0	
HCM LOS	-	

Minor Lane/Major Mvmt	EBT	EBRWBLn1	
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

HCM 2010 Signalized Intersection Summary
13: Pleasant Valley Road & Gowen Road

2025 Background
PM Peak Hour

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↓	↑	↓	↑		
Traffic Volume (veh/h)	238	229	248	1043	239	21		
Future Volume (veh/h)	238	229	248	1043	239	21		
Number	6	16	5	2	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1765	1765	1765	1765	1765	1765		
Adj Flow Rate, veh/h	262	252	270	1134	266	23		
Adj No. of Lanes	2	1	1	1	1	1		
Peak Hour Factor	0.91	0.91	0.92	0.92	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1463	1148	674	1274	292	260		
Arrive On Green	0.59	0.59	0.08	0.72	0.17	0.17		
Sat Flow, veh/h	3000	1500	1681	1765	1681	1500		
Grp Volume(v), veh/h	262	252	270	1134	266	23		
Grp Sat Flow(s),veh/h/ln	1235	1500	1681	1765	1681	1500		
Q Serve(g_s), s	5.6	5.4	6.9	57.5	17.9	1.5		
Cycle Q Clear(g_c), s	5.6	5.4	6.9	57.5	17.9	1.5		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1463	1148	674	1274	292	260		
V/C Ratio(X)	0.18	0.22	0.40	0.89	0.91	0.09		
Avail Cap(c_a), veh/h	1463	1148	689	1274	307	274		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.7	3.8	7.1	12.4	46.7	39.9		
Incr Delay (d2), s/veh	0.3	0.4	0.1	9.6	28.2	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	3.5	7.3	5.6	39.9	15.9	1.1		
LnGrp Delay(d),s/veh	11.0	4.2	7.2	22.0	74.9	39.9		
LnGrp LOS	B	A	A	C	E	D		
Approach Vol, veh/h	514			1404	289			
Approach Delay, s/veh	7.7			19.1	72.1			
Approach LOS	A			B	E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		89.0			15.0	74.1		26.0
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0
Max Green Setting (Gmax), s		82.0			10.0	66.0		21.0
Max Q Clear Time (g_c+I1), s		59.5			8.9	7.6		19.9
Green Ext Time (p_c), s		15.0			0.1	2.9		0.1
Intersection Summary								
HCM 2010 Ctrl Delay			23.4					
HCM 2010 LOS			C					

HCM 2010 TWSC

2025 Background

PM Peak Hour

14: Pleasant Valley Road & Tenmile Creek Road

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	11	42	106	240	203
Future Vol, veh/h	4	11	42	106	240	203
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	12	47	118	267	226

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	479	267	493	0	-	0
Stage 1	267	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	545	772	1071	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	519	772	1071	-	-	-
Mov Cap-2 Maneuver	519	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	823	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	2.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1071	-	683	-	-
HCM Lane V/C Ratio	0.044	-	0.024	-	-
HCM Control Delay (s)	8.5	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM 2010 Signalized Intersection Summary
7: Cloverdale Road & Amity Road

2025 Background - Mitigation
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	258	69	20	262	110	210	1042	58	25	198	68
Future Volume (veh/h)	138	258	69	20	262	110	210	1042	58	25	198	68
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1835	1800
Adj Flow Rate, veh/h	153	287	77	22	291	122	223	1109	62	28	220	76
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	234	451	121	253	330	138	569	1467	82	181	985	331
Arrive On Green	0.08	0.34	0.34	0.02	0.28	0.28	0.10	0.45	0.45	0.03	0.38	0.38
Sat Flow, veh/h	1681	1341	360	1681	1182	495	1681	3229	180	1681	2565	862
Grp Volume(v), veh/h	153	0	364	22	0	413	223	576	595	28	148	148
Grp Sat Flow(s),veh/h/ln	1681	0	1701	1681	0	1677	1681	1676	1733	1681	1744	1683
Q Serve(g_s), s	7.7	0.0	22.2	1.1	0.0	28.9	9.5	35.1	35.1	1.2	7.0	7.3
Cycle Q Clear(g_c), s	7.7	0.0	22.2	1.1	0.0	28.9	9.5	35.1	35.1	1.2	7.0	7.3
Prop In Lane	1.00		0.21	1.00		0.30	1.00		0.10	1.00		0.51
Lane Grp Cap(c), veh/h	234	0	573	253	0	468	569	761	787	181	670	646
V/C Ratio(X)	0.66	0.00	0.64	0.09	0.00	0.88	0.39	0.76	0.76	0.15	0.22	0.23
Avail Cap(c_a), veh/h	265	0	775	299	0	682	641	846	874	221	724	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	0.0	34.4	31.4	0.0	42.4	18.5	27.9	27.9	24.9	25.5	25.6
Incr Delay (d2), s/veh	3.2	0.0	0.4	0.1	0.0	7.0	0.2	3.5	3.4	0.4	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	0.0	15.8	1.0	0.0	20.5	7.8	23.6	24.3	1.1	6.1	6.2
LnGrp Delay(d),s/veh	34.3	0.0	34.9	31.6	0.0	49.4	18.6	31.4	31.3	25.2	25.6	25.8
LnGrp LOS	C		C	C		D	B	C	C	C	C	C
Approach Vol, veh/h		517			435			1394			324	
Approach Delay, s/veh		34.7			48.5			29.3			25.7	
Approach LOS		C			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	39.3	16.7	52.2	7.6	46.4	8.1	60.8				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	12.0	50.0	17.0	51.0	6.0	56.0	6.0	62.0				
Max Q Clear Time (g_c+I1), s	9.7	30.9	11.5	9.3	3.1	24.2	3.2	37.1				
Green Ext Time (p_c), s	0.1	3.3	0.2	5.4	0.0	6.5	0.0	18.7				
Intersection Summary												
HCM 2010 Ctrl Delay			33.0									
HCM 2010 LOS			C									

HCM 6th Roundabout
9: Cloverdale Road & Columbia Road

2025 Background - Mitigation
AM Peak Hour

Intersection				
Intersection Delay, s/veh	7.9			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	347	198	526	263
Demand Flow Rate, veh/h	354	203	536	268
Vehicles Circulating, veh/h	204	670	270	232
Vehicles Exiting, veh/h	296	136	288	640
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.4	8.9	9.7	5.7
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	354	203	536	268
Cap Entry Lane, veh/h	1121	697	1048	1089
Entry HV Adj Factor	0.981	0.978	0.981	0.981
Flow Entry, veh/h	347	198	526	263
Cap Entry, veh/h	1099	681	1027	1068
V/C Ratio	0.316	0.291	0.512	0.246
Control Delay, s/veh	6.4	8.9	9.7	5.7
LOS	A	A	A	A
95th %tile Queue, veh	1	1	3	1

HCM 6th Roundabout
10: Cloverdale Road & Hubbard Road

2025 Background - Mitigation
AM Peak Hour

Intersection				
Intersection Delay, s/veh	7.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	320	21	420	304
Demand Flow Rate, veh/h	326	21	428	310
Vehicles Circulating, veh/h	256	513	441	15
Vehicles Exiting, veh/h	69	356	141	519
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.5	4.7	10.5	4.6
Approach LOS	A	A	B	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	326	21	428	310
Cap Entry Lane, veh/h	1063	818	880	1359
Entry HV Adj Factor	0.982	0.998	0.980	0.982
Flow Entry, veh/h	320	21	420	304
Cap Entry, veh/h	1044	816	863	1335
V/C Ratio	0.307	0.026	0.486	0.228
Control Delay, s/veh	6.5	4.7	10.5	4.6
LOS	A	A	B	A
95th %tile Queue, veh	1	0	3	1

HCM 6th Roundabout
7: Cloverdale Road & Amity Road

2025 Background - Mitigation ALT
AM Peak Hour

Intersection									
Intersection Delay, s/veh	17.7								
Intersection LOS	C								
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	505		427		1424		316		
Demand Flow Rate, veh/h	515		435		1453		322		
Vehicles Circulating, veh/h	269		1542		467		546		
Vehicles Exiting, veh/h	599		378		317		1431		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	5.6		28.5		21.4		6.2		
Approach LOS	A		D		C		A		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR	
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR	
RT Channelized									
Lane Util	0.470	0.530	0.469	0.531	0.470	0.530	0.469	0.531	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	242	273	204	231	683	770	151	171	
Cap Entry Lane, veh/h	1054	1130	327	383	878	955	817	893	
Entry HV Adj Factor	0.982	0.981	0.984	0.980	0.980	0.980	0.983	0.979	
Flow Entry, veh/h	238	268	201	226	669	755	148	167	
Cap Entry, veh/h	1034	1109	322	375	861	936	803	874	
V/C Ratio	0.230	0.242	0.624	0.603	0.778	0.806	0.185	0.192	
Control Delay, s/veh	5.7	5.5	31.2	26.2	21.0	21.7	6.4	6.1	
LOS	A	A	D	D	C	C	A	A	
95th %tile Queue, veh	1	1	4	4	8	9	1	1	

HCM 2010 Signalized Intersection Summary
9: Cloverdale Road & Columbia Road

2025 Background - Mitigation ALT
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	80	81	35	114	32	59	385	35	6	141	92
Future Volume (veh/h)	155	80	81	35	114	32	59	385	35	6	141	92
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1765	1800
Adj Flow Rate, veh/h	172	89	90	39	127	36	60	389	35	6	145	95
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.99	0.99	0.99	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	488	245	248	469	402	114	479	557	50	342	348	228
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1218	806	815	1200	1323	375	1135	1596	144	959	997	653
Grp Volume(v), veh/h	172	0	179	39	0	163	60	0	424	6	0	240
Grp Sat Flow(s),veh/h/ln	1218	0	1621	1200	0	1699	1135	0	1739	959	0	1649
Q Serve(g_s), s	4.4	0.0	3.0	0.9	0.0	2.6	1.5	0.0	7.3	0.2	0.0	3.8
Cycle Q Clear(g_c), s	6.9	0.0	3.0	3.9	0.0	2.6	5.3	0.0	7.3	7.5	0.0	3.8
Prop In Lane	1.00		0.50	1.00		0.22	1.00		0.08	1.00		0.40
Lane Grp Cap(c), veh/h	488	0	493	469	0	517	479	0	608	342	0	576
V/C Ratio(X)	0.35	0.00	0.36	0.08	0.00	0.32	0.13	0.00	0.70	0.02	0.00	0.42
Avail Cap(c_a), veh/h	2228	0	2808	2184	0	2943	2640	0	3918	2168	0	3715
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	0.0	9.4	11.0	0.0	9.3	10.6	0.0	9.7	12.9	0.0	8.6
Incr Delay (d2), s/veh	0.4	0.0	0.4	0.1	0.0	0.3	0.1	0.0	1.5	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	0.0	2.4	0.5	0.0	2.2	0.8	0.0	6.6	0.1	0.0	3.3
LnGrp Delay(d),s/veh	12.4	0.0	9.9	11.0	0.0	9.6	10.7	0.0	11.2	12.9	0.0	9.1
LnGrp LOS	B		A	B		A	B		B	B		A
Approach Vol, veh/h		351			202			484			246	
Approach Delay, s/veh		11.1			9.9			11.1			9.2	
Approach LOS		B			A			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.5		18.1		16.5		18.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		60.0		78.0		60.0		78.0				
Max Q Clear Time (g_c+I1), s		5.9		9.5		8.9		9.3				
Green Ext Time (p_c), s		1.0		1.5		1.6		2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			10.5									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
10: Cloverdale Road & Hubbard Road

2025 Background - Mitigation ALT
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	175	7	4	2	14	8	343	35	111	116	52
Future Volume (veh/h)	112	175	7	4	2	14	8	343	35	111	116	52
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1765	1800
Adj Flow Rate, veh/h	124	194	8	4	2	16	8	361	37	123	129	58
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	510	355	15	357	36	286	624	638	65	455	468	210
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1389	1683	69	1175	169	1356	1192	1575	161	983	1154	519
Grp Volume(v), veh/h	124	0	202	4	0	18	8	0	398	123	0	187
Grp Sat Flow(s),veh/h/ln	1389	0	1752	1175	0	1525	1192	0	1736	983	0	1673
Q Serve(g_s), s	2.4	0.0	3.2	0.1	0.0	0.3	0.1	0.0	5.5	3.5	0.0	2.3
Cycle Q Clear(g_c), s	2.7	0.0	3.2	3.3	0.0	0.3	2.5	0.0	5.5	9.0	0.0	2.3
Prop In Lane	1.00		0.04	1.00		0.89	1.00		0.09	1.00		0.31
Lane Grp Cap(c), veh/h	510	0	369	357	0	322	624	0	703	455	0	678
V/C Ratio(X)	0.24	0.00	0.55	0.01	0.00	0.06	0.01	0.00	0.57	0.27	0.00	0.28
Avail Cap(c_a), veh/h	2574	0	2973	2104	0	2588	3384	0	4725	2730	0	4553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.9	0.0	11.0	12.5	0.0	9.8	7.1	0.0	7.2	10.6	0.0	6.2
Incr Delay (d2), s/veh	0.2	0.0	1.3	0.0	0.0	0.1	0.0	0.0	0.7	0.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.0	3.0	0.1	0.0	0.2	0.1	0.0	4.8	1.7	0.0	1.9
LnGrp Delay(d),s/veh	11.2	0.0	12.3	12.5	0.0	9.9	7.1	0.0	7.9	11.0	0.0	6.4
LnGrp LOS	B		B	B		A	A		A	B		A
Approach Vol, veh/h		326			22			406			310	
Approach Delay, s/veh		11.8			10.4			7.9			8.2	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.6		18.7		12.6		18.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		53.0		85.0		53.0		85.0				
Max Q Clear Time (g_c+I1), s		5.3		11.0		5.2		7.5				
Green Ext Time (p_c), s		0.1		1.7		1.4		2.4				
Intersection Summary												
HCM 2010 Ctrl Delay			9.2									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
7: Cloverdale Road & Amity Road

2025 Background - Mitigation
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	291	156	76	299	19	138	366	55	73	895	197
Future Volume (veh/h)	77	291	156	76	299	19	138	366	55	73	895	197
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1835	1800
Adj Flow Rate, veh/h	86	323	173	84	332	21	147	389	59	76	932	205
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	376	201	182	557	35	217	1234	186	434	1122	246
Arrive On Green	0.05	0.35	0.35	0.04	0.34	0.34	0.07	0.42	0.42	0.04	0.39	0.39
Sat Flow, veh/h	1681	1083	580	1681	1642	104	1681	2923	440	1681	2844	625
Grp Volume(v), veh/h	86	0	496	84	0	353	147	222	226	76	571	566
Grp Sat Flow(s),veh/h/ln	1681	0	1662	1681	0	1746	1681	1676	1687	1681	1744	1725
Q Serve(g_s), s	4.3	0.0	36.3	4.3	0.0	21.9	6.7	11.5	11.7	3.5	38.5	38.6
Cycle Q Clear(g_c), s	4.3	0.0	36.3	4.3	0.0	21.9	6.7	11.5	11.7	3.5	38.5	38.6
Prop In Lane	1.00		0.35	1.00		0.06	1.00		0.26	1.00		0.36
Lane Grp Cap(c), veh/h	308	0	577	182	0	592	217	708	712	434	688	680
V/C Ratio(X)	0.28	0.00	0.86	0.46	0.00	0.60	0.68	0.31	0.32	0.18	0.83	0.83
Avail Cap(c_a), veh/h	308	0	713	182	0	736	297	809	814	445	721	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	39.7	31.9	0.0	35.7	28.6	25.1	25.2	22.2	35.6	35.6
Incr Delay (d2), s/veh	0.2	0.0	7.5	0.7	0.0	0.4	1.4	0.3	0.3	0.1	7.8	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	0.0	24.8	3.6	0.0	15.9	5.7	9.1	9.4	2.9	27.4	27.2
LnGrp Delay(d),s/veh	28.2	0.0	47.2	32.6	0.0	36.1	30.0	25.4	25.4	22.3	43.4	43.6
LnGrp LOS	C		D	C		D	C	C	C	C	D	D
Approach Vol, veh/h		582			437			595			1213	
Approach Delay, s/veh		44.4			35.4			26.5			42.2	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	49.3	13.8	56.5	10.0	50.3	10.2	60.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	6.0	55.0	15.0	54.0	5.0	56.0	6.0	63.0				
Max Q Clear Time (g_c+I1), s	6.3	23.9	8.7	40.6	6.3	38.3	5.5	13.7				
Green Ext Time (p_c), s	0.0	3.1	0.1	10.9	0.0	7.0	0.0	9.0				
Intersection Summary												
HCM 2010 Ctrl Delay			38.3									
HCM 2010 LOS			D									

HCM 6th Roundabout
9: Cloverdale Road & Columbia Road

2025 Background - Mitigation
PM Peak Hour

Intersection				
Intersection Delay, s/veh	8.9			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	255	162	409	599
Demand Flow Rate, veh/h	260	165	418	611
Vehicles Circulating, veh/h	472	424	218	279
Vehicles Exiting, veh/h	418	212	514	310
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.7	5.9	7.2	11.4
Approach LOS	A	A	A	B
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	260	165	418	611
Cap Entry Lane, veh/h	853	895	1105	1038
Entry HV Adj Factor	0.979	0.980	0.979	0.981
Flow Entry, veh/h	255	162	409	599
Cap Entry, veh/h	835	878	1082	1018
V/C Ratio	0.305	0.184	0.378	0.589
Control Delay, s/veh	7.7	5.9	7.2	11.4
LOS	A	A	A	B
95th %tile Queue, veh	1	1	2	4

HCM 6th Roundabout
10: Cloverdale Road & Hubbard Road

2025 Background - Mitigation
PM Peak Hour

Intersection				
Intersection Delay, s/veh	8.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	64	447	286	527
Demand Flow Rate, veh/h	65	456	291	537
Vehicles Circulating, veh/h	474	320	65	324
Vehicles Exiting, veh/h	387	36	474	452
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	9.1	4.8	10.7
Approach LOS	A	A	A	B
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	65	456	291	537
Cap Entry Lane, veh/h	851	996	1291	992
Entry HV Adj Factor	0.983	0.980	0.982	0.981
Flow Entry, veh/h	64	447	286	527
Cap Entry, veh/h	837	975	1268	973
V/C Ratio	0.076	0.458	0.225	0.542
Control Delay, s/veh	5.0	9.1	4.8	10.7
LOS	A	A	A	B
95th %tile Queue, veh	0	2	1	3

HCM 6th Roundabout
7: Cloverdale Road & Amity Road

2025 Background - Mitigation ALT
PM Peak Hour

Intersection									
Intersection Delay, s/veh	13.8								
Intersection LOS	B								
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	540		406		576		1201		
Demand Flow Rate, veh/h	551		414		588		1224		
Vehicles Circulating, veh/h	1097		611		463		539		
Vehicles Exiting, veh/h	666		440		1185		486		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	17.1		7.4		7.4		17.6		
Approach LOS	C		A		A		C		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR	
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR	
RT Channelized									
Lane Util	0.470	0.530	0.471	0.529	0.469	0.531	0.470	0.530	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	259	292	195	219	276	312	575	649	
Cap Entry Lane, veh/h	492	559	769	845	882	958	822	898	
Entry HV Adj Factor	0.980	0.980	0.978	0.982	0.982	0.979	0.981	0.980	
Flow Entry, veh/h	254	286	191	215	271	306	564	636	
Cap Entry, veh/h	482	548	753	830	865	938	807	881	
V/C Ratio	0.526	0.522	0.253	0.259	0.313	0.326	0.699	0.723	
Control Delay, s/veh	18.1	16.2	7.7	7.1	7.6	7.3	17.6	17.6	
LOS	C	C	A	A	A	A	C	C	
95th %tile Queue, veh	3	3	1	1	1	1	6	6	

HCM 2010 Signalized Intersection Summary
9: Cloverdale Road & Columbia Road

2025 Background - Mitigation ALT
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	111	74	29	102	16	117	213	42	36	355	154
Future Volume (veh/h)	47	111	74	29	102	16	117	213	42	36	355	154
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1765	1800
Adj Flow Rate, veh/h	52	122	81	32	113	18	130	237	47	40	394	171
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	203	134	285	304	48	385	718	142	616	586	255
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1254	991	658	1174	1486	237	842	1431	284	1091	1168	507
Grp Volume(v), veh/h	52	0	203	32	0	131	130	0	284	40	0	565
Grp Sat Flow(s),veh/h/ln	1254	0	1649	1174	0	1723	842	0	1715	1091	0	1675
Q Serve(g_s), s	1.5	0.0	4.6	1.0	0.0	2.7	5.6	0.0	4.0	0.9	0.0	10.4
Cycle Q Clear(g_c), s	4.2	0.0	4.6	5.6	0.0	2.7	16.0	0.0	4.0	5.0	0.0	10.4
Prop In Lane	1.00		0.40	1.00		0.14	1.00		0.17	1.00		0.30
Lane Grp Cap(c), veh/h	350	0	337	285	0	352	385	0	861	616	0	841
V/C Ratio(X)	0.15	0.00	0.60	0.11	0.00	0.37	0.34	0.00	0.33	0.06	0.00	0.67
Avail Cap(c_a), veh/h	1444	0	1775	1309	0	1855	1900	0	3943	2577	0	3853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	14.8	17.3	0.0	14.0	13.6	0.0	6.1	7.6	0.0	7.6
Incr Delay (d2), s/veh	0.2	0.0	1.7	0.2	0.0	0.7	0.5	0.0	0.2	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	4.0	0.6	0.0	2.4	2.4	0.0	3.5	0.5	0.0	8.6
LnGrp Delay(d),s/veh	16.0	0.0	16.5	17.5	0.0	14.7	14.2	0.0	6.3	7.6	0.0	8.6
LnGrp LOS	B		B	B		B	B		A	A		A
Approach Vol, veh/h		255			163			414			605	
Approach Delay, s/veh		16.4			15.2			8.8			8.5	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		14.4		26.5		14.4		26.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		44.0		94.0		44.0		94.0				
Max Q Clear Time (g_c+I1), s		7.6		12.4		6.6		18.0				
Green Ext Time (p_c), s		0.8		4.1		1.3		2.6				
Intersection Summary												
HCM 2010 Ctrl Delay			10.7									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
10: Cloverdale Road & Hubbard Road

2025 Background - Mitigation ALT
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	4	22	40	237	126	10	240	7	22	357	95
Future Volume (veh/h)	32	4	22	40	237	126	10	240	7	22	357	95
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1765	1800
Adj Flow Rate, veh/h	36	4	24	44	263	140	11	267	8	24	397	106
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	71	427	603	353	188	288	660	20	473	520	139
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	978	219	1314	1377	1085	578	892	1705	51	1100	1343	359
Grp Volume(v), veh/h	36	0	28	44	0	403	11	0	275	24	0	503
Grp Sat Flow(s),veh/h/ln	978	0	1533	1377	0	1663	892	0	1756	1100	0	1701
Q Serve(g_s), s	1.4	0.0	0.5	0.9	0.0	9.0	0.5	0.0	4.7	0.7	0.0	10.7
Cycle Q Clear(g_c), s	10.4	0.0	0.5	1.5	0.0	9.0	11.2	0.0	4.7	5.4	0.0	10.7
Prop In Lane	1.00		0.86	1.00		0.35	1.00		0.03	1.00		0.21
Lane Grp Cap(c), veh/h	280	0	498	603	0	541	288	0	679	473	0	658
V/C Ratio(X)	0.13	0.00	0.06	0.07	0.00	0.75	0.04	0.00	0.40	0.05	0.00	0.76
Avail Cap(c_a), veh/h	1463	0	2354	2269	0	2553	1527	0	3117	2000	0	3021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.2	0.0	9.7	10.2	0.0	12.5	16.0	0.0	9.3	11.3	0.0	11.1
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	2.1	0.1	0.0	0.4	0.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.4	0.7	0.0	7.8	0.2	0.0	4.3	0.4	0.0	9.0
LnGrp Delay(d),s/veh	17.4	0.0	9.7	10.2	0.0	14.6	16.0	0.0	9.7	11.3	0.0	13.0
LnGrp LOS	B		A	B		B	B		A	B		B
Approach Vol, veh/h		64			447			286			527	
Approach Delay, s/veh		14.0			14.2			9.9			12.9	
Approach LOS		B			B			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.5		22.1		19.5		22.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		74.0		64.0		74.0				
Max Q Clear Time (g_c+I1), s		11.0		12.7		12.4		13.2				
Green Ext Time (p_c), s		2.5		3.4		0.3		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay				12.7								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
1: Meridian Road & Columbia Road

2025 Total
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	386	329	47	62	101	109	19	1258	91	47	438	72
Future Volume (veh/h)	386	329	47	62	101	109	19	1258	91	47	438	72
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1765	1765	1765	1765	1765	1765	1765
Adj Flow Rate, veh/h	415	354	51	67	110	118	21	1398	101	51	471	77
Adj No. of Lanes	1	1	0	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	436	402	58	151	153	130	432	1623	726	137	1656	741
Arrive On Green	0.21	0.27	0.27	0.04	0.09	0.09	0.02	0.48	0.48	0.03	0.49	0.49
Sat Flow, veh/h	1681	1509	217	1681	1765	1500	1681	3353	1500	1681	3353	1500
Grp Volume(v), veh/h	415	0	405	67	110	118	21	1398	101	51	471	77
Grp Sat Flow(s),veh/h/ln	1681	0	1726	1681	1765	1500	1681	1676	1500	1681	1676	1500
Q Serve(g_s), s	32.0	0.0	33.7	5.5	9.1	11.7	0.9	55.4	5.6	2.3	12.4	4.1
Cycle Q Clear(g_c), s	32.0	0.0	33.7	5.5	9.1	11.7	0.9	55.4	5.6	2.3	12.4	4.1
Prop In Lane	1.00		0.13	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	436	0	460	151	153	130	432	1623	726	137	1656	741
V/C Ratio(X)	0.95	0.00	0.88	0.45	0.72	0.91	0.05	0.86	0.14	0.37	0.28	0.10
Avail Cap(c_a), veh/h	436	0	466	151	153	130	456	1623	726	144	1656	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	0.0	52.7	60.2	66.7	67.9	19.1	34.3	21.4	30.3	22.4	20.3
Incr Delay (d2), s/veh	30.6	0.0	16.6	0.8	13.2	50.8	0.0	6.3	0.4	0.6	0.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.1	0.0	25.2	4.6	8.7	10.9	0.8	35.6	4.3	1.9	9.8	3.2
LnGrp Delay(d),s/veh	78.6	0.0	69.3	61.0	79.9	118.7	19.2	40.5	21.8	30.9	22.8	20.5
LnGrp LOS	E		E	E	E	F	B	D	C	C	C	C
Approach Vol, veh/h		820			295			1520			599	
Approach Delay, s/veh		74.0			91.1			39.0			23.2	
Approach LOS		E			F			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	39.0	20.0	9.9	81.1	12.0	47.0	11.4	79.6				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	6.5	* 7	7.0	7.0				
Max Green Setting (Gmax), s	32.0	13.0	5.0	72.0	5.5	* 41	5.0	72.0				
Max Q Clear Time (g_c+I1), s	34.0	13.7	2.9	14.4	7.5	35.7	4.3	57.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	16.7	0.0	2.0	0.0	14.1				
Intersection Summary												
HCM 2010 Ctrl Delay			49.7									
HCM 2010 LOS			D									
Notes												

HCM 2010 TWSC

2: Meridian Road & Kuna Road

Intersection						
Int Delay, s/veh	4.8					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	118	151	597	142	107	166
Future Vol, veh/h	118	151	597	142	107	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	150	450	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	131	168	663	158	119	184

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	993	332	0	-	663
Stage 1	663	-	-	-	-
Stage 2	330	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	242	664	-	0	922
Stage 1	474	-	-	0	-
Stage 2	701	-	-	0	-
Platoon blocked, %			-		-
Mov Cap-1 Maneuver	211	664	-	-	922
Mov Cap-2 Maneuver	337	-	-	-	-
Stage 1	474	-	-	-	-
Stage 2	611	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	16.6	0	3.7
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NWLn1	NWLn2	SWL	SWT
Capacity (veh/h)	-	337	664	922	-
HCM Lane V/C Ratio	-	0.389	0.253	0.129	-
HCM Control Delay (s)	-	22.3	12.2	9.5	-
HCM Lane LOS	-	C	B	A	-
HCM 95th %tile Q(veh)	-	1.8	1	0.4	-

HCM 2010 AWSC

3: Locust Grove Road & Columbia Road

Intersection	
Intersection Delay, s/veh	19.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	467	8	13	247	42	9	80	21	30	28	12
Future Vol, veh/h	52	467	8	13	247	42	9	80	21	30	28	12
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	513	9	14	271	46	10	88	23	33	31	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	26.5	13.4	11.1	10.6
HCM LOS	D	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	10%	4%	43%
Vol Thru, %	73%	89%	82%	40%
Vol Right, %	19%	2%	14%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	527	302	70
LT Vol	9	52	13	30
Through Vol	80	467	247	28
RT Vol	21	8	42	12
Lane Flow Rate	121	579	332	77
Geometry Grp	1	1	1	1
Degree of Util (X)	0.211	0.815	0.489	0.139
Departure Headway (Hd)	6.297	5.067	5.302	6.503
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	568	712	677	548
Service Time	4.363	3.106	3.35	4.574
HCM Lane V/C Ratio	0.213	0.813	0.49	0.141
HCM Control Delay	11.1	26.5	13.4	10.6
HCM Lane LOS	B	D	B	B
HCM 95th-tile Q	0.8	8.6	2.7	0.5

HCM 2010 TWSC

4: Kuna Road & Locust Grove Road

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	14	336	219	7	10	9
Future Vol, veh/h	14	336	219	7	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	373	243	8	11	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	251	0	-	0	652 247
Stage 1	-	-	-	-	247 -
Stage 2	-	-	-	-	405 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1314	-	-	-	433 792
Stage 1	-	-	-	-	794 -
Stage 2	-	-	-	-	673 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1314	-	-	-	427 792
Mov Cap-2 Maneuver	-	-	-	-	427 -
Stage 1	-	-	-	-	782 -
Stage 2	-	-	-	-	673 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1314	-	-	-	546
HCM Lane V/C Ratio	0.012	-	-	-	0.039
HCM Control Delay (s)	7.8	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 2010 AWSC

5: Eagle Road & Columbia Road

2025 Total
AM Peak Hour

Intersection	
Intersection Delay, s/veh	16.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	155	342	7	4	253	126	11	42	5	64	20	29
Future Vol, veh/h	155	342	7	4	253	126	11	42	5	64	20	29
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	160	353	7	4	261	130	11	43	5	66	21	30
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	21	14.1	10.3	10.9
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	31%	1%	57%
Vol Thru, %	72%	68%	66%	18%
Vol Right, %	9%	1%	33%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	504	383	113
LT Vol	11	155	4	64
Through Vol	42	342	253	20
RT Vol	5	7	126	29
Lane Flow Rate	60	520	395	116
Geometry Grp	1	1	1	1
Degree of Util (X)	0.107	0.735	0.55	0.203
Departure Headway (Hd)	6.459	5.092	5.019	6.269
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	553	712	719	571
Service Time	4.522	3.125	3.056	4.323
HCM Lane V/C Ratio	0.108	0.73	0.549	0.203
HCM Control Delay	10.3	21	14.1	10.9
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	0.4	6.5	3.4	0.8

HCM 2010 TWSC

6: Eagle Road & Kuna Road

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	315	22	3	216	1	8	3	0	4	1	1
Future Vol, veh/h	2	315	22	3	216	1	8	3	0	4	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	350	24	3	240	1	9	3	0	4	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	241	0	0	374	0	0	614	613	362	615	625	241
Stage 1	-	-	-	-	-	-	366	366	-	247	247	-
Stage 2	-	-	-	-	-	-	248	247	-	368	378	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1326	-	-	1184	-	-	404	408	683	403	401	798
Stage 1	-	-	-	-	-	-	653	623	-	757	702	-
Stage 2	-	-	-	-	-	-	756	702	-	652	615	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1326	-	-	1184	-	-	401	406	683	399	399	798
Mov Cap-2 Maneuver	-	-	-	-	-	-	401	406	-	399	399	-
Stage 1	-	-	-	-	-	-	652	622	-	755	700	-
Stage 2	-	-	-	-	-	-	751	700	-	647	614	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			14.2			13.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	402	1326	-	-	1184	-	-	435
HCM Lane V/C Ratio	0.03	0.002	-	-	0.003	-	-	0.015
HCM Control Delay (s)	14.2	7.7	0	-	8	0	-	13.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

HCM 2010 Signalized Intersection Summary
7: Cloverdale Road & Amity Road

2025 Total
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	258	77	32	262	110	223	1173	77	25	277	68
Future Volume (veh/h)	138	258	77	32	262	110	223	1173	77	25	277	68
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1835	1800
Adj Flow Rate, veh/h	153	287	86	36	291	122	237	1248	82	28	308	76
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	423	127	235	323	135	541	1515	99	151	1118	272
Arrive On Green	0.08	0.32	0.32	0.03	0.27	0.27	0.10	0.47	0.47	0.02	0.40	0.40
Sat Flow, veh/h	1681	1305	391	1681	1182	495	1681	3195	210	1681	2783	676
Grp Volume(v), veh/h	153	0	373	36	0	413	237	654	676	28	191	193
Grp Sat Flow(s),veh/h/ln	1681	0	1696	1681	0	1677	1681	1676	1728	1681	1744	1716
Q Serve(g_s), s	8.5	0.0	25.4	2.0	0.0	31.6	10.7	44.9	45.1	1.3	9.8	10.1
Cycle Q Clear(g_c), s	8.5	0.0	25.4	2.0	0.0	31.6	10.7	44.9	45.1	1.3	9.8	10.1
Prop In Lane	1.00		0.23	1.00		0.30	1.00		0.12	1.00		0.39
Lane Grp Cap(c), veh/h	221	0	550	235	0	459	541	795	819	151	700	689
V/C Ratio(X)	0.69	0.00	0.68	0.15	0.00	0.90	0.44	0.82	0.83	0.19	0.27	0.28
Avail Cap(c_a), veh/h	228	0	661	264	0	591	605	830	855	185	706	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	39.0	34.6	0.0	46.7	19.1	30.2	30.3	27.4	26.8	26.9
Incr Delay (d2), s/veh	7.0	0.0	1.4	0.3	0.0	12.4	0.2	6.5	6.4	0.6	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	0.0	17.8	1.7	0.0	22.9	8.5	29.9	30.7	1.1	8.3	8.4
LnGrp Delay(d),s/veh	41.4	0.0	40.4	34.9	0.0	59.1	19.3	36.7	36.7	28.0	27.0	27.1
LnGrp LOS	D		D	C		E	B	D	D	C	C	C
Approach Vol, veh/h		526			449			1567			412	
Approach Delay, s/veh		40.7			57.1			34.1			27.1	
Approach LOS		D			E			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	41.5	17.9	58.5	8.7	48.2	8.2	68.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	11.0	47.0	18.0	54.0	6.0	52.0	6.0	66.0				
Max Q Clear Time (g_c+I1), s	10.5	33.6	12.7	12.1	4.0	27.4	3.3	47.1				
Green Ext Time (p_c), s	0.0	2.8	0.2	7.3	0.0	6.0	0.0	16.1				
Intersection Summary												
HCM 2010 Ctrl Delay			37.8									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
8: Cloverdale Road & Lake Hazel Road

2025 Total
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	346	29	69	381	145	64	778	192	84	254	33
Future Volume (veh/h)	55	346	29	69	381	145	64	778	192	84	254	33
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1765	1800
Adj Flow Rate, veh/h	61	384	32	77	423	161	65	794	196	93	282	37
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.98	0.98	0.98	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	568	47	193	431	164	560	702	173	104	887	116
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.51	0.51	0.51	0.03	0.58	0.58
Sat Flow, veh/h	828	1607	134	966	1219	464	1056	1368	338	1681	1529	201
Grp Volume(v), veh/h	61	0	416	77	0	584	65	0	990	93	0	319
Grp Sat Flow(s),veh/h/ln	828	0	1741	966	0	1683	1056	0	1705	1681	0	1729
Q Serve(g_s), s	1.4	0.0	30.5	11.0	0.0	51.6	5.1	0.0	77.0	4.0	0.0	14.3
Cycle Q Clear(g_c), s	53.0	0.0	30.5	41.5	0.0	51.6	9.3	0.0	77.0	4.0	0.0	14.3
Prop In Lane	1.00		0.08	1.00		0.28	1.00		0.20	1.00		0.12
Lane Grp Cap(c), veh/h	56	0	615	193	0	595	560	0	875	104	0	1003
V/C Ratio(X)	1.09	0.00	0.68	0.40	0.00	0.98	0.12	0.00	1.13	0.89	0.00	0.32
Avail Cap(c_a), veh/h	56	0	615	193	0	595	560	0	875	104	0	1003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.9	0.0	41.2	58.8	0.0	48.0	21.2	0.0	36.5	36.9	0.0	16.2
Incr Delay (d2), s/veh	147.3	0.0	2.9	1.3	0.0	32.3	0.1	0.0	73.3	54.7	0.0	0.3
Initial Q Delay(d3),s/veh	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	0.0	21.6	5.4	0.0	38.2	2.7	0.0	96.8	9.2	0.0	11.2
LnGrp Delay(d),s/veh	224.5	0.0	44.2	60.2	0.0	80.3	21.3	0.0	109.8	91.6	0.0	16.5
LnGrp LOS	F		D	E		F	C		F	F		B
Approach Vol, veh/h		477			661			1055			412	
Approach Delay, s/veh		67.2			78.0			104.3			33.4	
Approach LOS		E			E			F			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		58.0		92.0		58.0	10.0	82.0				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		53.0		87.0		53.0	5.0	77.0				
Max Q Clear Time (g_c+I1), s		53.6		16.3		55.0	6.0	79.0				
Green Ext Time (p_c), s		0.0		8.5		0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				79.6								
HCM 2010 LOS				E								

HCM 6th Roundabout 9: Cloverdale Road & Columbia Road

Intersection

Intersection Delay, s/veh 22.1

Intersection LOS C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	448	212	957	411
Demand Flow Rate, veh/h	457	217	976	419
Vehicles Circulating, veh/h	369	1088	270	415
Vehicles Exiting, veh/h	465	158	556	889
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.8	17.6	34.1	9.8
Approach LOS	A	C	D	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	457	217	976	419
Cap Entry Lane, veh/h	947	455	1048	904
Entry HV Adj Factor	0.981	0.979	0.980	0.981
Flow Entry, veh/h	448	212	957	411
Cap Entry, veh/h	929	445	1027	886
V/C Ratio	0.483	0.477	0.932	0.464
Control Delay, s/veh	9.8	17.6	34.1	9.8
LOS	A	C	D	A
95th %tile Queue, veh	3	3	15	2

HCM 6th Roundabout
10: Cloverdale Road & Hubbard Road

2025 Total
AM Peak Hour

Intersection				
Intersection Delay, s/veh	12.7			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	325	491	442	563
Demand Flow Rate, veh/h	331	501	450	575
Vehicles Circulating, veh/h	558	513	711	60
Vehicles Exiting, veh/h	77	648	178	954
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.2	14.4	19.4	7.3
Approach LOS	B	B	C	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	331	501	450	575
Cap Entry Lane, veh/h	781	818	668	1298
Entry HV Adj Factor	0.982	0.980	0.981	0.980
Flow Entry, veh/h	325	491	442	563
Cap Entry, veh/h	767	801	656	1272
V/C Ratio	0.424	0.613	0.673	0.443
Control Delay, s/veh	10.2	14.4	19.4	7.3
LOS	B	B	C	A
95th %tile Queue, veh	2	4	5	2

HCM 2010 AWSC

11: Cloverdale Road & Kuna Road

Intersection

Intersection Delay, s/veh 13.4

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	108	35	192	17	60	52	98	174	13	7	84	62
Future Vol, veh/h	108	35	192	17	60	52	98	174	13	7	84	62
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	120	39	213	19	67	58	109	193	14	8	93	69
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.7	10.6	14.4	10.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	32%	13%	5%
Vol Thru, %	61%	10%	47%	55%
Vol Right, %	5%	57%	40%	41%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	285	335	129	153
LT Vol	98	108	17	7
Through Vol	174	35	60	84
RT Vol	13	192	52	62
Lane Flow Rate	317	372	143	170
Geometry Grp	1	1	1	1
Degree of Util (X)	0.501	0.548	0.229	0.269
Departure Headway (Hd)	5.699	5.303	5.763	5.705
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	630	677	618	626
Service Time	3.761	3.364	3.842	3.78
HCM Lane V/C Ratio	0.503	0.549	0.231	0.272
HCM Control Delay	14.4	14.7	10.6	10.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.8	3.3	0.9	1.1

HCM 2010 TWSC

12: Ten Mile Creek Road & Hubbard Road

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	513	0	8	435	0
Future Vol, veh/h	4	513	0	8	435	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	570	0	9	483	0

Major/Minor	Major1	Minor2	
Conflicting Flow All	0	0	289 574
Stage 1	-	-	0 0
Stage 2	-	-	289 574
Critical Hdwy	-	-	6.42 6.52
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	5.42 5.52
Follow-up Hdwy	-	-	3.518 4.018
Pot Cap-1 Maneuver	-	-	702 429
Stage 1	-	-	- -
Stage 2	-	-	760 503
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	702 0
Mov Cap-2 Maneuver	-	-	702 0
Stage 1	-	-	- 0
Stage 2	-	-	760 0

Approach	EB	WB
HCM Control Delay, s	0	
HCM LOS	-	

Minor Lane/Major Mvmt	EBT	EBRWBLn1	
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

HCM 2010 Signalized Intersection Summary

13: Pleasant Valley Road & Gowen Road

2025 Total
AM Peak Hour

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑	↑	↑		
Traffic Volume (veh/h)	939	274	49	143	353	274		
Future Volume (veh/h)	939	274	49	143	353	274		
Number	6	16	5	2	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1765	1765	1765	1765	1765	1765		
Adj Flow Rate, veh/h	958	280	54	159	392	304		
Adj No. of Lanes	2	1	1	1	1	1		
Peak Hour Factor	0.98	0.98	0.90	0.90	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1369	1212	244	1133	426	380		
Arrive On Green	0.55	0.55	0.04	0.64	0.25	0.25		
Sat Flow, veh/h	3000	1500	1681	1765	1681	1500		
Grp Volume(v), veh/h	958	280	54	159	392	304		
Grp Sat Flow(s),veh/h/ln	1235	1500	1681	1765	1681	1500		
Q Serve(g_s), s	32.5	5.1	1.5	4.1	26.1	21.8		
Cycle Q Clear(g_c), s	32.5	5.1	1.5	4.1	26.1	21.8		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1369	1212	244	1133	426	380		
V/C Ratio(X)	0.70	0.23	0.22	0.14	0.92	0.80		
Avail Cap(c_a), veh/h	1369	1212	257	1133	526	470		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	18.7	2.6	15.0	8.1	41.8	40.2		
Incr Delay (d2), s/veh	3.0	0.4	0.2	0.3	17.3	6.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	17.2	8.6	1.3	3.7	20.3	14.8		
LnGrp Delay(d),s/veh	21.7	3.1	15.2	8.4	59.1	46.4		
LnGrp LOS	C	A	B	A	E	D		
Approach Vol, veh/h	1238			213	696			
Approach Delay, s/veh	17.5			10.1	53.5			
Approach LOS	B			B	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		79.8			10.1	69.7		35.2
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0
Max Green Setting (Gmax), s		67.0			5.0	56.0		36.0
Max Q Clear Time (g_c+I1), s		6.1			3.5	34.5		28.1
Green Ext Time (p_c), s		1.6			0.0	10.5		1.1
Intersection Summary								
HCM 2010 Ctrl Delay			28.4					
HCM 2010 LOS			C					

HCM 2010 TWSC

14: Pleasant Valley Road & Tenmile Creek Road

2025 Total

AM Peak Hour

Intersection						
Int Delay, s/veh	16.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T	T	T
Traffic Vol, veh/h	347	98	19	227	160	99
Future Vol, veh/h	347	98	19	227	160	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	386	109	21	252	178	110

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	472	178	288	0	-	0
Stage 1	178	-	-	-	-	-
Stage 2	294	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	551	865	1274	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	541	865	1274	-	-	-
Mov Cap-2 Maneuver	541	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	756	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.9	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1274	-	590	-	-
HCM Lane V/C Ratio	0.017	-	0.838	-	-
HCM Control Delay (s)	7.9	0	34.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	8.9	-	-

HCM 2010 Signalized Intersection Summary
1: Meridian Road & Columbia Road

2025 Total
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	132	21	115	290	66	36	666	45	78	1342	325
Future Volume (veh/h)	126	132	21	115	290	66	36	666	45	78	1342	325
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1765	1765	1765	1765	1765	1765	1765
Adj Flow Rate, veh/h	140	147	23	128	322	73	40	740	50	81	1398	339
Adj No. of Lanes	1	1	0	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	343	54	286	359	305	144	1733	775	364	1754	785
Arrive On Green	0.06	0.23	0.23	0.04	0.20	0.20	0.03	0.52	0.52	0.03	0.52	0.52
Sat Flow, veh/h	1681	1490	233	1681	1765	1500	1681	3353	1500	1681	3353	1500
Grp Volume(v), veh/h	140	0	170	128	322	73	40	740	50	81	1398	339
Grp Sat Flow(s),veh/h/ln	1681	0	1724	1681	1765	1500	1681	1676	1500	1681	1676	1500
Q Serve(g_s), s	9.0	0.0	12.6	5.5	26.7	6.1	1.7	20.5	2.5	3.4	51.2	20.9
Cycle Q Clear(g_c), s	9.0	0.0	12.6	5.5	26.7	6.1	1.7	20.5	2.5	3.4	51.2	20.9
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	0	396	286	359	305	144	1733	775	364	1754	785
V/C Ratio(X)	0.81	0.00	0.43	0.45	0.90	0.24	0.28	0.43	0.06	0.22	0.80	0.43
Avail Cap(c_a), veh/h	174	0	442	286	400	340	154	1733	775	364	1754	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	0.0	49.3	50.5	58.2	50.1	25.8	22.5	18.1	17.5	29.3	22.0
Incr Delay (d2), s/veh	22.0	0.0	0.3	0.4	19.8	0.1	0.4	0.8	0.2	0.1	3.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.5	0.0	10.1	4.0	21.4	4.6	1.4	14.7	1.9	2.9	32.8	13.9
LnGrp Delay(d),s/veh	71.4	0.0	49.6	50.9	78.0	50.2	26.2	23.2	18.3	17.7	33.1	23.8
LnGrp LOS	E		D	D	E	D	C	C	B	B	C	C
Approach Vol, veh/h		310			523			830			1818	
Approach Delay, s/veh		59.5			67.5			23.1			30.7	
Approach LOS		E			E			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	37.5	11.1	85.5	12.0	41.5	12.0	84.5				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	6.5	* 7	7.0	7.0				
Max Green Setting (Gmax), s	9.0	34.0	5.0	74.0	5.5	* 39	5.0	74.0				
Max Q Clear Time (g_c+I1), s	11.0	28.7	3.7	53.2	7.5	14.6	5.4	22.5				
Green Ext Time (p_c), s	0.0	1.8	0.0	20.0	0.0	2.3	0.0	27.2				
Intersection Summary												
HCM 2010 Ctrl Delay			37.0									
HCM 2010 LOS			D									
Notes												

HCM 2010 TWSC

2: Meridian Road & Kuna Road

Intersection						
Int Delay, s/veh	6.8					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	↘	↗	↕↕	↗	↘	↕↕
Traffic Vol, veh/h	214	217	393	93	110	757
Future Vol, veh/h	214	217	393	93	110	757
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	150	450	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	225	228	414	98	116	797

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1045	207	0	-	414	0
Stage 1	414	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 224	799	-	0	1141	-
Stage 1	635	-	-	0	-	-
Stage 2	492	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	~ 201	799	-	-	1141	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	442	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	24.4	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NETNWLn1	NWLn2	SWL	SWT	
Capacity (veh/h)	-	325	799	1141	-
HCM Lane V/C Ratio	-	0.693	0.286	0.101	-
HCM Control Delay (s)	-	37.7	11.3	8.5	-
HCM Lane LOS	-	E	B	A	-
HCM 95th %tile Q(veh)	-	4.9	1.2	0.3	-

Notes			
-: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 2010 AWSC

3: Locust Grove Road & Columbia Road

2025 Total
PM Peak Hour

Intersection	
Intersection Delay, s/veh	19.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	196	4	23	460	41	5	53	5	48	120	53
Future Vol, veh/h	15	196	4	23	460	41	5	53	5	48	120	53
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	206	4	24	484	43	5	56	5	51	126	56
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12	25.7	10.5	12.9
HCM LOS	B	D	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	7%	4%	22%
Vol Thru, %	84%	91%	88%	54%
Vol Right, %	8%	2%	8%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	215	524	221
LT Vol	5	15	23	48
Through Vol	53	196	460	120
RT Vol	5	4	41	53
Lane Flow Rate	66	226	552	233
Geometry Grp	1	1	1	1
Degree of Util (X)	0.12	0.359	0.798	0.389
Departure Headway (Hd)	6.508	5.712	5.206	6.026
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	546	627	695	593
Service Time	4.599	3.78	3.256	4.096
HCM Lane V/C Ratio	0.121	0.36	0.794	0.393
HCM Control Delay	10.5	12	25.7	12.9
HCM Lane LOS	B	B	D	B
HCM 95th-tile Q	0.4	1.6	8.1	1.8

HCM 2010 TWSC

4: Kuna Road & Locust Grove Road

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	10	190	401	12	28	41
Future Vol, veh/h	10	190	401	12	28	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	198	418	13	29	43

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	431	0	-	0	643 425
Stage 1	-	-	-	-	425 -
Stage 2	-	-	-	-	218 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1129	-	-	-	438 629
Stage 1	-	-	-	-	659 -
Stage 2	-	-	-	-	818 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1129	-	-	-	434 629
Mov Cap-2 Maneuver	-	-	-	-	434 -
Stage 1	-	-	-	-	652 -
Stage 2	-	-	-	-	818 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1129	-	-	-	532
HCM Lane V/C Ratio	0.009	-	-	-	0.135
HCM Control Delay (s)	8.2	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

HCM 2010 AWSC

5: Eagle Road & Columbia Road

Intersection	
Intersection Delay, s/veh	17.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	213	5	5	322	86	13	24	3	136	50	174
Future Vol, veh/h	28	213	5	5	322	86	13	24	3	136	50	174
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	227	5	5	343	91	14	26	3	145	53	185
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.7	19.7	10.5	17.5
HCM LOS	B	C	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	11%	1%	38%
Vol Thru, %	60%	87%	78%	14%
Vol Right, %	7%	2%	21%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	246	413	360
LT Vol	13	28	5	136
Through Vol	24	213	322	50
RT Vol	3	5	86	174
Lane Flow Rate	43	262	439	383
Geometry Grp	1	1	1	1
Degree of Util (X)	0.082	0.435	0.679	0.611
Departure Headway (Hd)	6.914	5.978	5.567	5.746
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	521	597	646	624
Service Time	4.914	4.073	3.648	3.827
HCM Lane V/C Ratio	0.083	0.439	0.68	0.614
HCM Control Delay	10.5	13.7	19.7	17.5
HCM Lane LOS	B	B	C	C
HCM 95th-tile Q	0.3	2.2	5.3	4.1

HCM 2010 TWSC

6: Eagle Road & Kuna Road

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	196	27	3	372	6	23	11	1	6	9	0
Future Vol, veh/h	5	196	27	3	372	6	23	11	1	6	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	209	29	3	396	6	24	12	1	6	10	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	402	0	0	238	0	0	644	642	224	645	653	399
Stage 1	-	-	-	-	-	-	234	234	-	405	405	-
Stage 2	-	-	-	-	-	-	410	408	-	240	248	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1157	-	-	1329	-	-	386	392	815	385	387	651
Stage 1	-	-	-	-	-	-	769	711	-	622	598	-
Stage 2	-	-	-	-	-	-	619	597	-	763	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1157	-	-	1329	-	-	376	389	815	373	384	651
Mov Cap-2 Maneuver	-	-	-	-	-	-	376	389	-	373	384	-
Stage 1	-	-	-	-	-	-	765	707	-	619	596	-
Stage 2	-	-	-	-	-	-	607	595	-	746	697	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			15.3			14.9		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	386	1157	-	-	1329	-	-	380
HCM Lane V/C Ratio	0.096	0.005	-	-	0.002	-	-	0.042
HCM Control Delay (s)	15.3	8.1	0	-	7.7	0	-	14.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

HCM 2010 Signalized Intersection Summary
7: Cloverdale Road & Amity Road

2025 Total
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	291	167	93	299	19	146	443	66	73	1010	197
Future Volume (veh/h)	77	291	167	93	299	19	146	443	66	73	1010	197
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1835	1800
Adj Flow Rate, veh/h	86	323	186	103	332	21	155	471	70	76	1052	205
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.94	0.94	0.94	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	359	207	180	572	36	191	1250	185	389	1156	225
Arrive On Green	0.04	0.34	0.34	0.05	0.35	0.35	0.07	0.43	0.43	0.04	0.40	0.40
Sat Flow, veh/h	1681	1052	606	1681	1642	104	1681	2931	434	1681	2913	566
Grp Volume(v), veh/h	86	0	509	103	0	353	155	268	273	76	629	628
Grp Sat Flow(s),veh/h/ln	1681	0	1658	1681	0	1746	1681	1676	1688	1681	1744	1735
Q Serve(g_s), s	4.6	0.0	40.7	5.5	0.0	23.0	7.5	15.3	15.4	3.7	47.5	47.8
Cycle Q Clear(g_c), s	4.6	0.0	40.7	5.5	0.0	23.0	7.5	15.3	15.4	3.7	47.5	47.8
Prop In Lane	1.00		0.37	1.00		0.06	1.00		0.26	1.00		0.33
Lane Grp Cap(c), veh/h	312	0	566	180	0	609	191	715	720	389	692	689
V/C Ratio(X)	0.28	0.00	0.90	0.57	0.00	0.58	0.81	0.38	0.38	0.20	0.91	0.91
Avail Cap(c_a), veh/h	312	0	629	180	0	676	244	769	774	396	699	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	43.7	34.3	0.0	37.1	32.2	27.3	27.4	23.8	39.7	39.8
Incr Delay (d2), s/veh	0.2	0.0	14.1	2.8	0.0	0.5	11.9	0.3	0.3	0.1	15.7	16.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	0.0	28.4	4.9	0.0	16.6	7.3	11.5	11.7	3.1	34.2	34.4
LnGrp Delay(d),s/veh	30.0	0.0	57.8	37.1	0.0	37.6	44.1	27.7	27.7	23.9	55.4	56.2
LnGrp LOS	C		E	D		D	D	C	C	C	E	E
Approach Vol, veh/h		595			456			696			1333	
Approach Delay, s/veh		53.8			37.5			31.3			54.0	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	53.6	14.6	60.4	12.0	52.6	10.4	64.5				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	6.0	54.0	14.0	56.0	7.0	53.0	6.0	64.0				
Max Q Clear Time (g_c+I1), s	6.6	25.0	9.5	49.8	7.5	42.7	5.7	17.4				
Green Ext Time (p_c), s	0.0	3.1	0.1	5.6	0.0	4.9	0.0	11.2				
Intersection Summary												
HCM 2010 Ctrl Delay			46.4									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
8: Cloverdale Road & Lake Hazel Road

2025 Total
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	445	65	203	520	95	65	367	122	184	675	98
Future Volume (veh/h)	62	445	65	203	520	95	65	367	122	184	675	98
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1765	1800
Adj Flow Rate, veh/h	68	489	71	221	565	103	72	408	136	200	734	107
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	472	69	194	630	115	64	541	180	248	753	110
Arrive On Green	0.31	0.31	0.31	0.09	0.43	0.43	0.43	0.43	0.43	0.04	0.50	0.50
Sat Flow, veh/h	766	1507	219	1681	1453	265	651	1268	423	1681	1506	220
Grp Volume(v), veh/h	68	0	560	221	0	668	72	0	544	200	0	841
Grp Sat Flow(s),veh/h/ln	766	0	1726	1681	0	1718	651	0	1690	1681	0	1726
Q Serve(g_s), s	10.9	0.0	47.0	13.0	0.0	54.1	3.7	0.0	40.8	6.0	0.0	71.3
Cycle Q Clear(g_c), s	47.0	0.0	47.0	13.0	0.0	54.1	64.0	0.0	40.8	6.0	0.0	71.3
Prop In Lane	1.00		0.13	1.00		0.15	1.00		0.25	1.00		0.13
Lane Grp Cap(c), veh/h	104	0	541	194	0	744	64	0	721	248	0	863
V/C Ratio(X)	0.66	0.00	1.04	1.14	0.00	0.90	1.12	0.00	0.75	0.81	0.00	0.97
Avail Cap(c_a), veh/h	104	0	541	194	0	744	64	0	721	248	0	863
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.5	0.0	51.5	45.1	0.0	39.4	74.5	0.0	36.4	44.1	0.0	36.6
Incr Delay (d2), s/veh	13.9	0.0	48.1	107.8	0.0	13.7	149.5	0.0	4.8	16.4	0.0	24.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	0.0	53.3	24.9	0.0	37.2	9.6	0.0	27.3	10.8	0.0	50.1
LnGrp Delay(d),s/veh	84.5	0.0	99.6	152.9	0.0	53.1	224.5	0.0	41.2	60.5	0.0	61.1
LnGrp LOS	F		F	F		D	F		D	E		E
Approach Vol, veh/h		628			889			616			1041	
Approach Delay, s/veh		98.0			77.9			62.6			61.0	
Approach LOS		F			E			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		70.0		80.0	18.0	52.0	11.0	69.0				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s		65.0		75.0	13.0	47.0	6.0	64.0				
Max Q Clear Time (g_c+I1), s		56.1		73.3	15.0	49.0	8.0	66.0				
Green Ext Time (p_c), s		5.1		1.5	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				73.4								
HCM 2010 LOS				E								

HCM 6th Roundabout 9: Cloverdale Road & Columbia Road

Intersection				
Intersection Delay, s/veh	20.4			
Intersection LOS	C			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	401	181	662	813
Demand Flow Rate, veh/h	409	184	676	829
Vehicles Circulating, veh/h	709	669	218	397
Vehicles Exiting, veh/h	517	225	900	456
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	16.8	8.4	11.5	32.1
Approach LOS	C	A	B	D
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	409	184	676	829
Cap Entry Lane, veh/h	670	697	1105	920
Entry HV Adj Factor	0.979	0.982	0.980	0.981
Flow Entry, veh/h	401	181	662	813
Cap Entry, veh/h	656	685	1083	903
V/C Ratio	0.611	0.264	0.612	0.901
Control Delay, s/veh	16.8	8.4	11.5	32.1
LOS	C	A	B	D
95th %tile Queue, veh	4	1	4	13

HCM 6th Roundabout 10: Cloverdale Road & Hubbard Road

Intersection				
Intersection Delay, s/veh	26.7			
Intersection LOS	D			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	71	731	318	911
Demand Flow Rate, veh/h	72	745	324	929
Vehicles Circulating, veh/h	888	320	464	351
Vehicles Exiting, veh/h	392	468	496	714
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.2	17.5	8.7	41.8
Approach LOS	A	C	A	E
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	72	745	324	929
Cap Entry Lane, veh/h	558	996	860	965
Entry HV Adj Factor	0.983	0.981	0.980	0.981
Flow Entry, veh/h	71	731	318	911
Cap Entry, veh/h	548	976	843	946
V/C Ratio	0.129	0.748	0.377	0.963
Control Delay, s/veh	8.2	17.5	8.7	41.8
LOS	A	C	A	E
95th %tile Queue, veh	0	7	2	16

HCM 2010 AWSC

11: Cloverdale Road & Kuna Road

Intersection

Intersection Delay, s/veh 15.4

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	44	73	10	45	15	249	182	18	41	146	98
Future Vol, veh/h	67	44	73	10	45	15	249	182	18	41	146	98
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	46	77	11	47	16	262	192	19	43	154	103
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.8	10.3	19.6	12.5
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	55%	36%	14%	14%
Vol Thru, %	41%	24%	64%	51%
Vol Right, %	4%	40%	21%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	449	184	70	285
LT Vol	249	67	10	41
Through Vol	182	44	45	146
RT Vol	18	73	15	98
Lane Flow Rate	473	194	74	300
Geometry Grp	1	1	1	1
Degree of Util (X)	0.695	0.319	0.129	0.441
Departure Headway (Hd)	5.296	5.926	6.287	5.292
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	681	604	567	678
Service Time	3.343	3.99	4.365	3.346
HCM Lane V/C Ratio	0.695	0.321	0.131	0.442
HCM Control Delay	19.6	11.8	10.3	12.5
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	5.6	1.4	0.4	2.3

HCM 2010 TWSC

12: Ten Mile Creek Road & Hubbard Road

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	4	397	0	2	567	0
Future Vol, veh/h	4	397	0	2	567	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	441	0	2	630	0

Major/Minor	Major1	Minor2	
Conflicting Flow All	0	0	225 445
Stage 1	-	-	0 0
Stage 2	-	-	225 445
Critical Hdwy	-	-	6.42 6.52
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	5.42 5.52
Follow-up Hdwy	-	-	3.518 4.018
Pot Cap-1 Maneuver	-	-	763 508
Stage 1	-	-	- -
Stage 2	-	-	812 575
Platoon blocked, %	-	-	
Mov Cap-1 Maneuver	-	-	763 0
Mov Cap-2 Maneuver	-	-	763 0
Stage 1	-	-	- 0
Stage 2	-	-	812 0

Approach	EB	WB
HCM Control Delay, s	0	
HCM LOS	-	

Minor Lane/Major Mvmt	EBT	EBRWBLn1	
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

HCM 2010 Signalized Intersection Summary

13: Pleasant Valley Road & Gowen Road

2025 Total
PM Peak Hour

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑	↑	↑		
Traffic Volume (veh/h)	238	327	288	1043	305	48		
Future Volume (veh/h)	238	327	288	1043	305	48		
Number	6	16	5	2	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1765	1765	1765	1765	1765	1765		
Adj Flow Rate, veh/h	262	359	313	1134	339	53		
Adj No. of Lanes	2	1	1	1	1	1		
Peak Hour Factor	0.91	0.91	0.92	0.92	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1303	1115	608	1200	363	324		
Arrive On Green	0.53	0.53	0.10	0.68	0.22	0.22		
Sat Flow, veh/h	3000	1500	1681	1765	1681	1500		
Grp Volume(v), veh/h	262	359	313	1134	339	53		
Grp Sat Flow(s),veh/h/ln	1235	1500	1681	1765	1681	1500		
Q Serve(g_s), s	6.4	9.3	9.3	66.2	22.8	3.3		
Cycle Q Clear(g_c), s	6.4	9.3	9.3	66.2	22.8	3.3		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1303	1115	608	1200	363	324		
V/C Ratio(X)	0.20	0.32	0.51	0.95	0.93	0.16		
Avail Cap(c_a), veh/h	1303	1115	644	1200	365	326		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	14.4	5.0	9.4	16.5	44.3	36.7		
Incr Delay (d2), s/veh	0.3	0.8	0.3	15.8	30.3	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	4.0	11.8	7.7	47.1	19.7	2.5		
LnGrp Delay(d),s/veh	14.7	5.8	9.7	32.3	74.6	36.7		
LnGrp LOS	B	A	A	C	E	D		
Approach Vol, veh/h	621			1447	392			
Approach Delay, s/veh	9.5			27.4	69.5			
Approach LOS	A			C	E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		84.2			17.6	66.6		30.8
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0
Max Green Setting (Gmax), s		78.0			14.0	58.0		25.0
Max Q Clear Time (g_c+I1), s		68.2			11.3	11.3		24.8
Green Ext Time (p_c), s		7.6			0.2	3.1		0.0
Intersection Summary								
HCM 2010 Ctrl Delay			29.6					
HCM 2010 LOS			C					

HCM 2010 TWSC

14: Pleasant Valley Road & Tenmile Creek Road

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	97	26	65	106	240	341
Future Vol, veh/h	97	26	65	106	240	341
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	29	72	118	267	379

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	529	267	646	0	-	0
Stage 1	267	-	-	-	-	-
Stage 2	262	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	510	772	939	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	468	772	939	-	-	-
Mov Cap-2 Maneuver	468	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	782	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.6	3.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	939	-	510	-	-
HCM Lane V/C Ratio	0.077	-	0.268	-	-
HCM Control Delay (s)	9.2	0	14.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	-	-

HCM 6th Roundabout 7: Cloverdale Road & Amity Road

2025 Total - ALT
AM Peak Hour

Intersection									
Intersection Delay, s/veh	25.1								
Intersection LOS	D								
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	514		440		1601		402		
Demand Flow Rate, veh/h	525		449		1633		410		
Vehicles Circulating, veh/h	371		1700		467		574		
Vehicles Exiting, veh/h	613		400		429		1575		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	6.3		41.9		31.0		7.1		
Approach LOS	A		E		D		A		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR	
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR	
RT Channelized									
Lane Util	0.470	0.530	0.470	0.530	0.470	0.530	0.471	0.529	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	247	278	211	238	768	865	193	217	
Cap Entry Lane, veh/h	960	1036	283	335	878	955	796	872	
Entry HV Adj Factor	0.979	0.981	0.981	0.980	0.979	0.981	0.979	0.982	
Flow Entry, veh/h	242	273	207	233	752	848	189	213	
Cap Entry, veh/h	939	1016	277	328	860	936	779	856	
V/C Ratio	0.257	0.268	0.747	0.711	0.874	0.906	0.242	0.249	
Control Delay, s/veh	6.4	6.2	47.0	37.5	29.7	32.1	7.3	6.8	
LOS	A	A	E	E	D	D	A	A	
95th %tile Queue, veh	1	1	5	5	11	13	1	1	

HCM 2010 Signalized Intersection Summary
9: Cloverdale Road & Columbia Road

2025 Total - ALT
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	80	173	47	114	32	209	607	55	6	276	92
Future Volume (veh/h)	155	80	173	47	114	32	209	607	55	6	276	92
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1765	1800
Adj Flow Rate, veh/h	172	89	192	52	127	36	211	613	56	6	285	95
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.99	0.99	0.99	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	140	303	263	372	106	403	811	74	280	360	120
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.12	0.51	0.51	0.28	0.28	0.28
Sat Flow, veh/h	1218	499	1076	1094	1323	375	1681	1593	146	765	1268	423
Grp Volume(v), veh/h	172	0	281	52	0	163	211	0	669	6	0	380
Grp Sat Flow(s),veh/h/ln	1218	0	1575	1094	0	1699	1681	0	1739	765	0	1690
Q Serve(g_s), s	7.5	0.0	8.9	2.5	0.0	4.4	4.6	0.0	17.6	0.4	0.0	11.9
Cycle Q Clear(g_c), s	11.8	0.0	8.9	11.4	0.0	4.4	4.6	0.0	17.6	5.1	0.0	11.9
Prop In Lane	1.00		0.68	1.00		0.22	1.00		0.08	1.00		0.25
Lane Grp Cap(c), veh/h	376	0	443	263	0	478	403	0	885	280	0	480
V/C Ratio(X)	0.46	0.00	0.63	0.20	0.00	0.34	0.52	0.00	0.76	0.02	0.00	0.79
Avail Cap(c_a), veh/h	1077	0	1350	893	0	1456	849	0	2708	879	0	1804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	18.0	23.0	0.0	16.3	12.4	0.0	11.2	18.4	0.0	18.9
Incr Delay (d2), s/veh	0.9	0.0	1.5	0.4	0.0	0.4	1.1	0.0	1.3	0.0	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	0.0	7.2	1.4	0.0	3.8	3.9	0.0	13.5	0.1	0.0	9.9
LnGrp Delay(d),s/veh	21.9	0.0	19.5	23.3	0.0	16.7	13.5	0.0	12.6	18.4	0.0	21.9
LnGrp LOS	C		B	C		B	B		B	B		C
Approach Vol, veh/h		453			215			880			386	
Approach Delay, s/veh		20.4			18.3			12.8			21.8	
Approach LOS		C			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		22.1	12.8	22.2		22.1		35.1				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		49.0	22.0	61.0		49.0		89.0				
Max Q Clear Time (g_c+I1), s		13.4	6.6	13.9		13.8		19.6				
Green Ext Time (p_c), s		1.0	0.5	2.4		2.2		4.8				
Intersection Summary												
HCM 2010 Ctrl Delay			17.0									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
10: Cloverdale Road & Hubbard Road

2025 Total - ALT
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	179	7	37	9	406	8	343	55	350	116	52
Future Volume (veh/h)	112	179	7	37	9	406	8	343	55	350	116	52
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1765	1800
Adj Flow Rate, veh/h	124	199	8	41	10	451	8	361	58	389	129	58
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	685	28	435	13	598	364	389	62	414	585	263
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.26	0.26	0.26	0.20	0.51	0.51
Sat Flow, veh/h	927	1685	68	1170	33	1472	1192	1484	238	1681	1154	519
Grp Volume(v), veh/h	124	0	207	41	0	461	8	0	419	389	0	187
Grp Sat Flow(s),veh/h/ln	927	0	1753	1170	0	1505	1192	0	1723	1681	0	1673
Q Serve(g_s), s	18.2	0.0	11.0	3.4	0.0	36.1	0.7	0.0	32.7	25.1	0.0	8.6
Cycle Q Clear(g_c), s	54.4	0.0	11.0	14.3	0.0	36.1	0.7	0.0	32.7	25.1	0.0	8.6
Prop In Lane	1.00		0.04	1.00		0.98	1.00		0.14	1.00		0.31
Lane Grp Cap(c), veh/h	186	0	712	435	0	611	364	0	451	414	0	848
V/C Ratio(X)	0.67	0.00	0.29	0.09	0.00	0.75	0.02	0.00	0.93	0.94	0.00	0.22
Avail Cap(c_a), veh/h	186	0	712	435	0	611	415	0	525	490	0	995
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.3	0.0	27.6	32.4	0.0	35.0	37.8	0.0	49.6	37.4	0.0	18.9
Incr Delay (d2), s/veh	8.8	0.0	0.2	0.1	0.0	5.3	0.0	0.0	21.4	24.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	0.0	9.1	2.0	0.0	22.4	0.4	0.0	25.3	24.1	0.0	7.2
LnGrp Delay(d),s/veh	67.1	0.0	27.8	32.5	0.0	40.3	37.8	0.0	71.1	61.4	0.0	19.0
LnGrp LOS	E		C	C		D	D		E	E		B
Approach Vol, veh/h		331			502			427			576	
Approach Delay, s/veh		42.5			39.7			70.4			47.7	
Approach LOS		D			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		62.0		75.8		62.0	33.8	42.1				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		56.0		82.0		56.0	34.0	42.0				
Max Q Clear Time (g_c+I1), s		38.1		10.6		56.4	27.1	34.7				
Green Ext Time (p_c), s		2.8		1.1		0.0	0.7	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			49.8									
HCM 2010 LOS			D									

HCM 6th Roundabout
7: Cloverdale Road & Amity Road

2025 Total - ALT
PM Peak Hour

Intersection									
Intersection Delay, s/veh	17.6								
Intersection LOS	C								
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	551		424		676		1319		
Demand Flow Rate, veh/h	562		432		689		1345		
Vehicles Circulating, veh/h	1236		701		463		566		
Vehicles Exiting, veh/h	675		451		1335		567		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	22.3		8.4		8.2		23.4		
Approach LOS	C		A		A		C		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR	
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR	
RT Channelized									
Lane Util	0.470	0.530	0.470	0.530	0.470	0.530	0.470	0.530	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328	
Entry Flow, veh/h	264	298	203	229	324	365	632	713	
Cap Entry Lane, veh/h	433	497	708	783	882	958	802	878	
Entry HV Adj Factor	0.981	0.980	0.981	0.981	0.980	0.981	0.981	0.981	
Flow Entry, veh/h	259	292	199	225	318	358	620	699	
Cap Entry, veh/h	425	487	695	768	864	940	787	861	
V/C Ratio	0.610	0.600	0.287	0.293	0.367	0.381	0.788	0.812	
Control Delay, s/veh	23.9	20.9	8.7	8.1	8.4	8.1	23.3	23.6	
LOS	C	C	A	A	A	A	C	C	
95th %tile Queue, veh	4	4	1	1	2	2	8	9	

HCM 2010 Signalized Intersection Summary
9: Cloverdale Road & Columbia Road

2025 Total - ALT
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	111	207	46	102	16	206	343	54	36	550	154
Future Volume (veh/h)	47	111	207	46	102	16	206	343	54	36	550	154
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1765	1800
Adj Flow Rate, veh/h	52	122	227	51	113	18	229	381	60	40	611	171
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	323	151	280	125	405	64	256	943	148	520	652	182
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.10	0.63	0.63	0.49	0.49	0.49
Sat Flow, veh/h	1254	553	1030	1028	1486	237	1681	1489	234	944	1328	372
Grp Volume(v), veh/h	52	0	349	51	0	131	229	0	441	40	0	782
Grp Sat Flow(s),veh/h/ln	1254	0	1583	1028	0	1723	1681	0	1723	944	0	1699
Q Serve(g_s), s	4.3	0.0	26.2	6.2	0.0	7.6	9.8	0.0	16.0	2.9	0.0	55.2
Cycle Q Clear(g_c), s	11.9	0.0	26.2	32.3	0.0	7.6	9.8	0.0	16.0	2.9	0.0	55.2
Prop In Lane	1.00		0.65	1.00		0.14	1.00		0.14	1.00		0.22
Lane Grp Cap(c), veh/h	323	0	431	125	0	469	256	0	1091	520	0	834
V/C Ratio(X)	0.16	0.00	0.81	0.41	0.00	0.28	0.90	0.00	0.40	0.08	0.00	0.94
Avail Cap(c_a), veh/h	357	0	473	152	0	515	347	0	1356	614	0	1003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.1	0.0	43.2	58.3	0.0	36.4	32.6	0.0	11.5	17.2	0.0	30.5
Incr Delay (d2), s/veh	0.2	0.0	9.4	2.1	0.0	0.3	19.7	0.0	0.2	0.1	0.0	14.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	0.0	18.4	3.3	0.0	6.6	14.3	0.0	12.2	1.4	0.0	38.0
LnGrp Delay(d),s/veh	41.4	0.0	52.6	60.4	0.0	36.7	52.4	0.0	11.7	17.3	0.0	44.6
LnGrp LOS	D		D	E		D	D		B	B		D
Approach Vol, veh/h		401			182			670			822	
Approach Delay, s/veh		51.1			43.4			25.6			43.3	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		40.6	18.1	68.4		40.6		86.5				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		38.0	19.0	75.0		38.0		100.0				
Max Q Clear Time (g_c+I1), s		34.3	11.8	57.2		28.2		18.0				
Green Ext Time (p_c), s		0.2	0.4	5.2		1.5		2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			39.1									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
10: Cloverdale Road & Hubbard Road

2025 Total - ALT
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	10	22	59	241	357	10	240	36	367	357	95
Future Volume (veh/h)	32	10	22	59	241	357	10	240	36	367	357	95
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1765	1800
Adj Flow Rate, veh/h	36	11	24	66	268	397	11	267	40	408	397	106
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	103	224	489	658	291	432	230	294	44	436	611	163
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.20	0.20	0.20	0.21	0.45	0.45
Sat Flow, veh/h	768	495	1079	1368	643	953	892	1500	225	1681	1343	359
Grp Volume(v), veh/h	36	0	35	66	0	665	11	0	307	408	0	503
Grp Sat Flow(s),veh/h/ln	768	0	1574	1368	0	1597	892	0	1725	1681	0	1701
Q Serve(g_s), s	6.0	0.0	1.6	3.7	0.0	50.8	1.3	0.0	22.6	24.8	0.0	29.8
Cycle Q Clear(g_c), s	56.8	0.0	1.6	5.3	0.0	50.8	1.3	0.0	22.6	24.8	0.0	29.8
Prop In Lane	1.00		0.69	1.00		0.60	1.00		0.13	1.00		0.21
Lane Grp Cap(c), veh/h	103	0	713	658	0	723	230	0	338	436	0	774
V/C Ratio(X)	0.35	0.00	0.05	0.10	0.00	0.92	0.05	0.00	0.91	0.94	0.00	0.65
Avail Cap(c_a), veh/h	139	0	787	722	0	798	268	0	411	544	0	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	60.0	0.0	19.9	21.4	0.0	33.4	42.6	0.0	51.1	33.1	0.0	27.4
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.1	0.0	14.9	0.1	0.0	21.0	21.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	0.0	1.3	2.5	0.0	33.6	0.6	0.0	18.7	23.7	0.0	20.4
LnGrp Delay(d),s/veh	62.0	0.0	19.9	21.5	0.0	48.3	42.6	0.0	72.1	54.2	0.0	28.6
LnGrp LOS	E		B	C		D	D		E	D		C
Approach Vol, veh/h		71			731			318			911	
Approach Delay, s/veh		41.3			45.8			71.1			40.0	
Approach LOS		D			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		64.9		65.2		64.9	33.7	31.5				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		65.0		73.0		65.0	36.0	31.0				
Max Q Clear Time (g_c+I1), s		52.8		31.8		58.8	26.8	24.6				
Green Ext Time (p_c), s		3.6		3.3		0.1	0.9	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			47.0									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
8: Cloverdale Road & Lake Hazel Road

2025 Total - Mitigation
AM Peak Hour

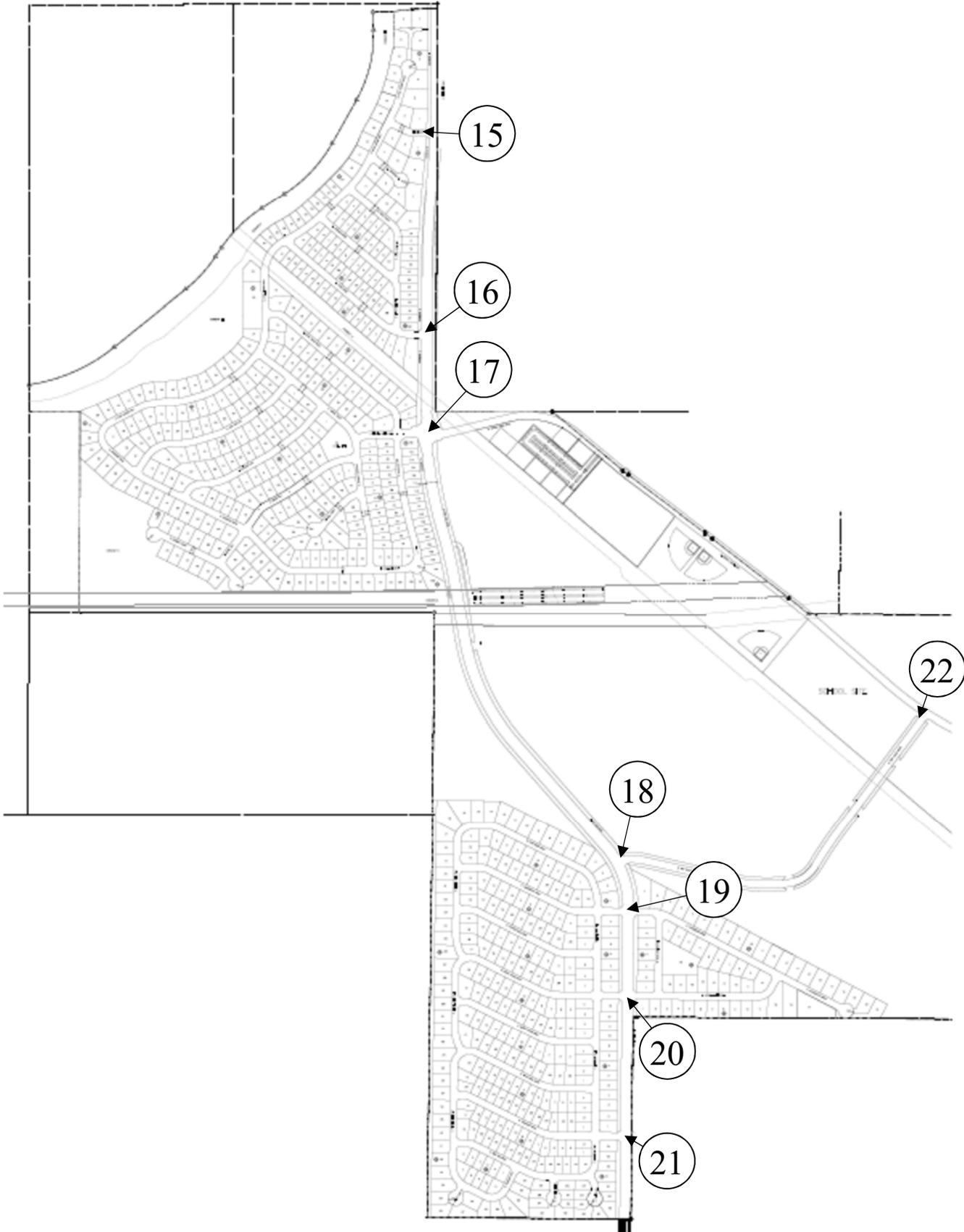
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	346	29	69	381	145	64	778	192	84	254	33
Future Volume (veh/h)	55	346	29	69	381	145	64	778	192	84	254	33
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1765	1800
Adj Flow Rate, veh/h	61	384	32	77	423	161	65	794	196	93	282	37
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.98	0.98	0.98	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	690	58	300	523	199	484	1076	266	221	1462	190
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43	0.40	0.40	0.40	0.05	0.49	0.49
Sat Flow, veh/h	828	1607	134	966	1219	464	1056	2667	658	1681	2985	388
Grp Volume(v), veh/h	61	0	416	77	0	584	65	499	491	93	157	162
Grp Sat Flow(s),veh/h/ln	828	0	1741	966	0	1683	1056	1676	1649	1681	1676	1696
Q Serve(g_s), s	8.6	0.0	22.2	8.0	0.0	37.5	4.8	31.3	31.3	3.9	6.5	6.7
Cycle Q Clear(g_c), s	46.1	0.0	22.2	30.2	0.0	37.5	4.8	31.3	31.3	3.9	6.5	6.7
Prop In Lane	1.00		0.08	1.00		0.28	1.00		0.40	1.00		0.23
Lane Grp Cap(c), veh/h	163	0	748	300	0	723	484	676	665	221	821	831
V/C Ratio(X)	0.38	0.00	0.56	0.26	0.00	0.81	0.13	0.74	0.74	0.42	0.19	0.19
Avail Cap(c_a), veh/h	269	0	971	424	0	938	528	745	733	293	962	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	0.0	26.5	37.8	0.0	30.9	23.5	31.4	31.4	24.1	17.8	17.8
Incr Delay (d2), s/veh	1.4	0.0	0.7	0.4	0.0	4.1	0.2	3.9	4.0	0.5	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	0.0	16.1	3.9	0.0	25.2	2.6	21.5	21.3	3.2	5.5	5.7
LnGrp Delay(d),s/veh	52.4	0.0	27.1	38.2	0.0	34.9	23.6	35.3	35.4	24.5	17.9	18.0
LnGrp LOS	D		C	D		C	C	D	D	C	B	B
Approach Vol, veh/h		477			661			1055			412	
Approach Delay, s/veh		30.4			35.3			34.6			19.4	
Approach LOS		C			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		58.1		65.6		58.1	10.7	54.9				
Change Period (Y+Rc), s		5.0		5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		69.0		71.0		69.0	11.0	55.0				
Max Q Clear Time (g_c+I1), s		39.5		8.7		48.1	5.9	33.3				
Green Ext Time (p_c), s		10.2		7.9		5.0	0.1	16.6				
Intersection Summary												
HCM 2010 Ctrl Delay			31.6									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
8: Cloverdale Road & Lake Hazel Road

2025 Total - Mitigation
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	445	65	203	520	95	65	367	122	184	675	98
Future Volume (veh/h)	62	445	65	203	520	95	65	367	122	184	675	98
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1765	1765	1800	1765	1765	1800	1765	1765	1800	1765	1765	1800
Adj Flow Rate, veh/h	68	489	71	221	565	103	72	408	136	200	734	107
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	576	84	294	756	138	187	617	203	319	1159	169
Arrive On Green	0.38	0.38	0.38	0.10	0.52	0.52	0.25	0.25	0.25	0.10	0.39	0.39
Sat Flow, veh/h	766	1507	219	1681	1453	265	651	2479	818	1681	2938	428
Grp Volume(v), veh/h	68	0	560	221	0	668	72	274	270	200	419	422
Grp Sat Flow(s),veh/h/ln	766	0	1726	1681	0	1718	651	1676	1620	1681	1676	1689
Q Serve(g_s), s	9.0	0.0	34.7	9.0	0.0	35.7	11.7	17.2	17.5	10.0	23.6	23.6
Cycle Q Clear(g_c), s	28.5	0.0	34.7	9.0	0.0	35.7	18.3	17.2	17.5	10.0	23.6	23.6
Prop In Lane	1.00		0.13	1.00		0.15	1.00		0.50	1.00		0.25
Lane Grp Cap(c), veh/h	226	0	660	294	0	894	187	417	403	319	661	666
V/C Ratio(X)	0.30	0.00	0.85	0.75	0.00	0.75	0.39	0.66	0.67	0.63	0.63	0.63
Avail Cap(c_a), veh/h	352	0	944	349	0	1233	231	530	512	347	802	808
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	0.0	33.0	24.9	0.0	22.0	42.9	39.5	39.6	28.6	28.6	28.6
Incr Delay (d2), s/veh	0.7	0.0	5.2	5.7	0.0	1.7	1.8	2.7	3.0	2.0	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.0	24.3	8.1	0.0	24.1	4.0	13.0	12.9	8.3	16.7	16.8
LnGrp Delay(d),s/veh	40.3	0.0	38.2	30.6	0.0	23.7	44.7	42.2	42.7	30.6	30.2	30.2
LnGrp LOS	D		D	C		C	D	D	D	C	C	C
Approach Vol, veh/h		628			889			616			1041	
Approach Delay, s/veh		38.4			25.4			42.7			30.3	
Approach LOS		D			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		65.9		51.2	16.1	49.7	17.0	34.1				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s		84.0		56.0	15.0	64.0	14.0	37.0				
Max Q Clear Time (g_c+I1), s		37.7		25.6	11.0	36.7	12.0	20.3				
Green Ext Time (p_c), s		13.5		18.3	0.2	8.0	0.1	8.8				
Intersection Summary												
HCM 2010 Ctrl Delay			32.9									
HCM 2010 LOS			C									

Site Access Numbering for Synchro Outputs



HCM 2010 TWSC
15: Ten Mile Creek Road & Access A

2025 Total - Access
AM Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	17	5	393	500	13
Future Vol, veh/h	42	17	5	393	500	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	19	6	437	556	14

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1012	563	570	0	-	0
Stage 1	563	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	265	526	1002	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	263	526	1002	-	-	-
Mov Cap-2 Maneuver	462	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	643	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1002	-	479	-	-
HCM Lane V/C Ratio	0.006	-	0.137	-	-
HCM Control Delay (s)	8.6	-	13.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

HCM 2010 TWSC
16: Ten Mile Creek Road & Access B

2025 Total - Access
AM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	10	3	373	508	9
Future Vol, veh/h	25	10	3	373	508	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	11	3	414	564	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	989	569	574	0	-	0
Stage 1	569	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	274	522	999	-	-	-
Stage 1	566	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	273	522	999	-	-	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	999	-	483	-	-
HCM Lane V/C Ratio	0.003	-	0.081	-	-
HCM Control Delay (s)	8.6	-	13.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM 6th Roundabout

2025 Total - Access

17: Five Mile Road/Ten Mile Creek Road & Access C/Tenmile Creek Road

AM Peak Hour

Intersection				
Intersection Delay, s/veh	6.9			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	185	170	149	575
Demand Flow Rate, veh/h	189	173	152	587
Vehicles Circulating, veh/h	550	279	676	25
Vehicles Exiting, veh/h	62	549	63	427
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.3	5.1	7.9	7.0
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	189	173	152	587
Cap Entry Lane, veh/h	787	1038	692	1345
Entry HV Adj Factor	0.979	0.981	0.981	0.979
Flow Entry, veh/h	185	170	149	575
Cap Entry, veh/h	771	1018	680	1317
V/C Ratio	0.240	0.167	0.219	0.436
Control Delay, s/veh	7.3	5.1	7.9	7.0
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	2

HCM 2010 TWSC
18: Five Mile Road & Access D/Access E

2025 Total - Access
AM Peak Hour

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	134	0	0	56	0
Future Vol, veh/h	0	0	0	0	0	0	0	134	0	0	56	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	149	0	0	62	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	211	211	62	211	211	149	62	0	0	149	0	0
Stage 1	62	62	-	149	149	-	-	-	-	-	-	-
Stage 2	149	149	-	62	62	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	746	686	1003	746	686	898	1541	-	-	1432	-	-
Stage 1	949	843	-	854	774	-	-	-	-	-	-	-
Stage 2	854	774	-	949	843	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	746	686	1003	746	686	898	1541	-	-	1432	-	-
Mov Cap-2 Maneuver	745	678	-	745	678	-	-	-	-	-	-	-
Stage 1	949	843	-	854	774	-	-	-	-	-	-	-
Stage 2	854	774	-	949	843	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0		0		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1541	-	-	-	-	1432	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

HCM 2010 TWSC
19: Five Mile Road & Springrock Collector

2025 Total - Access
AM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T		T	T
Traffic Vol, veh/h	18	0	147	49	4	52
Future Vol, veh/h	18	0	147	49	4	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	163	54	4	58

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	256	190	0	0	217
Stage 1	190	-	-	-	-
Stage 2	66	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	733	852	-	-	1353
Stage 1	842	-	-	-	-
Stage 2	957	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	731	852	-	-	1353
Mov Cap-2 Maneuver	784	-	-	-	-
Stage 1	842	-	-	-	-
Stage 2	954	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	784	1353
HCM Lane V/C Ratio	-	-	0.026	0.003
HCM Control Delay (s)	-	-	9.7	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 2010 TWSC
20: Five Mile Road & Access F/Access G

2025 Total - Access
AM Peak Hour

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	50	0	1	0	0	20	0	126	0	7	46	17
Future Vol, veh/h	50	0	1	0	0	20	0	126	0	7	46	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	0	1	0	0	22	0	140	0	8	51	19

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	228	217	61	217	226	140	70	0	0	140	0	0
Stage 1	77	77	-	140	140	-	-	-	-	-	-	-
Stage 2	151	140	-	77	86	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	727	681	1004	739	673	908	1531	-	-	1443	-	-
Stage 1	932	831	-	863	781	-	-	-	-	-	-	-
Stage 2	851	781	-	932	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	706	677	1004	735	669	908	1531	-	-	1443	-	-
Mov Cap-2 Maneuver	714	671	-	741	669	-	-	-	-	-	-	-
Stage 1	932	826	-	863	781	-	-	-	-	-	-	-
Stage 2	830	781	-	926	819	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.4		9.1		0		0.8	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1531	-	-	718	908	1443	-	-
HCM Lane V/C Ratio	-	-	-	0.079	0.024	0.005	-	-
HCM Control Delay (s)	0	-	-	10.4	9.1	7.5	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

HCM 2010 TWSC
21: Access H/Access I & Five Mile Road

2025 Total - Access
AM Peak Hour

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	55	0	1	0	0	11	0	60	0	4	24	19
Future Vol, veh/h	55	0	1	0	0	11	0	60	0	4	24	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	0	1	0	0	12	0	67	0	4	27	21

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	119	113	38	113	123	67	48	0	0	67	0	0
Stage 1	46	46	-	67	67	-	-	-	-	-	-	-
Stage 2	73	67	-	46	56	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	857	777	1034	864	767	997	1559	-	-	1535	-	-
Stage 1	968	857	-	943	839	-	-	-	-	-	-	-
Stage 2	937	839	-	968	848	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	845	775	1034	861	765	997	1559	-	-	1535	-	-
Mov Cap-2 Maneuver	815	739	-	828	733	-	-	-	-	-	-	-
Stage 1	968	854	-	943	839	-	-	-	-	-	-	-
Stage 2	926	839	-	964	845	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.8		8.7		0		0.6	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1559	-	-	818	997	1535	-	-
HCM Lane V/C Ratio	-	-	-	0.076	0.012	0.003	-	-
HCM Control Delay (s)	0	-	-	9.8	8.7	7.4	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

HCM 2010 TWSC

2025 Total - Access

22: Springrock Collector/School Access & Tenmile Creek Road

AM Peak Hour

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	110	372	2	16	8	90	0	0	19	56	0	114
Future Vol, veh/h	110	372	2	16	8	90	0	0	19	56	0	114
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	122	413	2	18	9	100	0	0	21	62	0	127

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	109	0	0	415	0	0	817	803	414	764	754	59
Stage 1	-	-	-	-	-	-	658	658	-	95	95	-
Stage 2	-	-	-	-	-	-	159	145	-	669	659	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1481	-	-	1144	-	-	295	317	638	321	338	1007
Stage 1	-	-	-	-	-	-	453	461	-	912	816	-
Stage 2	-	-	-	-	-	-	843	777	-	447	461	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1481	-	-	1144	-	-	239	286	638	287	305	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	351	-	334	354	-
Stage 1	-	-	-	-	-	-	416	423	-	837	803	-
Stage 2	-	-	-	-	-	-	725	765	-	397	423	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.7		1.2		10.8		13.6	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	638	1481	-	-	1144	-	-	605
HCM Lane V/C Ratio	0.033	0.083	-	-	0.016	-	-	0.312
HCM Control Delay (s)	10.8	7.6	-	-	8.2	-	-	13.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	1.3

HCM 2010 TWSC
15: Ten Mile Creek Road & Access A

2025 Total - Access
PM Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	10	17	543	356	41
Future Vol, veh/h	24	10	17	543	356	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	11	19	603	396	46

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1060	419	442	0	-	0
Stage 1	419	-	-	-	-	-
Stage 2	641	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	248	634	1118	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	244	634	1118	-	-	-
Mov Cap-2 Maneuver	440	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	525	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1118	-	484	-	-
HCM Lane V/C Ratio	0.017	-	0.078	-	-
HCM Control Delay (s)	8.3	-	13.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

HCM 2010 TWSC
16: Ten Mile Creek Road & Access B

2025 Total - Access
PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	6	11	544	340	26
Future Vol, veh/h	16	6	11	544	340	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	7	12	604	378	29

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1021	393	407	0	0
Stage 1	393	-	-	-	-
Stage 2	628	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	262	656	1152	-	-
Stage 1	682	-	-	-	-
Stage 2	532	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	259	656	1152	-	-
Mov Cap-2 Maneuver	451	-	-	-	-
Stage 1	675	-	-	-	-
Stage 2	532	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1152	-	493	-	-
HCM Lane V/C Ratio	0.011	-	0.05	-	-
HCM Control Delay (s)	8.2	-	12.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 6th Roundabout

2025 Total - Access

17: Five Mile Road/Ten Mile Creek Road & Access C/Tenmile Creek Road

PM Peak Hour

Intersection				
Intersection Delay, s/veh	6.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	116	525	104	384
Demand Flow Rate, veh/h	119	535	106	391
Vehicles Circulating, veh/h	352	175	282	80
Vehicles Exiting, veh/h	119	213	189	630
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.0	8.2	4.5	5.7
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	119	535	106	391
Cap Entry Lane, veh/h	964	1154	1035	1272
Entry HV Adj Factor	0.978	0.981	0.983	0.981
Flow Entry, veh/h	116	525	104	384
Cap Entry, veh/h	942	1132	1018	1248
V/C Ratio	0.123	0.463	0.102	0.307
Control Delay, s/veh	5.0	8.2	4.5	5.7
LOS	A	A	A	A
95th %tile Queue, veh	0	3	0	1

HCM 2010 TWSC
18: Five Mile Road & Access D/Access E

2025 Total - Access
PM Peak Hour

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	93	0	0	168	0
Future Vol, veh/h	0	0	0	0	0	0	0	93	0	0	168	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0	0	103	0	0	187	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	290	290	187	290	290	103	187	0	0	103	0	0
Stage 1	187	187	-	103	103	-	-	-	-	-	-	-
Stage 2	103	103	-	187	187	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	662	620	855	662	620	952	1387	-	-	1489	-	-
Stage 1	815	745	-	903	810	-	-	-	-	-	-	-
Stage 2	903	810	-	815	745	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	662	620	855	662	620	952	1387	-	-	1489	-	-
Mov Cap-2 Maneuver	690	635	-	690	635	-	-	-	-	-	-	-
Stage 1	815	745	-	903	810	-	-	-	-	-	-	-
Stage 2	903	810	-	815	745	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	-	-	1489	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

HCM 2010 TWSC
19: Five Mile Road & Springrock Collector

2025 Total - Access
PM Peak Hour

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	51	0	93	34	11	157
Future Vol, veh/h	51	0	93	34	11	157
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	0	103	38	12	174

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	320	122	0	0	141
Stage 1	122	-	-	-	-
Stage 2	198	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	673	929	-	-	1442
Stage 1	903	-	-	-	-
Stage 2	835	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	668	929	-	-	1442
Mov Cap-2 Maneuver	753	-	-	-	-
Stage 1	903	-	-	-	-
Stage 2	828	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	753	1442
HCM Lane V/C Ratio	-	-	0.075	0.008
HCM Control Delay (s)	-	-	10.2	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0

HCM 2010 TWSC
20: Five Mile Road & Access F/Access G

2025 Total - Access
PM Peak Hour

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	32	0	0	0	0	12	1	83	0	21	134	53
Future Vol, veh/h	32	0	0	0	0	12	1	83	0	21	134	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	0	0	0	0	13	1	92	0	23	149	59

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	326	319	179	319	348	92	208	0	0	92	0	0
Stage 1	225	225	-	94	94	-	-	-	-	-	-	-
Stage 2	101	94	-	225	254	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	627	598	864	634	576	965	1363	-	-	1503	-	-
Stage 1	778	718	-	913	817	-	-	-	-	-	-	-
Stage 2	905	817	-	778	697	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	611	588	864	626	567	965	1363	-	-	1503	-	-
Mov Cap-2 Maneuver	650	605	-	657	591	-	-	-	-	-	-	-
Stage 1	777	707	-	912	816	-	-	-	-	-	-	-
Stage 2	892	816	-	766	687	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.9		8.8		0.1		0.8	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1363	-	-	650	965	1503	-	-
HCM Lane V/C Ratio	0.001	-	-	0.055	0.014	0.016	-	-
HCM Control Delay (s)	7.6	-	-	10.9	8.8	7.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

HCM 2010 TWSC
21: Access H/Access I & Five Mile Road

2025 Total - Access
PM Peak Hour

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	35	0	0	0	0	7	1	41	0	11	64	59
Future Vol, veh/h	35	0	0	0	0	7	1	41	0	11	64	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	50	-	-	50	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	0	0	0	0	8	1	46	0	12	71	66

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	180	176	104	176	209	46	137	0	0	46	0	0
Stage 1	128	128	-	48	48	-	-	-	-	-	-	-
Stage 2	52	48	-	128	161	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	782	717	951	786	688	1023	1447	-	-	1562	-	-
Stage 1	876	790	-	965	855	-	-	-	-	-	-	-
Stage 2	961	855	-	876	765	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	771	711	951	781	682	1023	1447	-	-	1562	-	-
Mov Cap-2 Maneuver	763	692	-	767	671	-	-	-	-	-	-	-
Stage 1	875	784	-	964	854	-	-	-	-	-	-	-
Stage 2	953	854	-	869	759	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10		8.5		0.2		0.6	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1447	-	-	763	1023	1562	-	-
HCM Lane V/C Ratio	0.001	-	-	0.051	0.008	0.008	-	-
HCM Control Delay (s)	7.5	-	-	10	8.5	7.3	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

HCM 2010 TWSC

2025 Total - Access

22: Springrock Collector/School Access & Tenmile Creek Road

PM Peak Hour

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	25	163	0	51	403	20	0	0	37	34	0	69
Future Vol, veh/h	25	163	0	51	403	20	0	0	37	34	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	181	0	57	448	22	0	0	41	38	0	77

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	470	0	0	181	0	0	849	821	181	831	810	459
Stage 1	-	-	-	-	-	-	237	237	-	573	573	-
Stage 2	-	-	-	-	-	-	612	584	-	258	237	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1092	-	-	1394	-	-	281	309	862	289	314	602
Stage 1	-	-	-	-	-	-	766	709	-	505	504	-
Stage 2	-	-	-	-	-	-	480	498	-	747	709	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1092	-	-	1394	-	-	233	289	862	262	293	602
Mov Cap-2 Maneuver	-	-	-	-	-	-	314	369	-	369	379	-
Stage 1	-	-	-	-	-	-	746	691	-	492	483	-
Stage 2	-	-	-	-	-	-	402	478	-	693	691	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.8			9.4			14.4		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	862	1092	-	-	1394	-	-	498
HCM Lane V/C Ratio	0.048	0.025	-	-	0.041	-	-	0.23
HCM Control Delay (s)	9.4	8.4	-	-	7.7	-	-	14.4
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	-	0.9

APPENDIX F: INTERNAL CAPTURE TRIPS WORKSHEETS

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Springrock Subdivision	Organization:	CR Engineering, Inc.
Project Location:	Ada County, Idaho	Performed By:	Brandon Atchley
Scenario Description:	Phase 1	Date:	09-May-19
Analysis Year:	2025	Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	710	10	TSF	19	16	3
Retail			TSF	0		
Restaurant	931	6	TSF	4	3	1
Cinema/Entertainment				0		
Residential	210 (220)	757 (136)	DU	606	150	456
Hotel				0		
All Other Land Uses ²	Other	--	--	457	246	211
				1,086	415	671

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	1	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,086	415	671
Internal Capture Percentage	0%	0%	0%
External Vehicle-Trips ⁵	1,082	413	669
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	0%	33%
Retail	N/A	N/A
Restaurant	67%	0%
Cinema/Entertainment	N/A	N/A
Residential	0%	0%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Springrock Subdivision	Organization:	CR Engineering, Inc.
Project Location:	Ada County, Idaho	Performed By:	Brandon Atchley
Scenario Description:	Phase 1	Date:	09-May-19
Analysis Year:	2025	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	710	10	TSF	25	8	17
Retail			TSF	0		
Restaurant	931	6	TSF	47	31	16
Cinema/Entertainment				0		
Residential	210 (220)	757 (136)	DU	787	496	291
Hotel				0		
All Other Land Uses ²	Other	--	--	158	75	83
				1,017	610	407

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	1	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	3	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	0	4	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,017	610	407
Internal Capture Percentage	3%	2%	3%
External Vehicle-Trips ⁵	991	597	394
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	63%	6%
Retail	N/A	N/A
Restaurant	16%	19%
Cinema/Entertainment	N/A	N/A
Residential	1%	3%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.
²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).
⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.
⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Springrock Subdivision	Organization:	CR Engineering, Inc.
Project Location:	Ada County, Idaho	Performed By:	Brandon Atchley
Scenario Description:	Phase 1	Date:	05-Apr-19
Analysis Year:	2030	Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	710	60	TSF	83	51	32
Retail	851	4	TSF	250	125	125
Restaurant	Multi	6, 6, 2	TSF	242	127	115
Cinema/Entertainment				0		
Residential	210 (220)	1925 (252)	DU	1,487	369	1,118
Hotel				0		
All Other Land Uses ²	Other	--	--	403	218	185
				2,465	890	1,575

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		9	20	0	0	0
Retail	2		16	0	7	0
Restaurant	7	10		0	5	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	11	25	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	2,465	890	1,575
Internal Capture Percentage	9%	13%	7%
External Vehicle-Trips ⁵	2,237	776	1,461
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	22%	91%
Retail	24%	20%
Restaurant	48%	19%
Cinema/Entertainment	N/A	N/A
Residential	3%	3%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Springrock Subdivision	Organization:	CR Engineering, Inc.
Project Location:	Ada County, Idaho	Performed By:	Brandon Atchley
Scenario Description:	Build-Out	Date:	05-Apr-19
Analysis Year:	2040	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	710	60	TSF	70	11	59
Retail	851	4	TSF	196	100	96
Restaurant	Multi	6, 6, 2	TSF	193	112	81
Cinema/Entertainment				0		
Residential	210 (220)	1925 (252)	DU	1,873	1,180	693
Hotel				0		
All Other Land Uses ²	Other	--	--	158	58	100
				2,490	1,461	1,029

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses ²	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	2	0	1	0
Retail	2		28	0	25	0
Restaurant	2	33		0	15	0
Cinema/Entertainment	0	0	0		0	0
Residential	6	10	16	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	2,490	1,461	1,029
Internal Capture Percentage	12%	10%	14%
External Vehicle-Trips ⁵	2,194	1,313	881
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	91%	19%
Retail	51%	57%
Restaurant	41%	62%
Cinema/Entertainment	N/A	N/A
Residential	3%	5%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.
²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).
⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.
⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶Person-Trips
*Indicates computation that has been rounded to the nearest whole number.

APPENDIX G: TURN LANE WARRANT WORKSHEETS

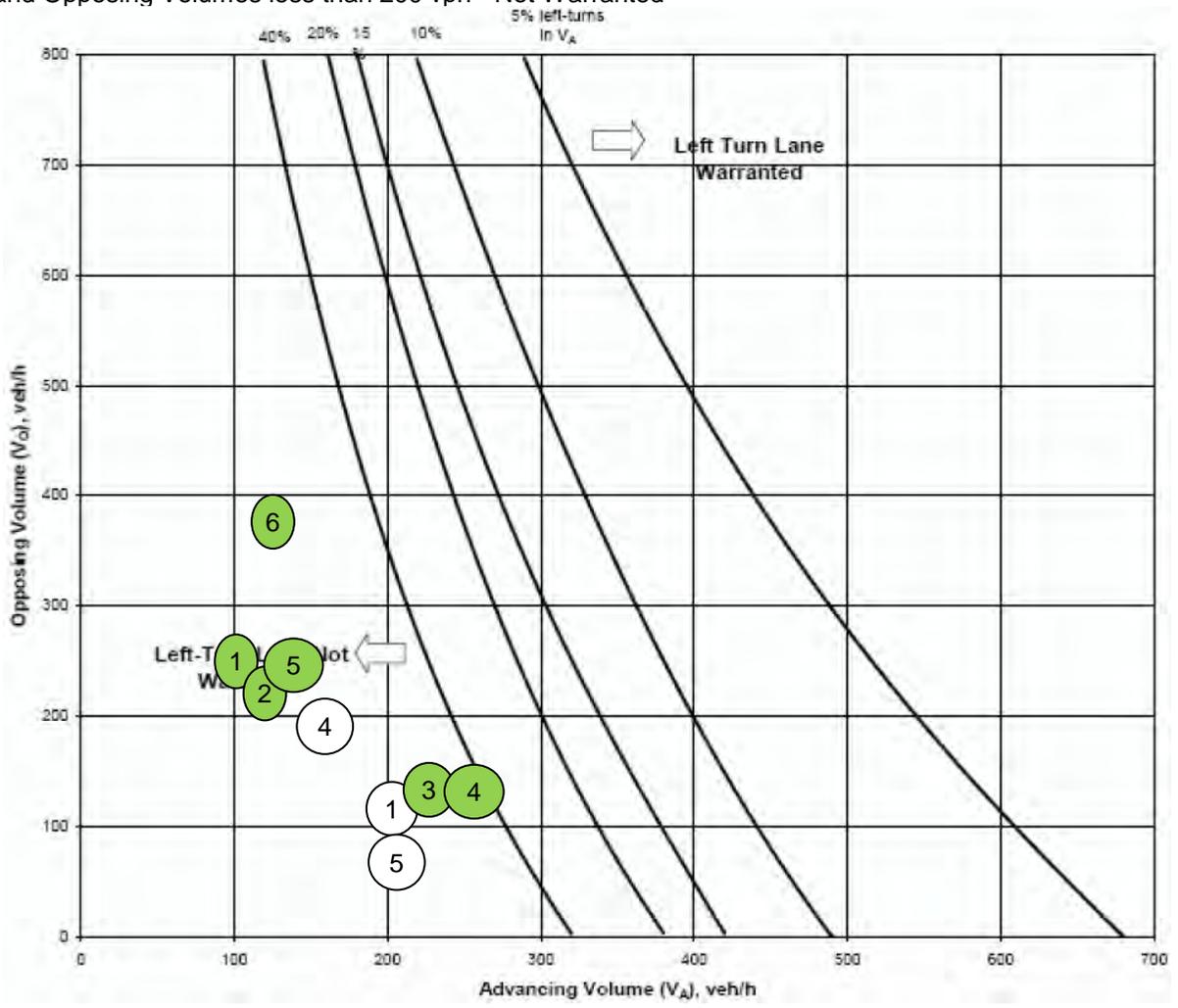
Springrock Subdivision

ACHD Left-Turn Lane Analysis - Two-Lane Roadway with 50 mph or greater posted speed

2019 Existing Traffic

	Intersection	Approach	Speed Limit (mph)	Peak Hour	Advancing Volume (vph)	Opposing Volume (vph)	Left-Turn Volume (%)	Meet Warrant?
1	Kuna Road & Locust Grove Road	EB	50	AM	204	112	4%	No
				PM	97	240	6%	No
2	Kuna Road & Eagle Road	EB	50	AM	196	108	1%	No*
				PM	114	220	3%	No
3	Kuna Road & Eagle Road	WB	50	AM	108	196	2%	No*
				PM	220	114	1%	No
4	Hubbard Road & Cloverdale Road	SB	50	AM	158	197	44%	No
				PM	256	126	5%	No
5	Hubbard Road & Cloverdale Road	NB	50	AM	202	88	2%	No
				PM	132	242	5%	No
6	Tenmile Creek Road & Pleasant Valley Road	NB	50	AM	191	137	1%	No*
				PM	120	371	26%	No

* Advancing and Opposing Volumes less than 200 vph - Not Warranted



Weekday AM 1

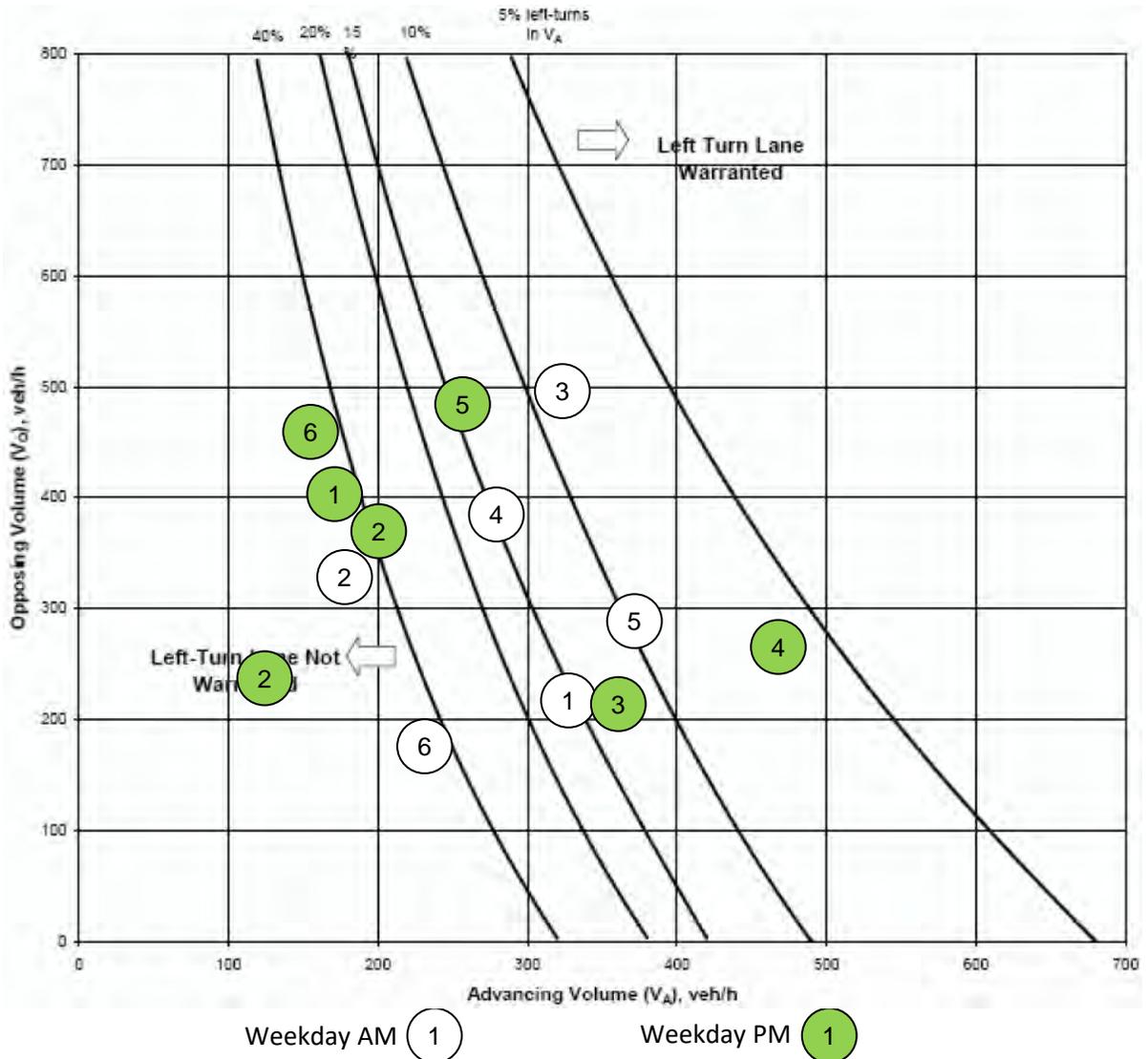
Weekday PM 1

Springrock Subdivision

ACHD Left-Turn Lane Analysis - Two-Lane Roadway with 50 mph or greater posted speed

2025 Background Traffic

	Intersection	Approach	Speed Limit (mph)	Peak Hour	Advancing Volume (vph)	Opposing Volume (vph)	Left-Turn Volume (%)	Meet Warrant?
1	Kuna Road & Locust Grove Road	EB	50	AM	330	193	4%	No
				PM	171	393	6%	No
2	Kuna Road & Eagle Road	EB	50	AM	319	187	1%	No
				PM	199	361	3%	No
3	Kuna Road & Eagle Road	WB	50	AM	187	319	2%	No
				PM	361	199	1%	No
4	Hubbard Road & Cloverdale Road	SB	50	AM	279	378	40%	Yes
				PM	474	247	5%	No
5	Hubbard Road & Cloverdale Road	NB	50	AM	386	168	2%	No
				PM	257	452	4%	No
6	Tenmile Creek Road & Pleasant Valley Road	NB	50	AM	230	164	1%	No
				PM	148	443	28%	No

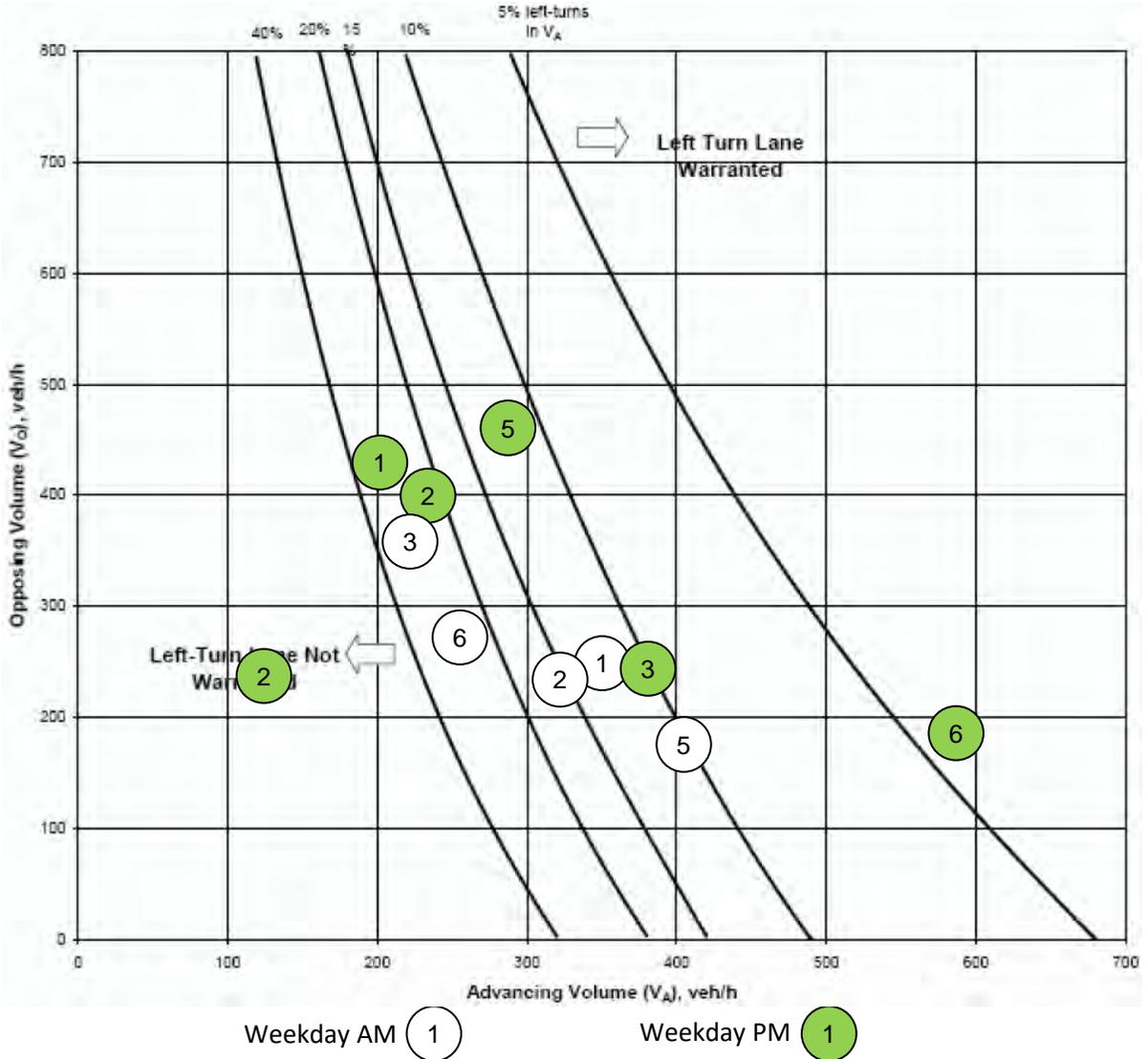


Springrock Subdivision

ACHD Left-Turn Lane Analysis - Two-Lane Roadway with 50 mph or greater posted speed

2025 Total Traffic

	Intersection	Approach	Speed Limit (mph)	Peak Hour	Advancing Volume (vph)	Opposing Volume (vph)	Left-Turn Volume (%)	Meet Warrant?
①	Kuna Road & Locust Grove Road	EB	50	AM	350	226	4%	No
				PM	200	413	5%	No
②	Kuna Road & Eagle Road	EB	50	AM	339	220	1%	No
				PM	228	381	2%	No
③	Kuna Road & Eagle Road	WB	50	AM	220	339	1%	No
				PM	381	228	1%	No
④	Hubbard Road & Cloverdale Road	SB	50	AM	Satisfied Under 2025 Background Conditions			
				PM				
⑤	Hubbard Road & Cloverdale Road	NB	50	AM	406	168	2%	No
				PM	286	452	3%	No
⑥	Tennile Creek Road & Pleasant Valley Road	NB	50	AM	246	259	8%	No
				PM	171	581	38%	Yes

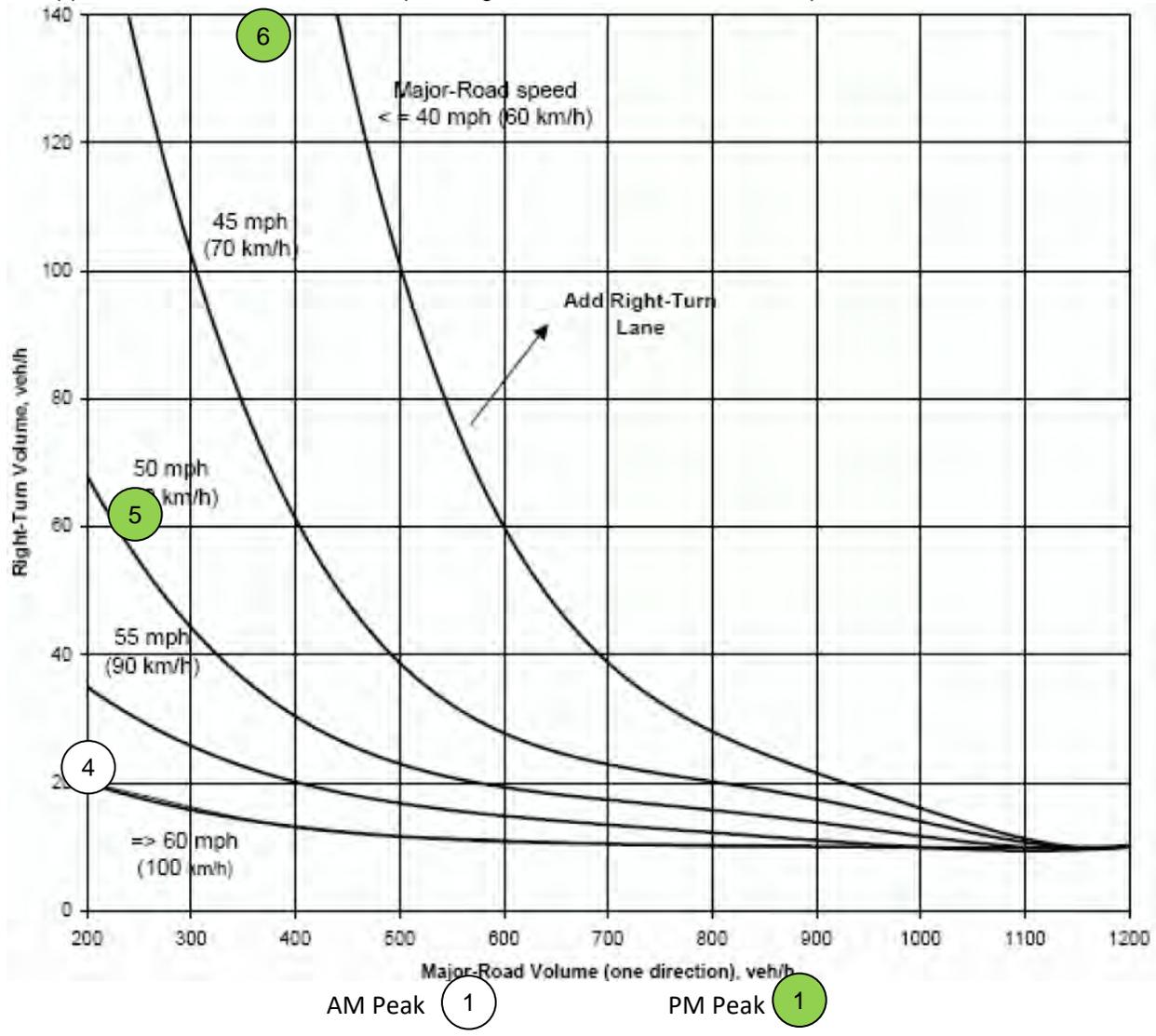


Springrock Subdivision
 ACHD Right-turn Lane Guidelines for Two-Lane Roadways

2019 Existing Traffic

Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vph)	Meet Warrant?
			AM	PM	AM	
1 Kuna Road & Locust Grove Road	WB	50	AM	4	112	No*
			PM	7	240	No*
2 Kuna Road & Eagle Road	WB	50	AM	0	108	No*
			PM	3	220	No*
3 Kuna Road & Eagle Road	EB	50	AM	14	196	No*
			PM	17	114	No*
4 Hubbard Road & Cloverdale Road	NB	50	AM	19	202	No
			PM	2	132	No*
5 Hubbard Road & Cloverdale Road	SB	50	AM	33	158	No*
			PM	60	256	Yes
6 Tenmile Creek Road & Pleasant Valley Road	SB	50	AM	3	137	No*
			PM	170	371	Yes

*Total approach volume less than 200 vph or right-turn volume less than 10 vph = not warranted

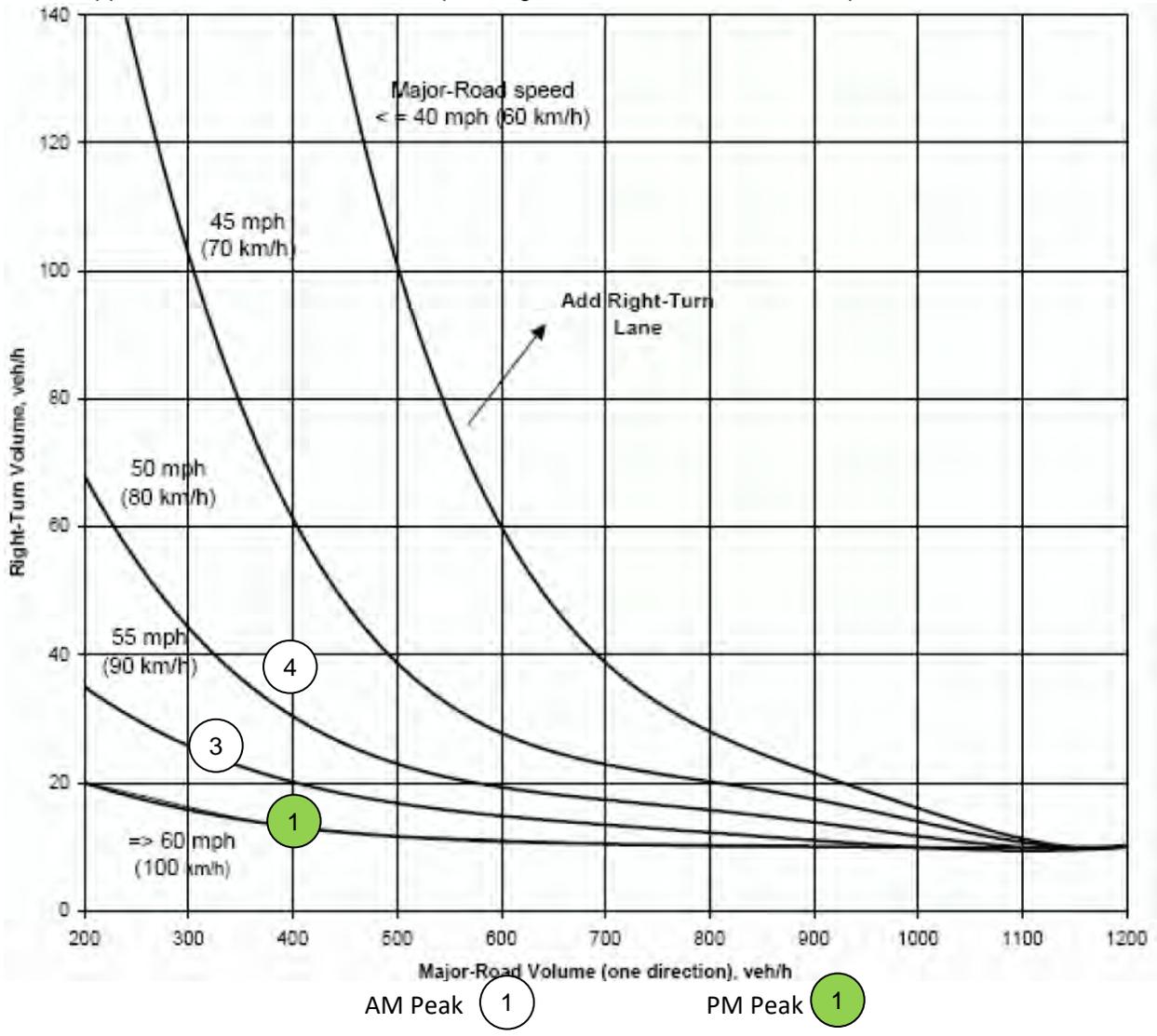


Springrock Subdivision
 ACHD Right-turn Lane Guidelines for Two-Lane Roadways

2025 Background Traffic

	Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vph)	Meet Warrant?
①	Kuna Road & Locust Grove Road	WB	50	AM	7	193	No*
				PM	12	393	No
②	Kuna Road & Eagle Road	WB	50	AM	1	187	No*
				PM	6	361	No*
③	Kuna Road & Eagle Road	EB	50	AM	22	319	No
				PM	27	199	No*
④	Hubbard Road & Cloverdale Road	NB	50	AM	35	386	Yes
				PM	7	257	No*
⑤	Hubbard Road & Cloverdale Road	SB	50	AM	Met Under Existing Conditions		
				PM			
⑥	Tenmile Creek Road & Pleasant Valley Road	SB	50	AM	Met Under Existing Conditions		
				PM			

*Total approach volume less than 200 vph or right-turn volume less than 10 vph = not warranted

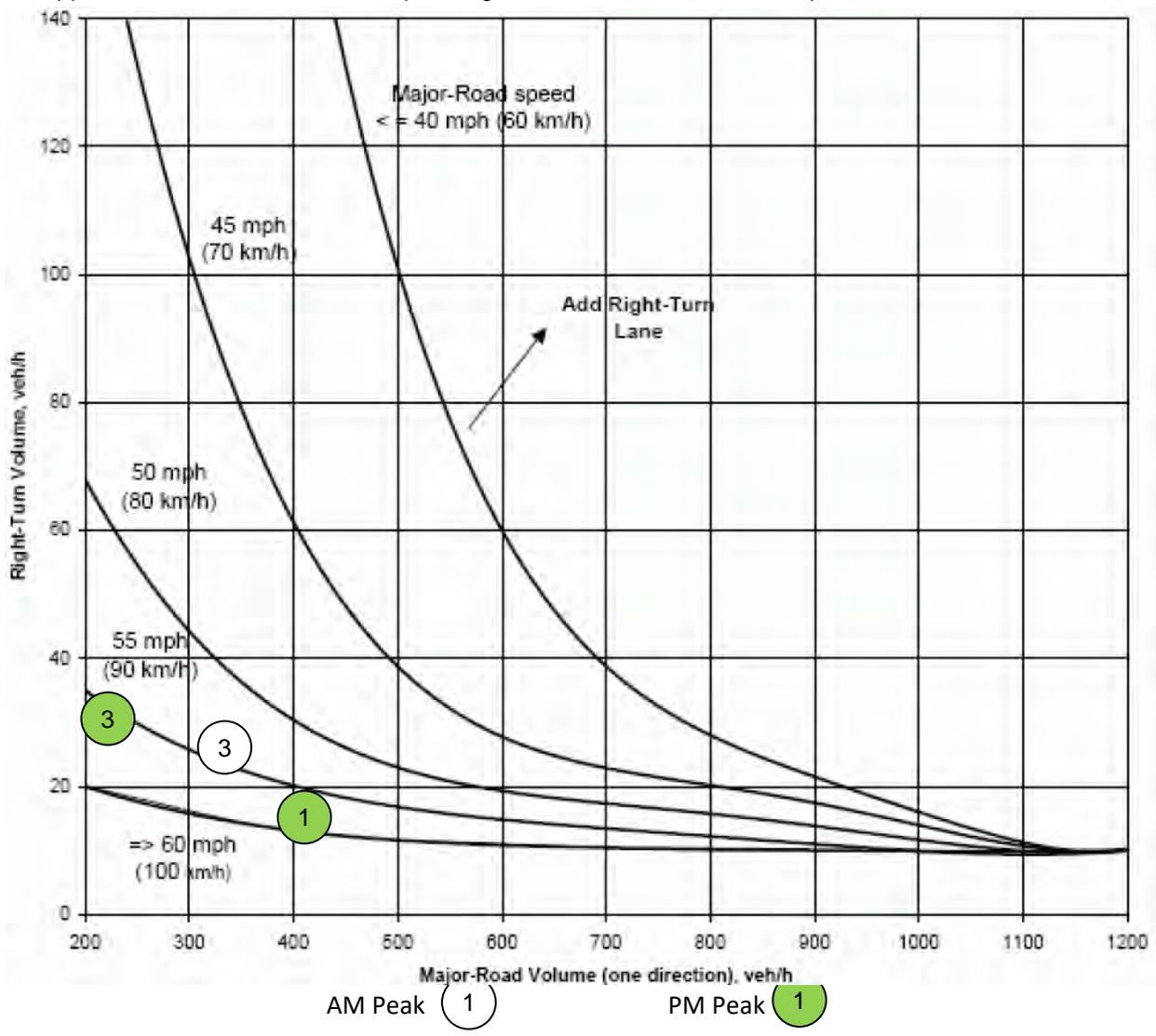


Springrock Subdivision
 ACHD Right-turn Lane Guidelines for Two-Lane Roadways

2025 Total Traffic

	Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vph)	Meet Warrant?
1	Kuna Road & Locust Grove Road	WB	50	AM	7	226	No*
				PM	12	413	No
2	Kuna Road & Eagle Road	WB	50	AM	1	220	No*
				PM	6	381	No*
3	Kuna Road & Eagle Road	EB	50	AM	22	339	No
				PM	27	228	No
4	Hubbard Road & Cloverdale Road	NB	50	AM	Met Under Background Conditions		
				PM			
5	Hubbard Road & Cloverdale Road	SB	50	AM	Met Under Existing Conditions		
				PM			
6	Tenmile Creek Road & Pleasant Valley Road	SB	50	AM	Met Under Existing Conditions		
				PM			

*Total approach volume less than 200 vph or right-turn volume less than 10 vph = not warranted

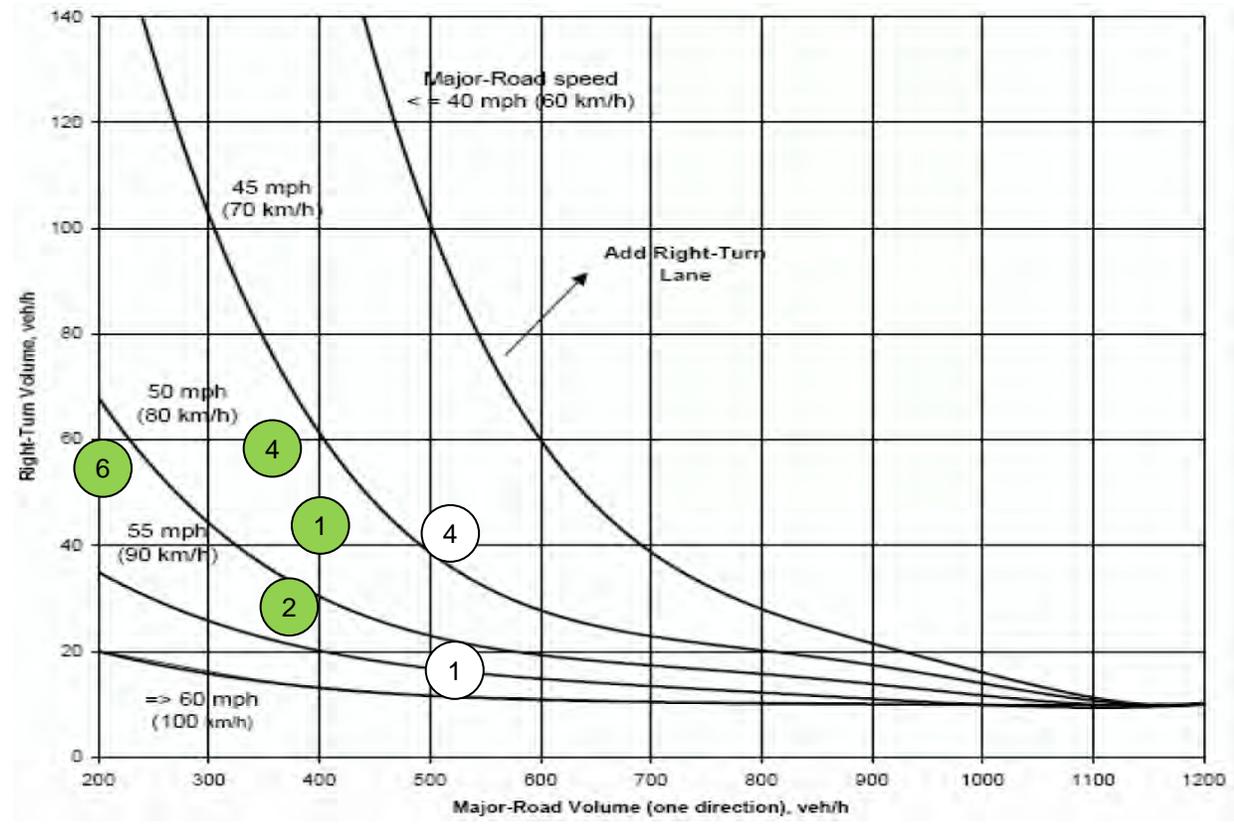


Springrock Subdivision
 ACHD Right-turn Lane Guidelines for Two-Lane Roadways

2025 Total Traffic - Site Accesses

Intersection	Approach	Speed Limit (mph)	Peak Hour	Right-Turn Volume (vph)	Major Road Volume (vph)	Meet Warrant?
			AM	PM	AM	
1 Access A (Int #15) and Five Mile Rd	SB	35	AM	13	513	No
			PM	41	397	No
2 Access B (Int #16) and Five Mile Rd	SB	35	AM	9	517	No*
			PM	26	366	No
3 Internal Collector and Five Mile Rd (Int #17)	NB	35	AM	49	196	No*
			PM	34	127	No*
4 Access D (Int #19) and Five Mile Rd	SB	35	AM	17	70	No*
			PM	53	208	No
5 Access E (Int #19) and Five Mile Rd	NB	35	AM	0	126	No*
			PM	0	84	No*
6 Access F (Int #20) and Five Mile Rd	SB	35	AM	19	47	No*
			PM	59	134	No*
7 Access G (Int #20) and Five Mile Rd	NB	35	AM	0	60	No*
			PM	0	42	No*
8 Access H (Int #21) and Five Mile Rd	SB	35	AM	19	25	No*
			PM	60	64	No*
9 Internal Collector and 10Mile Crk Rd (Int #22)	EB	35	AM	2	413	No*
			PM	6	96	No*

*Total approach volume less than 200 vph or right-turn volume less than 10 vph = not warranted



AM Peak 1

PM Peak 1

APPENDIX H: SIGNAL WARRANT WORKSHEETS

PRELIMINARY TRAFFIC SIGNAL WARRANTS ANALYSIS SUMMARY

Intersection: Columbia Road & Cloverdale Road

Within Isolated Community or Major Street Speed Exceeds 40 mph: Yes

Traffic Conditions: 2025 Background

Major Street Information

Major Street Name: Cloverdale Road

Approach Direction: Northbound-Southbound

Number of Lanes for Moving Traffic on Each Approach: 1 lane

Posted Speed Limit: 50 mph

Total Approach Volume: 9,990 vpd

Minor Street Information

Minor Street Name: Columbia Road

Approach Direction: Eastbound-Westbound

Number of Lanes for Moving Traffic on Each Approach: 1 lane

Posted Speed Limit: 50 mph

Higher Minor Approach Volume: 2,970 vpd

Traffic Signal Warrant Analysis Findings

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

2025 Build-Out Year Background Traffic Volume

Hour Interval Begin	Cloverdale Road (Major Street)	Columbia Road (Minor Street)
	Combined Volume (vph)	Higher Approach Volume (vph)
00:00	37	11
01:00	35	8
02:00	22	9
03:00	24	5
04:00	48	14
05:00	193	64
06:00	530	172
07:00	657	262
08:00	491	205
09:00	461	159
10:00	466	152
11:00	525	148
12:00	541	162
13:00	526	173
14:00	646	167
15:00	739	190
16:00	904	229
17:00	981	249
18:00	701	175
19:00	482	130
20:00	447	124
21:00	290	82
22:00	168	55
23:00	79	22
Total	9,993	2,967

Warrant 1, Eight-Hour Vehicular Volume

Hour Interval Begin	Cloverdale Road (Major Street) Combined Volume (vph)	Columbia Road (Minor Street) Higher Approach Volume (vph)	Hour Satisfied?	
			Condition A	Condition B
00:00	37	11	Not Satisfied	Not Satisfied
01:00	35	8	Not Satisfied	Not Satisfied
02:00	22	9	Not Satisfied	Not Satisfied
03:00	24	5	Not Satisfied	Not Satisfied
04:00	48	14	Not Satisfied	Not Satisfied
05:00	193	64	Not Satisfied	Not Satisfied
06:00	530	172	Satisfied	Satisfied
07:00	657	262	Satisfied	Satisfied
08:00	491	205	Satisfied	Not Satisfied
09:00	461	159	Satisfied	Not Satisfied
10:00	466	152	Satisfied	Not Satisfied
11:00	525	148	Satisfied	Satisfied
12:00	541	162	Satisfied	Satisfied
13:00	526	173	Satisfied	Satisfied
14:00	646	167	Satisfied	Satisfied
15:00	739	190	Satisfied	Satisfied
16:00	904	229	Satisfied	Satisfied
17:00	981	249	Satisfied	Satisfied
18:00	701	175	Satisfied	Satisfied
19:00	482	130	Satisfied	Not Satisfied
20:00	447	124	Satisfied	Not Satisfied
21:00	290	82	Not Satisfied	Not Satisfied
22:00	168	55	Not Satisfied	Not Satisfied
23:00	79	22	Not Satisfied	Not Satisfied

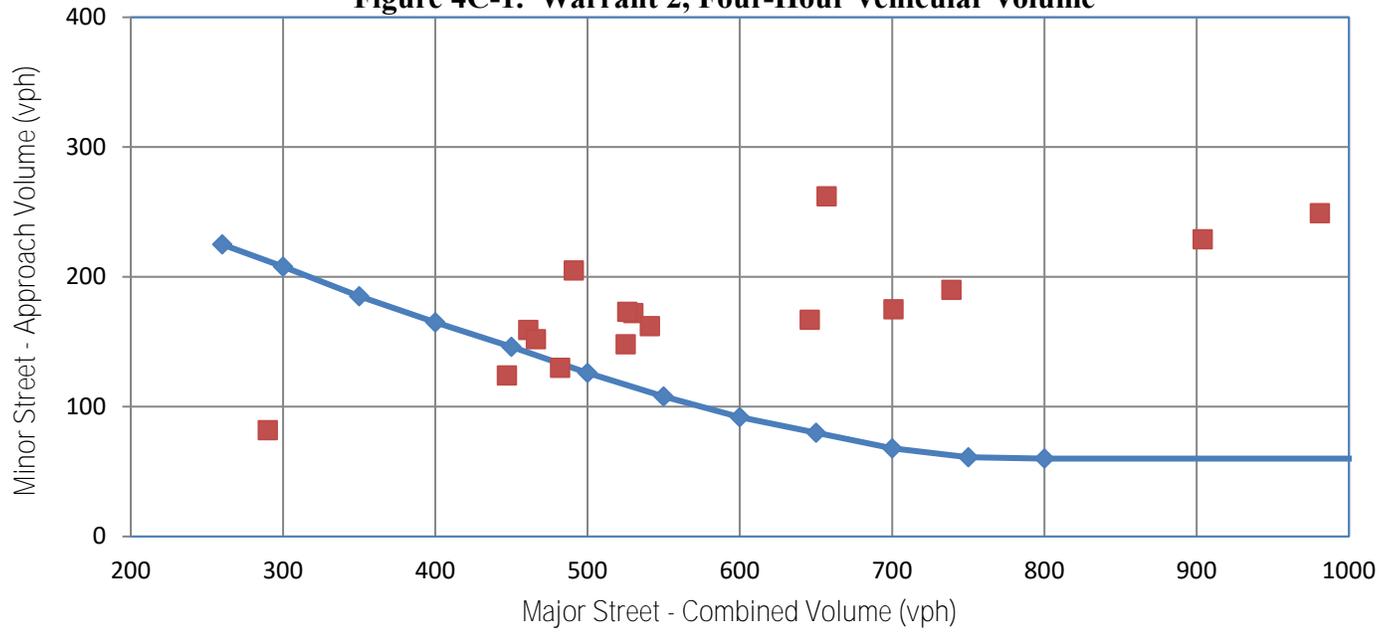
Number of Hours Satisfied	15	10
Warrant 1 Met?	Yes	

Warrant 2, Four-Hour Vehicular Volume

Hour Interval	Cloverdale Road (Major Street)	Columbia Road (Minor Street)	Hour Satisfied?
	Combined Volume (vph)	Higher Approach Volume (vph)	
00:00	37	11	Not Satisfied
01:00	35	8	Not Satisfied
02:00	22	9	Not Satisfied
03:00	24	5	Not Satisfied
04:00	48	14	Not Satisfied
05:00	193	64	Not Satisfied
06:00	530	172	Satisfied
07:00	657	262	Satisfied
08:00	491	205	Satisfied
09:00	461	159	Satisfied
10:00	466	152	Satisfied
11:00	525	148	Satisfied
12:00	541	162	Satisfied
13:00	526	173	Satisfied
14:00	646	167	Satisfied
15:00	739	190	Satisfied
16:00	904	229	Satisfied
17:00	981	249	Satisfied
18:00	701	175	Satisfied
19:00	482	130	Not Satisfied
20:00	447	124	Not Satisfied
21:00	290	82	Not Satisfied
22:00	168	55	Not Satisfied
23:00	79	22	Not Satisfied

Number of Hours Satisfied	13
Warrant 2 Met?	Yes
Within isolated community or major roadway speed exceeds 40 mph?	Yes

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



PRELIMINARY TRAFFIC SIGNAL WARRANTS ANALYSIS SUMMARY

Intersection: Hubbard Road & Cloverdale Road

Within Isolated Community or Major Street Speed Exceeds 40 mph: Yes

Traffic Conditions: 2025 Background

Major Street Information

Major Street Name: Cloverdale Road

Approach Direction: Northbound-Southbound

Number of Lanes for Moving Traffic on Each Approach: 1 lane

Posted Speed Limit: 50 mph

Total Approach Volume: 9,460 vpd

Minor Street Information

Minor Street Name: Hubbard Road

Approach Direction: Eastbound-Westbound

Number of Lanes for Moving Traffic on Each Approach: 1 lane

Posted Speed Limit: 50 mph

Higher Minor Approach Volume: 2,450 vpd

Traffic Signal Warrant Analysis Findings

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

2025 Build-Out Year Background Traffic Volume

Hour Interval Begin	Cloverdale Road (Major Street)	Hubbard Road (Minor Street)
	Combined Volume (vph)	Higher Approach Volume (vph)
00:00	46	2
01:00	25	4
02:00	29	4
03:00	33	5
04:00	73	16
05:00	283	66
06:00	582	182
07:00	785	276
08:00	573	158
09:00	480	74
10:00	463	84
11:00	509	114
12:00	538	111
13:00	565	127
14:00	557	151
15:00	633	181
16:00	750	313
17:00	750	347
18:00	572	112
19:00	421	35
20:00	345	34
21:00	226	24
22:00	131	20
23:00	87	7
Total	9,456	2,447

Warrant 1, Eight-Hour Vehicular Volume

Hour Interval Begin	Cloverdale Road (Major Street) Combined Volume (vph)	Hubbard Road (Minor Street) Higher Approach Volume (vph)	Hour Satisfied?	
			Condition A	Condition B
00:00	46	2	Not Satisfied	Not Satisfied
01:00	25	4	Not Satisfied	Not Satisfied
02:00	29	4	Not Satisfied	Not Satisfied
03:00	33	5	Not Satisfied	Not Satisfied
04:00	73	16	Not Satisfied	Not Satisfied
05:00	283	66	Not Satisfied	Not Satisfied
06:00	582	182	Satisfied	Satisfied
07:00	785	276	Satisfied	Satisfied
08:00	573	158	Satisfied	Satisfied
09:00	480	74	Not Satisfied	Not Satisfied
10:00	463	84	Not Satisfied	Not Satisfied
11:00	509	114	Satisfied	Not Satisfied
12:00	538	111	Satisfied	Satisfied
13:00	565	127	Satisfied	Satisfied
14:00	557	151	Satisfied	Satisfied
15:00	633	181	Satisfied	Satisfied
16:00	750	313	Satisfied	Satisfied
17:00	750	347	Satisfied	Satisfied
18:00	572	112	Satisfied	Satisfied
19:00	421	35	Not Satisfied	Not Satisfied
20:00	345	34	Not Satisfied	Not Satisfied
21:00	226	24	Not Satisfied	Not Satisfied
22:00	131	20	Not Satisfied	Not Satisfied
23:00	87	7	Not Satisfied	Not Satisfied

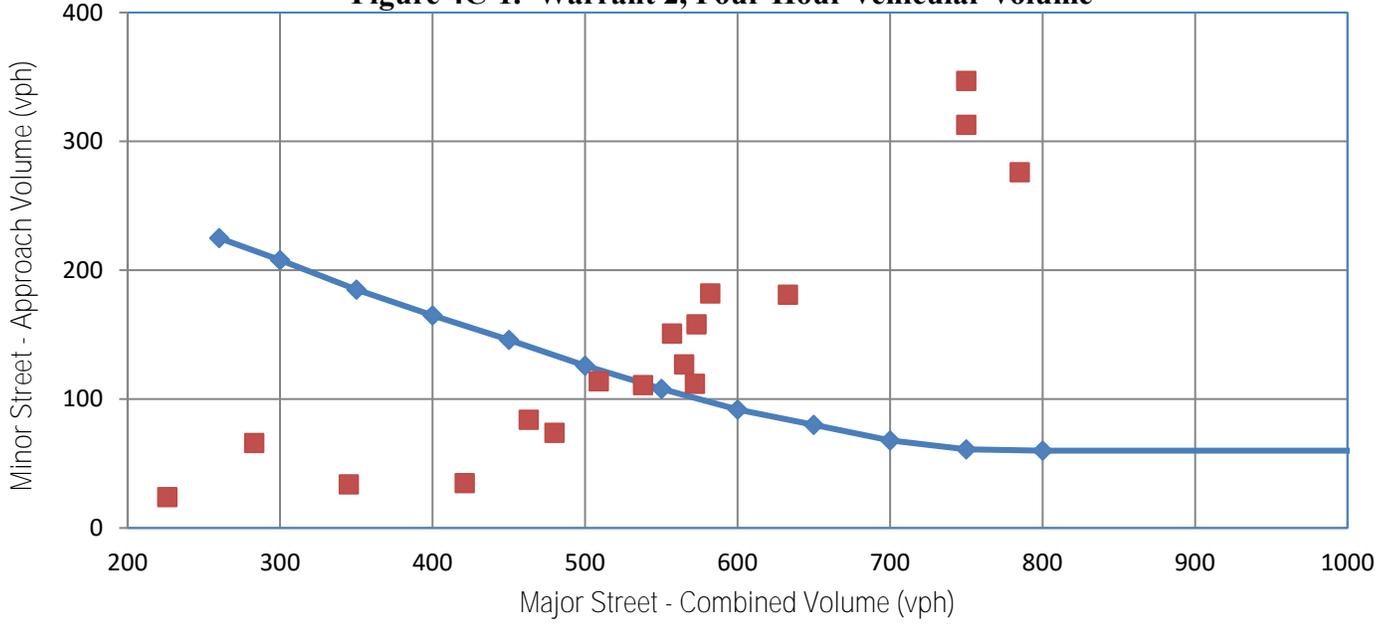
Number of Hours Satisfied	11	10
Warrant 1 Met?	Yes	

Warrant 2, Four-Hour Vehicular Volume

Hour Interval	Cloverdale Road (Major Street)	Hubbard Road (Minor Street)	Hour Satisfied?
	Combined Volume (vph)	Higher Approach Volume (vph)	
00:00	46	2	Not Satisfied
01:00	25	4	Not Satisfied
02:00	29	4	Not Satisfied
03:00	33	5	Not Satisfied
04:00	73	16	Not Satisfied
05:00	283	66	Not Satisfied
06:00	582	182	Not Satisfied
07:00	785	276	Satisfied
08:00	573	158	Satisfied
09:00	480	74	Not Satisfied
10:00	463	84	Not Satisfied
11:00	509	114	Not Satisfied
12:00	538	111	Not Satisfied
13:00	565	127	Satisfied
14:00	557	151	Satisfied
15:00	633	181	Satisfied
16:00	750	313	Satisfied
17:00	750	347	Satisfied
18:00	572	112	Satisfied
19:00	421	35	Not Satisfied
20:00	345	34	Not Satisfied
21:00	226	24	Not Satisfied
22:00	131	20	Not Satisfied
23:00	87	7	Not Satisfied

Number of Hours Satisfied	8
Warrant 2 Met?	Yes
Within isolated community or major roadway speed exceeds 40 mph?	Yes

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



a. Notifications

- | | |
|---------------------------|--|
| i. Neighborhood Meeting | June 24, 2019 (Fifteen persons attended) |
| ii. Agencies | August 2, 2019 |
| iii. 800' Property Owners | December 20, 2019 |
| iv. Kuna, Melba Newspaper | December 12, 2019 and January 8, 2020 |

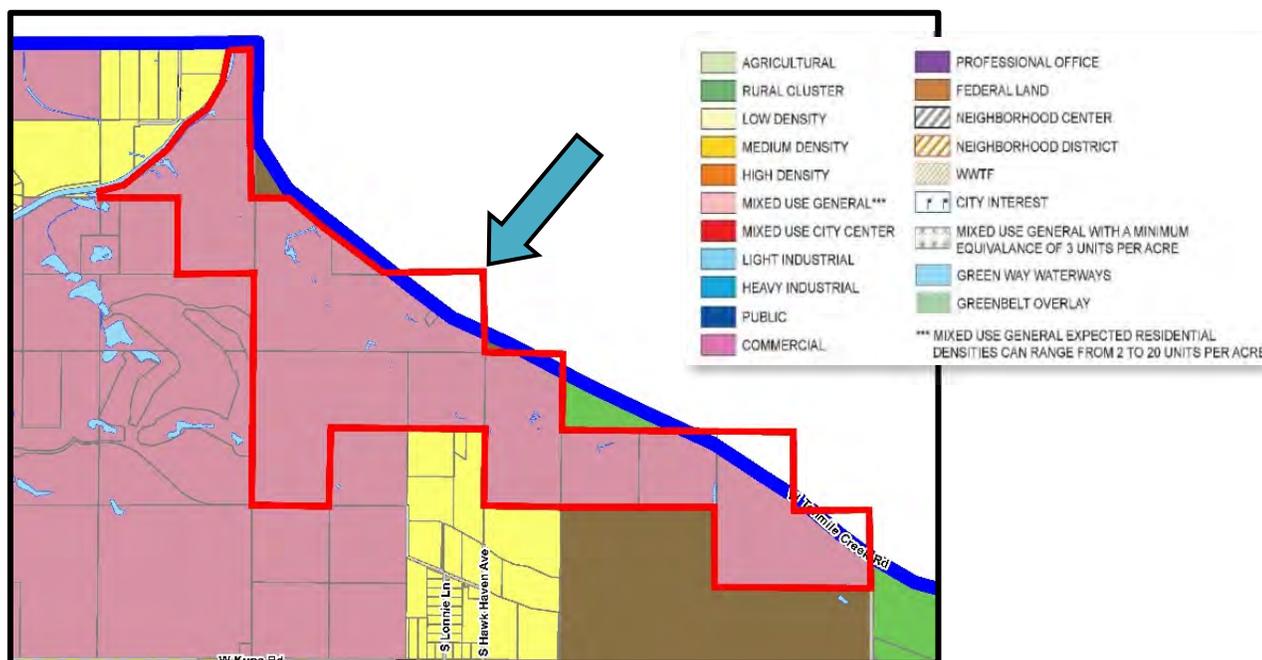
B. Applicant Request:

- The applicant, Ten Mile Creek, LLC, requests approval for Annexation, Planned Unit Development (PUD), Preliminary Plat, Development Agreement and Design Review. Applicant requests to annex approximately 761 ac. into Kuna City limits, with a variety of zones throughout the project; including R-6 (Medium Density Residential), R-12 (High Density Residential), R-20 (High Density Residential), C-1 (Neighborhood Commercial) and the C-2 (Area Commercial) zones. This is a multi-phased, Master-Planned Development proposing up to 2,274 dwelling units (Single Family [1,886] and Multi-Family [388]). Applicant requests Preliminary Plat approval in order to subdivide approximately 477 of the 761.44 acres into 757 Single family and 136 Multi-family lots, 34 common lots, 7 commercial lots, one school lot and two public facility lots. The remaining lands (approx. 284 ac.) will be developed in the future with separate applications. The project site is in Sections 14, 15, 23 & 24, all in T2N, R1E, near the northeast corner of Cloverdale and Kuna Roads.

- C. Site History:** The subject site is comprised of multiple parcels; totaling approximately 761.50 acres. All parcels are currently in Ada County and zoned Rural Residential (RR), however, they are contiguous to Kuna City limits on the east and southern sides, and has historically been used for a single family residence and for Agricultural purposes. Parcel two has also historically been used for Ag purposes, without a residence, and is already in Kuna City limits, zoned Agriculture.

D. General Projects Facts:

- Comprehensive Plan Designation:** The Future Land Use Map (Comp Plan Map) is intended to serve as a *guide* for the decision-making body for the City. The Comp Plan map indicates land use designations generally speaking, it is not the actual zone. The Future Land Use Map identifies the approx. 39.33-acre site as Medium Density Residential (4-8 DUA).



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

The Kuna Recreation and Master Pathways Plan map identifies two (2) future bike in the northwest part of the project and on the south side of the project. See Master Plan behind this report.

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

North	RR & RP	Rural Residential, Rural Preservation – Ada County
South	R-6, RP & RR	Medium Density Residential - Kuna City, Rural Preserve, Rural Residential – Ada County
East	RP	Rural Preservation – Ada County
West	R-6 & RR	Medium Density Residential – KUNA CITY, & Rural Residential – Ada County

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

Property Owner	Parcel Size – Approx.	Current Zone	Parcel Number
James L. Whitmore	18.05 acres	RR - Rural Residential	S1415110103
James L. Whitmore	94.3 acres	RR - Rural Residential	S1415141900
James L. Whitmore	30.19 acres	RR - Rural Residential	S1415427805
James L. Whitmore	135.43 acres	RR - Rural Residential	S1414336000
James L. Whitmore	10.68 acres	RR - Rural Residential	S1414315000
James L. Whitmore	1 acre	RR - Rural Residential	S1414438900
James L. Whitmore	19.34 acres	RP - Rural Preservation	S1414438400
Gilmore Keith H. & Ruth E. Living Trust	120 acres	RR - Rural Residential	S1423211000
James L. Whitmore	40 acres	RR - Rural Residential	S1423120000
James L. Whitmore	77.60 acres	RR - Rural Residential	S1423110000
James L. Whitmore	2.4 acres	RR - Rural Residential	S1423111000
James L. Whitmore	40 acres	RP - Rural Preservation	S1424233600
Davis Jay C. & Robert A. Rev. Trust	40 acres	RP - Rural Preservation	S1424240000
James L. Whitmore	120 acres	RP - Rural Preservation	S1424131800

5. **Services:**

Sanitary Sewer– City of Kuna	Fire Protection – Kuna Rural Fire District
Potable Water – Suez Water Company	Police Protection – Kuna City Police (A.C.S.O.)
Pressurized Irrigation– On Site Wells - HOA	Sanitation Services – J & M Sanitation

6. **Existing Structures, Vegetation and Natural Features:** Currently there are two residence on the Davis property. One on the north side of Tenmile Creek Road, and on one the south side with approximately six (6) accompanying out-buildings, with agriculture uses on site. One of the Whitmore properties appears to have two (2) outbuildings in the northwest corner of the project and various Ag uses throughout the remainder. The Gilmore parcel appears to be free of a residence and used for Ag purposes with an accompanying pond (irrigation source). There is some topographical variation that appears to run east-west through most of the south part of the overall project. A large portion of the topography appears to be steep with elevation changes that are at, or exceed 80 feet in elevation difference. The vast majority of the site appears to be relatively flat and suitable for development.

Transportation / Connectivity: The site has significant frontage along Tenmile Creek Road and a large part of the overall project straddles both sides of Tenmile Creek. This project has significant frontage along Five Mile Road on the north side of the site. The project has limited frontage along Hubbard Road. Applicant shall connect to existing roads as required in Kuna City Code (KCC) and provide stubs for future connections for to serve the connection/traffic needs of the site. Applicant shall satisfy Kuna City and ACHD's requirements for roadway improvements, including but not limited to, road widening and vertical/rolled curb, gutter and sidewalks appropriately. *When the FINAL ACHD report for the first preliminary plat is available it will be included with the packet and staff may have additional comments at that time concerning the transportation items for the application.*

Staff notes that the *DRAFT* report from ACHD on the preliminary plat identifies a number of improvements placed on the applicant on and off/site. Through discussions with the applicant, they are prepared to do what is necessary to comply with the ACHD requirements, including significant on and off site roadwork, and the re-aligning of a portion of Five Mile Road as it runs through the south part of the site, due to topography.

7. **Environmental Issues:** Staff is not aware of any environmental issues, health or safety conflicts. Idaho Department of Environmental Quality (DEQ) has provided recommendations for surface and groundwater protection practices and requirements for development of the site. The applicant is in process of obtaining a conditional letter of map revision from FEMA.
8. **Agency Responses:** The following responding agency comments are included as exhibits with this case file:
 - City Engineer (Paul Stevens) - Exhibit B 1
 - Ada County Highway District (ACHD) PUD - Exhibit B 2
 - Ada County Highway District (ACHD) Pre Plat - Exhibit B 3
 - Boise Project Board of Control – Exhibit B 4
 - Central District Health Department (CDHD) – Exhibit B 5
 - COMPASS (Community Planning Association) - Exhibit B 6
 - Department of Environmental Quality (DEQ) – Exhibit B 7
 - Idaho Transportation Department (ITD) – Exhibit B 8
 - Kuna Rural Fire District (KRFD) - Exhibit B 9
 - Kuna School District No. 3 (KSD 3) - Exhibit B 10
 - Kuna Police Department - Exhibit B 11
 - Suez Water Systems - Exhibit B 12
 - Ada County Commissioners Exhibit B 13
 - West Ada School District - Exhibit B 14
 - Ada County Commissioner Rick Visser - Exhibit B 15
 - Boise Police Department - Exhibit B 16

E. **Staff Analysis:**

The subject site begins at the southwest corner (SWC) of Hubbard and Five Mile Roads, then follows the curve of Five Mile as it turns into Tenmile Creek and ends at Cole Road. The applicants request is in line with the Comprehensive Plan (Comp Plan) and the Comprehensive Plan Map (CPM) designation of *Mixed-Use* by proposing three residential zones and two commercial zones throughout the subject site. This request will complement the development to its west and will provide project wide continuity as a multi-phased, master Planned Unit Development (PUD), consisting of approximately 761.44 acres.

The applicant requests annexation into Kuna City limits applying the Category “A” process for approximately 761.44 acres. The lands in this application touch City limits on the west side of the site and are therefore eligible for annexation. Applicant has submitted an application for annexation for 761.44 acres

(approximately) and is seeking five (5) different zoning designations for these proposed annexing parcels: as follows:

- Approximately 660.78 acres are proposed to be annexed with a zone change from Rural Residential (RR) & Rural Preservation (RP) **TO** R-6 Medium Density Residential (MDR),
- Approximately 33.67 acres from Rural Residential (RR), **TO** R-12, High Density Residential (HDR),
- Approximately 18.89 acres from Rural Preservation (RP), **TO** R-20, High Density (HDR),
- Approximately 12.21 acres from Rural Residential (RR), **TO** C-1 , Neighborhood Commercial,
- Approximately 35.87 acres from Rural Preservation (RP), **TO** C-2, Area Commercial.

Kuna's Comprehensive Plan (Comp Plan), encourages a variety of housing types for all income levels numerous times throughout the document. Additionally, the City attempts to balance all housing types within the City. Pertinent sections of the Comp Plan that address housing types are included below, in Section J (Comp Plan Analysis) of this report.

The applicant seeks to apply the PUD process and proposes a mix of various uses throughout the project to include; zones for commercial, zones for medium and high density residential uses, (single family and multi-family lots), a school site, commercial lots, public service lots, open spaces to include several City parks, multiple private parks, with a considerable pathway network (*85.00 acres of open space in the first preliminary plat, or 17.8% in the first preliminary plat*). The applicant proposes a master-planned community for all ages. The applicant is proposing all public streets that will be built to Kuna and ACHD standards (curb, gutters & sidewalks) and must meet Kuna Fire Department requirements. Proposing a large network of biking and walking pathways, will help reduce vehicle trips for basic needs, recreation and even daily services. Using the PUD process and exceeding the required 10% usable open space, the applicant is eligible to request relief from certain development standards to accommodate mixed-uses and design criteria to create a unique and different development.

A Development Agreement (DA) accompanies this application to guide the entire development of this master-planned community from start to finish. Staff has met multiple times with the applicant and has sought direction from the City's legal Counsel to discuss the contents of the DA. The DA before you tonight is the end product of negotiations between staff, legal counsel and the applicant. As allowed through the PUD process, the applicant proposes a number of changes to City standards and requirements and have listed those items they seek relief from in an exhibit of the DA. That list is included for your review. The requested changes are presented side-by-side to show current code, compared with the *requested* changes and are listed as Exhibit E as a companion to the DA. Staff highlights the following specific items for the Commission to consider during the hearing:

- Page 3 of 12; KCC 5-10-4-O-4 – *Subdivision Advertising*,
- Page 4 of 12; 6-2-3-J-1 and 2 – *Pre Plat approval timeframes*, and 6-3-3-G - Cul-de-sac lengths: staff recommends that the applicant be conditioned to work with the KRFD for acceptable lengths,
- Page 5 of 12; 6-3-4-D – *Minimum road width*,
- Page 7 of 12; 6-3-9-G – *Flag Lots*: noting that the City Engineer prefers no more than 3 contiguous lots on a flag lot,
- Page 9 of 12; 6-4-2-S – *Streets and Alleys*: staff recommends that the applicant be conditioned to work with the KRFD for acceptable lengths.

Within the DA is discussion about a funding mechanism called a CID (Community Improvement District). This is a different funding mechanism than the previous LID (Local Improvement District). The City of Kuna and its current residents will not be exposed or at risk as this funding mechanism reimburses the investors of the project, and a leaves a bank/lending institution out of the equation. Staff recommends that if this project is approved, the applicant return and go through the CID processes in order to establish that district.

Staff has reviewed the preliminary plat application and it appears to follow KCC standards and requirements. All roads will be public and will be built to Kuna City and ACHD standards, except those specific streets which may receive limited KCC relief if the proposals are approved as noted in the applicants request (listed above).

Staff notes that through discussions with the City Engineer that narrowing the back-of-curb to back-of-curb section of public roads is generally supported for specific situations and not intended to be an overall approval. Staff recommends that in the event this application is approved, any narrowing of public streets within this project will need specific prior approval from the City Engineer and will be limited to a case by case scenario. Staff also highlights that along arterial roads, KCC calls for full roadway improvements, including curb/gutter, road widening, and sidewalks at eight feet (either separated or attached). The City does not allow for borrow ditches for any roads, unless a classified road does not meet the ACHD standards/policies for vertical curb. If the need arises for borrow ditches on classified roads *and* if ACHD does not specifically allow vertical curb, the applicant shall be conditioned to obtain a license agreement from ACHD to provide grass and watering source in the borrow ditches as allowed. Gravel and bare ground is not an allowed ground cover. Staff notes that the subject property will be connected to the City's public sewer facilities, and will connect to Suez Water Systems for potable water and use existing on-site wells for a private pressure irrigation system.

A design review application for common area landscaping and open space was included as a part of the overall application. Staff finds the proposed landscaping, buffers and open space generally to be in compliance with Kuna City Code. Staff notes that if this project is approved, at the time of civil plan development, landscaping cannot be placed within ten (10) feet of any and all meter pits, pressurized irrigation valves, and/or ACHD underground facilities and must honor all vision triangles. Applicant shall be conditioned to follow all landscape codes and planting requirements to insure field conditions do not change after approval is given. Staff notes that a monument sign for the subdivision was not included with the design review application noting that all monument signs are required to go through design review. This process can be accomplished at a later date without any delay to the project. Staff also notes that the planting details should be changed to reflect KCC; which are requested in the proposed conditions of approval (Condition #13).

The applicant met with the Kuna School District (KSD) on Friday January 10, 2020, and the result of this late meeting produced a second school site within the KSD boundaries and will be a 10 acre elementary site.

Staff has determined the preliminary plat and design review generally complies with the goals and policies for Kuna City, Title 5 and Title 6 of the Kuna City Code; Idaho Statute § 67-6511; and the Kuna Comprehensive Plan. Staff recommends that if the Planning and Zoning Commission recommends approval of Case No's 19-10-AN (Annexation) 1901-PUD and 19-06-S (Preliminary Plat) and approves Case No. 19-23-DR (Design Review), the applicant be subject to the conditions of approval listed in section K of this report, as well as any additional conditions by the Planning and Zoning Commission.

F. Applicable Standards:

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

G. Comprehensive Plan Analysis:

Kuna Planning and Zoning Commission accept the Comprehensive Plan components, and have determined the proposed annexation, PUD and preliminary plat requests for the site *are* consistent with the following Comprehensive Plan components as described below:

Goal Area 3: Kuna's land uses will support a desirable, distinctive and well-designed community.

- Goal 3.D: Encourage development of housing options and strong neighborhoods.
 - Objective 3.D.1: Encourage development of housing options for all citizens.
 - Policy 3.D.1.a: Encourage preservation and development of housing that meets demand for household sizes, lifestyles and settings.
- Goal 3.G: Respect and protect private property rights.

- Objective 3.G.1: Ensure land use policies, restrictions, and fees do not violate private property rights.
 - Policy 3.G.1.b: Ensure City land use actions, decisions and regulations will not cause an unconstitutional regulatory taking of private property; and do not effectively eliminate all economic value of the subject property.
 - Policy 3.G.1.c: Ensure City land use actions, decisions and regulations do not prevent a private property owner from taking advantage of a fundamental property right. Ensure city actions do not impose a substantial and significant limitation on the use of the property.

Goal Area 4: Kuna will be a connected community through strong transportation and infrastructure systems.

- Goal 4.D: Promote a connected street network that incorporates mid-mile collectors and crossing for improved neighborhood connectivity.
 - Objective 4.D.2: Ensure the continued expansion/development of mid-mile collector system throughout the community.
 - Policy 4.D.2.a: Extend and expand mid-mile roads as growth occurs.
 - Policy 4.D.1.b: Preserve adequate right-of-way along all mid-mile roads or other approved alternative locations to align roads.

H. Kuna City Code Analysis:

1. This request appears to be consistent and in compliance with Kuna City Code (KCC).
Comment: *The proposed project meets the land use and area standards in Chapter 3, Title 5 of KCC. Staff also finds that the proposed project meets all applicable requirements of Title 6 of KCC.*
2. The site is physically suitable for a subdivision.
Comment: *The approx. 761.44 acre subdivision has sufficient size to include a mix of lot sizes, community landscape buffer(s).*
3. The annexation and subdivision uses are not likely to cause substantial environmental damage or avoidable injury to wildlife or their habitat.
Comment: *The land to be annexed is not used as wildlife habitat. Roads, homes and open spaces are planned for construction according the City requirements and best practices. Staff is not aware of any environmental damage or loss of habitat associated with the proposed development.*
4. The annexation and subdivision application is not likely to cause adverse public health problems.
Comment: *The annexation of the property requires a zoning designation per Kuna Code 5-13-9. The medium density zone requires connection to public sewer and water, therefore eliminating the occurrence of adverse public health problems. Through correspondence with public service providers and application evaluation, this project appears to avoid detriment to surrounding uses.*
5. The application appears to avoid detriment to the present and potential surrounding uses; to the health, safety, and general welfare of the public taking into account the physical features of the site, public facilities and existing adjacent uses.
Comment: *The annexation, PUD and subdivision design did consider the location of the property, classified roadways and the system. The subject property can be connected to the City's public sewer facilities, and will connect to Suez Water Systems for potable water and use existing on-site wells for a private pressure irrigation system. The adjacent uses are complimentary uses (Kuna) as proposed in the Kuna Comprehensive Plan Future Land Use Map.*
6. The existing and proposed streets and utility services in proximity to the site are suitable and adequate for residential purposes predicated on approved designs to extend *and/or* improve each accordingly.

I. Recommendation of the Commission to City Council:

Based upon the record contained in Case No's **19-10-AN, 19-01-PUD, 19-06-S** and a **DA** including the Comprehensive Plan, Kuna City Code, Staff's Memorandums, including the exhibits, and the testimony during the public hearing, the Kuna Commission hereby recommends *approval of* the Findings of Fact and Conclusions of Law, and conditions of approval for Case No's **19-10-AN, 19-01-PUD, 19-06-S** and a **DA** a request for annexation, PUD, preliminary plat and a DA, approval by Ten Mile Creek, LLC for Spring Rock Subdivision with the following conditions of approval:

- Follow conditions outlined in the staff report,
- Work with staff Kuna School District and ACHD for site layout of the schools and the applicable access roads,
- Work with ACHD on traffic calming measures within the streets as indicated in the ACHD report,
- Applicant shall work with the city to provide amenities in the park and lifesaving stations at the pond,
- Applicant to work with the city and City Engineer in regards to Exhibit E, Section 6-3-3-G: Cul-de-sac Lengths, Section 6-3-4-D: Minimum Road Width, Section 6-3-9-G: Flag Lots, Section 6-4-2-S: Streets and Alleyways,
- Provide a park and ride or ride sharing lot within the commercial area.

Based upon the record contained in Case No. **19-23-DR** including the Comprehensive Plan, Kuna City Code, Staff's Memorandums, including the exhibits, and the testimony during the public hearing, the Kuna Commission hereby *approves* the conditions of approval for Case No. 19-23-DR a request for Design Review approval by Ten Mile Creek, LLC, for Spring Rock Subdivision with the following conditions of approval::

- Follow conditions outlined in the staff report,
- Applicant work with ACHD on traffic calming measures.

J. Recommended 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 drainage and grading plans.
 - c. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, "Catalog for Best Management Practices for Idaho Cities and Counties".
 - d. No construction, grading, filling, clearing or excavation of any kind shall be initiated until the applicant has received approval of the drainage plan.
 - e. The Kuna Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by Kuna Fire District is required.
 - f. The *Boise Project and Board of Control* shall approval any modifications to the existing irrigation system.
 - g. Approval from Ada County Highway District shall be obtained and Impact Fees must be paid prior to issuance of any building permit.
 - h. Idaho Transportation Department. No public street construction may be commenced without the approval and permit from Ada County Highway District and Idaho Transportation Department.
 - i. All public rights-of-way shall be dedicated and constructed to standards of the City and Ada County Highway District,
2. Installation of utility service facilities shall comply with requirements of the public utility or irrigation district providing services. All utilities shall be installed underground, see KCC 6-4-2-W.
3. Compliance with Idaho Code, Section §31-3805 pertaining to irrigation waters is required. Irrigation/drainage waters shall not be impeded by any construction on site.

4. Street lighting shall use LED lights, with spacing and wattages meeting KCC 5-4-6; applicant shall coordinate a street light plan for P & Z approval in concert with the prepared construction drawings for the project.
5. Parking within the site shall comply with KCC 5-9-3.
6. Fencing within and around the site shall comply with Kuna City standards – KCC 5-5-5- A-J and KCC 6-4-2-E.
7. A sign permit is required prior to subdivision entrance sign construction and shall comply with KCC 5-10-4. *Monument signs will require a separate design review.*
8. All required landscaping shall be permanently maintained in a healthy growing condition. The property owner shall remove and replace unhealthy or dead plant material within three days or as the planting season permits as required to meet KCC 5-17-7 standards. Maintenance and planting within public rights-of-way shall be approved from the public entities owning the property.
9. The land owner/applicant/developer and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the Commission and/or Council, or seek amending them through public hearing processes.
10. The applicant's proposed preliminary plat (dated May 2019) shall be considered a binding site plan, or as modified and approved through the public hearing process.
11. The applicant's proposed Landscape Plan (dated 07.01.2019) shall be considered a binding site plan, or as modified and approved through the public hearing process.
12. Applicant shall follow staff, city engineer and other agency recommended requirements as applicable.
13. Applicant shall add the following notes to the landscape plans and resubmit a PDF for Planning and Zoning approved plans, bearing the changes.
 - 13.1 – Landscape contractor shall remove all twine/ropes and burlap from root balls.
 - 13.2 – Landscape contractor shall remove the wire basket from the top 1/2 of the root ball.
 - 13.3 – Grass and a water source shall be placed in any ACHD required borrow ditches and a license agreement obtained from ACHD.
 - 13.4 - Landscaping cannot be placed within ten (10) feet of any and all meter pits, pressurized irrigation valves, and/or ACHD underground facilities and must honor all vision triangles
14. Compliance with all local, state and federal laws is required.



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

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

Based upon the record contained in Case No's 19-10-AN, 19-01-PUD, 19-06-S and a DA, including the Comprehensive Plan, Kuna City Code, Staff's Memorandums, including the exhibits, and the testimony during the public hearing, the Kuna Commission hereby recommends approval of the Findings of Fact and Conclusions of Law, and conditions of approval for Case No's 19-10-AN, 19-01-PUD, 19-06-S and a DA, a request for annexation PUD, preliminary plat from Ten Mile Creek, LLC, for Spring Rock Subdivision:

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

Comment: *The Kuna Commission held a public hearing on the subject applications on January 14, 2020, to hear from City staff, the applicant and to accept public testimony. The decision by the Commission is based on the application, staff report and public testimony, both oral and written.*

2. *Based on the evidence contained in Case No's 19-10-AN, 19-01-PUD, 19-06-S and a DA, this proposal generally complies with the Comprehensive Plan and City Code.*

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

3. *Based on the evidence contained in Case No's 19-10-AN, 19-01-PUD, 19-06-S and a DA, this proposal generally complies with the Kuna City Code.*

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

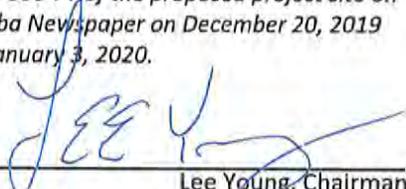
4. *The Commission has the authority to recommend approval for Case No's 19-10-AN, 19-01-PUD, 19-06-S and a DA.*

Comment: *On January 28, 2020, the Kuna Commission may vote to recommend approval for Case No's 19-10-AN, 19-01-PUD, 19-06-S and a DA.*

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

Comment: *Neighborhood Notices were mailed out to residents within 800-FT of the proposed project site on December 20, 2019, and a legal notice was published in the Kuna Melba Newspaper on December 20, 2019 and January 1, 2020. The applicant placed a sign on the property on January 3, 2020.*

DATED: this 11th day of February, 2020.



Lee Young, Chairman
Kuna Planning and Zoning Commission

ATTEST:


Troy Behunin, Planner III
Kuna Planning and Zoning Department



PLANNING & ZONING COMMISSION MINUTES

Tuesday, January 28, 2020

1. CALL TO ORDER AND ROLL CALL 6:00 PM

COMMISSIONERS:

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

CITY STAFF PRESENT:

Troy Behunin, Senior Planner
Bill Gigray, Assistant City Attorney
Wendy Howell, Planning and Zoning Director
Jessica Reid, Customer Service Specialist

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

A. Planning and Zoning Commission Meeting Minutes, January 14, 2020

B. Findings of Fact and Conclusions of Law

1. Case No. 19-03-AN (Annexation), 19-02-S (Preliminary Plat) & 19-09-DR (Design Review)
Chotika Subdivision
2. Case No. 19-05-SUP (Special Use Permit) 1195 West Castro Drive

Commissioner Cathy Gealy moved to approve the consent agenda. Seconded by Commissioner David Hennis. Approved by the following roll call vote:

Voting Aye: Chairman Lee Young, Commissioner Dana Hennis, Commissioner Cathy Gealy and Commissioner John Laraway.

Voting No: None

Absent: 1

Motion carried: 4-0-1

3. PUBLIC HEARING:

- A. **Case No. 19-10-AN (Annexation), 19-06-DA (Development Agreement) & 19-23-DR (Design Review) Spring Rock Subdivision – Continued from January 14, 2020 ACTION ITEM**

C/Young: First up under Public Hearing we have 19-10-AN, 19-06-DA, 19-23-DR for the Spring Rock Subdivision and we'll have Troy come on up. **Troy Behunin:** Thank you commissioners, for the record Troy Behunin, Senior Planner, 751 W. 4th Street. Staff doesn't have anything new in terms of the application other than staff would like to point out that a number of letters were submitted either after the deadline for the original packet on the 14th of January or they were sent over that weekend; they were hand delivered to you folks and have been included in the packet. The letters were from Ada County Commissioner Steve Visser, the Ada County Paramedics and then a couple of other citizen letters. Additionally, the ACHD staff report, which is the final staff report for the Preliminary Plat, has also been added to your packet, which was not available for the meeting on the 14th. It is a lengthy document and covers a lot of information. Additionally, a site plan was added to the packet, it's an updated Preliminary Plat which shows the intention and the conviction for the applicant to work with the Kuna School District to dedicate a ten plus acre site for an elementary school. Beyond that, I have nothing new and I will stand for any questions you might have at this time. **C/Young:** Any questions for staff at this time? **C/Gealy:** No questions at this time. **C/Laraway:** No. **C/Hennis:** Thanks. **C/Young:**

Then let's have the applicant please come on up. **Chris Findlay:** Mr. Chairman, Commissioners, Christ Findlay, 1211 Happy Drive, Boise, Idaho, 83706. So, you've got a lengthy document, all I'm going to talk about is the traffic study. Basically, we agree with staff on everything, we're paying for most of the offsites ourselves up front; I have pictures of what we're fixing. (Those present are directed to the monitor) This is Cloverdale Road, the yellow we're paying for, the blue is all paid for out of our impact fees which represents about seven million dollars. It's a large number that we're paying both phases. The other yellow is Hubbard Road, that's supposed to get widened to three lanes. We're paying for that to be widened to three lanes; it'll get done right away as that is where we're putting our sewer line and water line from. Suez, comes down from Valley Heights across Boxwood (inaudible) property there then it comes back to our site. So, we would be improving that road anyway because we're tearing it up. And then of course everything inside the subdivision is all us so. (Staff advances slide). This gives the overall view of that and then the yellow is Ten Mile Creek; that gets widened clear out to Pleasant Valley. We all know how narrow Pleasant Valley is, it's going to go out to it's normal, supposed to, width of I think about 27 feet. We also have to put in turn lanes at Pleasant Valley and Ten Mile Creek so that intersection is going to get improved also, at our expense. That's how all of this is going to get paid for. Under the traffic study we didn't have to do anything until 900 homes were built, but we agreed with staff to have a new traffic study at 350 homes. We'll work with ACHD when they want to do all their improvements. The first couple of years will probably, other than Ten Mile Creek where we're having to improve and down Hubbard Road, those will get improved probably upfront just because they are part of getting our roads in to our subdivisions. A majority of the complaints and everything that we hear is that we don't care about traffic or safety and that's the farthest thing, we want the same. My partner has ridden bikes along Ten Mile Creek; Pat's an avid biker, so we take that into consideration. Jay Davis whose property that we're also buying, was hit by a gravel truck on the corner of Pleasant Valley and Ten Mile Creek. We have all these issues that we understand and all the roads are going to get increased, made better due to the quantity of impact fees and the requirements that ACHD has asked us to do. This is also on top of all that Falcon Crest is going to do so, this report, our traffic study, was based on top of what Falcon Crest's traffic study was with ACHD. We studied fourteen intersections, it actually went clear out to Highway 69 on two of the intersections, so it's been really, really well studied. Obviously, you guys had a lot of data there to read and it's a complete report as you can tell. Every time that we go in for a Preliminary Plat it's going to trigger a new traffic study. We're not walking away from any of our responsibilities for ACHD and I don't think that we are walking away from any of the responsibility for the city of Kuna too; we think that's all important. So, this is actually one of the big parts about Ten Mile Creek that every one doesn't want to talk about. (Referring to next slide) This is our entrance into our subdivision and this is the roundabout at Ten Mile Creek and Five Mile. This is going to slow all the traffic down; you're not going to have 50 mile per hour roads on Ten Mile Creek. We're going to have wider roads, better shoulders. Going up Five Mile and onto Hubbard Road you are going to go into three lanes with a center section to it and all the way down to Ten Mile Creek. Cloverdale and Hubbard Road is going to be a controlled intersection as is Columbia. We're paying for both of those intersections and both intersections go in when ACHD deems it necessary to do it. Some of the things that ACHD wants done is in their time frame, not our time frame; they want roads in, they just don't want to take care of those roads before they need to. We agree totally with ACHD on all in our traffic study. (Next slide). This is what the developments going to pay when it's fully built out; impact fees will be around seven million dollars for ACHD, eleven million dollars for the city sewer system, and fire gets about one million five (1.5 million). So, just in our impact fees we're paying good and then, of course you get to see what property taxes are going to generate which is close to seven million dollars. Once again, that's on top of what Falcon Crest is going to do, so that area is going to have lots of tax dollars there working to fix Cloverdale and all the roads going out. I stand for any questions. **C/Gealy:** I do have some questions. **Chris Findlay:** Ok. **C/Gealy:** I'll just start with the ACHD report because that's what you started with. You said you were going to widen Hubbard Road offsite to three lanes? **Chris Findlay:** Two

lanes and a center. **C/Gealy:** In reading the ACHD report it looked like initially there was not going to be anything on Hubbard Road offsite; it would be after that 350th lot and the second traffic impact study. **Chris Findlay:** We'll do it sooner because we're going to tear up Hubbard Road when we put in the pressurized sewer line. **C/Gealy:** When would you anticipate that you would widen that? And I'm talking about that part of Hubbard Road that is not adjacent to the site; that part of Hubbard that goes from the site to Cloverdale. **Chris Findlay:** I don't know if you understand where our sewer line goes? **C/Hennis:** That was going to be my question. **Chris Findlay:** Ok. We start at Five Mile and Hubbard Road, it's actually inside the subdivision, and we go all the way to Locust Grove. **C/Gealy:** So that's why you're tearing up Hubbard. **Chris Findlay:** Down Hubbard. **C/Gealy:** Down Hubbard. **Chris Findlay:** Yes. We're going to put a pressurized line and a gravity line (sewer). We're working with Public Works on that right now. Then we'll hook up into Patagonia Lift Station, which we're going to pay for the upgrade of Patagonia's Lift Station for that sewer site. We're just sizing that pressure line right now. **C/Gealy:** But you'll go around the Hubbard Reservoir? **Chris Findlay:** Actually, we're working a deal where we'll go straight through. **C/Gealy:** You're going to go straight through. Ok, so then when you widen Hubbard, which you anticipate will be sooner rather than later, would that be when you would also install sidewalks? **Chris Findlay:** We don't know that yet. We'll have to work with ACHD on that. **C/Hennis:** So, you're bringing sewer, pressurized irrigation and? **Chris Findlay:** No, pressurized irrigation will be developed on site. **C/Hennis:** Ok. **Chris Findlay:** That's the big pond water's going to come from. **C/Hennis:** Right. **Chris Findlay:** And we'll have irrigation wells onsite that we'll fill that with. And then our water (potable) is with Suez but it's coming from Columbia. We have a Valley Height well site up there, and it's going to come all the way across Boxwood LLC's property there at Columbia clear over to Hubbard and then back to our site. Whether it's a 14- or 16-inch line; we have to work with the Fire District on that to get the pressure that we need. **C/Hennis:** Right. **Chris Findlay:** And we have to pay for those pump well increases too. **C/Hennis:** Ok. **C/Gealy:** You had proposed a single land roundabout and ACHD came back and recommended a multi-lane roundabout there; where does that stand? Do you accept ACHD's recommendation for a multi-lane roundabout? **Chris Findlay:** Yes, we accept all that. How they do it, it might come off first as a single lane roundabout; you basically fill it in with concrete, then you pave it, then you put the concrete on it, then when you want the double lane you take it off and you've got the double lane. **C/Gealy:** And the East – West collector that they recommended at the southern property line? **Chris Findlay:** Yes, we're going to do that. **C/Gealy:** Where will it go? **Chris Findlay:** It goes into Falcon Crest & I think it goes out to Deer Flat. **C/Gealy:** Eventually. **Chris Findlay:** Yes. **C/Gealy:** But for now, it will just be at the bottom of your area B; you'll just put in a road from Five Mile to Falcon Crest. And you're ok with that? **Chris Findlay:** Yes. **C/Gealy:** And you said you'd do that. I think that perhaps the map that ACHD had has different street names than the map that we had; because it says, "Extend the right-of-way at the terminus of Fount Court to the South property line." **Chris Findlay:** We're talking area B in the Plat. **C/Gealy:** I had trouble finding some. **C/Young:** I have the blow-up of one, I just have to find it. **Chris Findlay:** It's page 25 of the ACHD staff report. **C/Gealy:** I thought they changed that one to Castle Rock? Is it Castle Rock on one side of Five Mile and Fount Drive on the other side? It says Fount Drive. **Chris Findlay:** To be honest with you, whatever they want to do names wise on the streets, we're... **C/Gealy:** You're good with it? **Chris Findlay:** Yes. I'm not going to give the street names, that's too hard to do. **C/Gealy:** I just was trying to figure out what it said and where this was happening; "Extend the right-of-way of the terminus of Fount Court to the South property line." **Chris Findlay:** So, that's up in area B. **C/Gealy:** Then it's all the way down to your new East – West collector road? **Chris Findlay:** Right. As they come up the hill there wasn't enough distance, they were fighting because they were coming up to the top of the hill and it didn't meet the length that they needed. **C/Gealy:** Between intersections? **C/Hennis:** The visual? **Chris Findlay:** Yes. **C/Hennis:** Ok. **Chris Findlay:** And if we needed to put one farther down, we're in agreement with that; that's not an access into that area... (inaudible)... for ingress/egress into that area. **C/Gealy:** They had recommended relocating the school site? **Chris Findlay:** Right.

C/Gealy: Because of driveways is what was my understanding. **Chris Findlay:** We're going to take it up from Ten Mile Creek there; we're going to keep it on, I think it's Gem Valley down. There's pipeline that goes across the walking path and we'll just put it in there and give them the access points on the West Ada School District ones. So, it will be more like this instead of like this. (Mr. Findlay gestures). **C/Gealy:** On Gem Valley between Ten Mile Creek? **Chris Findlay:** Right, but it will be below the pathway and the Williams Pipeline. **C/Gealy:** And then they did not see the proposal with the second school site? **Chris Findlay:** Right, but I they're ok with it because it fits into their (trails off). We'll work with the Kuna School District and ACHD. **C/Gealy:** You'll work with Kuna School District and ACHD to make it all fit the way they want? Is that something that we would need to make as a condition that you would do? **Chris Findlay:** If you guys want to make that a condition then you guys can do that too. **C/Gealy:** But you're going to do it whether we make it a condition or not? **Chris Findlay:** Yes. **C/Gealy:** They had, I thought, a long list of roadways that should be redesigned; fifteen roads. **Chris Findlay:** Yes, they want us to calm. **C/Gealy:** Right. **Chris Findlay:** We had too many cul-de-sacs; we have 700 lots but only five cul-de-sacs, I didn't think that was a lot. So, what they don't like is the length. In that area B you come out of where the purple part is, and you see the, those roads going North – South. **C/Gealy:** Well, they don't like long straight roads. **Chris Findlay:** Right, and so they want us to put calming.... **C/Gealy:** Traffic calming. **C/Hennis:** Traffic mitigation. **Chris Findlay:** Calming things, so there will be little bulbs and different things like that in there. **C/Gealy:** But no bumps and no dips? **Chris Findlay:** They do not want bumps, they do not want dips because of their equipment. **C/Gealy:** So, my question is, when they suggested the following roadways should be redesigned, do you anticipate that you will keep basically your same plan? **Chris Findlay:** Yes. **C/Gealy:** And put in bulb-outs or traffic calming measures? **Chris Findlay:** Yes, bulbs, but we don't plan on redesigning the Plat. **C/Gealy:** You're not going to move roads or add/take away curbs? **Chris Findlay:** None of that. We'll just put the bulbs in where they want them and we'll work with ACHD staff on all that. Unless you guys have some suggestions on what you want to see. **C/Gealy:** Well, I wanted to know what you were planning. **Chris Findlay:** We're just doing whatever the calming ACHD wants. They just don't want you to get up to 40 miles an hour by the time you hit the end of the road. **C/Gealy:** Right. **Chris Findlay:** So, we'll have the bulb-outs and the current calming that ACHD likes to put in. **C/Gealy:** Without having to redraw the whole Plat? **Chris Findlay:** Yes. **C/Gealy:** Can you tell me where the knuckle is on Oxbow Lake Drive and Split Rock Way? I couldn't find it, doesn't mean it's not there. **Chris Findlay:** That went away. **C/Gealy:** Oh, ok. **Chris Findlay:** It's where the school site was. **C/Hennis:** Oh, ok. **C/Gealy:** So that's gone. **Chris Findlay:** Yes. And they may want, we haven't talked to the school district about it but, they may want a road coming out at that area too; we just have to work with ACHD because those distances they want as you start going up. Right at the end of the purple is where you can start seeing the road curve, the curvature of the ground starts going that direction. **C/Gealy:** And that's where there's a hill? **Chris Findlay:** Yes. And they don't like roads turning in at the bottom of the hill, because we never get snow here (laughter). **C/Gealy:** Those are the only questions that I have on the ACHD final report. **Chris Findlay:** Ok. I'll wait until your next set of questions if you want. And that's up to staff, how they want me to do that. **C/Gealy:** I don't know if anybody else had questions on the ACHD report. **C/Laraway:** Just clarification. We were just talking about Five Mile Road and the school; you said that ACHD doesn't want any bumps or dips? The reason I'm asking is this year, right in front of Pepperhill Elementary, they created a rise. I'm going to call it a bump, and it's the length of a car before it drops back down. So, it's not a bump but it literally slows cars down right there in front of that elementary school. So, are they saying no? **Chris Findlay:** I don't know what to say Commissioner, on that. We're happy to put in and design it however ACHD wants us to do it. **C/Laraway:** Well that's why I ask if they told you no bumps, no dips. **Chris Findlay:** Well, it says in there that they don't like bumps and dips. **C/Laraway:** Like means? **Chris Findlay:** I don't know. I mean (inaudible stunted speech). **Troy Behunin:** It damages their.... **C/Young:** Snowplows. **Chris Findlay:** Snowplows and things. **C/Hennis:** It might be a specific condition for a school site, in front of

the school site, which would be something to work with the districts on because they were just talking about the calming measures in the subdivision and the roadways. **C/Laraway:** Oh, I thought you were talking about Five Mile. **Chris Findlay:** No, there won't be anything there. **C/Laraway:** Ok, my error. **Chris Findlay:** That's a straight shot, that's a major arterial (referring to Five Mile Road). It's going to carry a lot of traffic and we're going to get all the cut through traffic because it goes all the way up to Kuna Road. Five Mile will connect all the way to Kuna Road once Falcon Crest takes it all the way up. **C/Laraway:** Anything to protect the kids on that road? **Chris Findlay:** Yes, there will be curb, gutter, sidewalk and everything on Five Mile. **C/Laraway:** Part of my other follow up question for clarification; on the earlier map, you had Ten Mile Creek off of Hubbard in yellow and that had onsite. **Chris Findlay:** That's us. **C/Laraway:** So, is that road going away, the one that is there now? I see the shadow of what it used to be. **Chris Findlay:** (Referring back to the map on the monitor) Yes, eventually that curve goes away and everything drives back into the subdivision, does the roundabout and goes back up. **C/Laraway:** So, other traffic coming down Ten Mile Creek will be going into your subdivision? **Chris Findlay:** Into the roundabout and then out. **C/Laraway:** My concern is that's a lot of traffic. I know ACHD has a traffic study but you have three shifts at a prison and Gowen employees that are going to be coming into that. **Chris Findlay:** We know that and it will meet ACHD standards of what they want there. We're not going to not put a big enough road into take care of that. I don't know when they're going to take away Ten Mile Creek Road, but eventually, their idea is to one: slow traffic, and two: change the traffic pattern. **C/Laraway:** Ok. **Chris Findlay:** But I don't know Commissioner. I don't know when they are going to take away Ten Mile Creek but, in the future, it will go away, it will go into our subdivision. **C/Laraway:** I understand. Earlier you had a map of ACHD's impact money and what you were paying for on Hubbard. You're subdivisions, your development.... Let me back up.... they're scheduled to widen Cloverdale between 2019 and 2023. **Chris Findlay:** Yes. **C/Laraway:** When is your subdivision development starting? **Chris Findlay:** Probably '21, '22. **C/Laraway:** Ok, so they are going to pick up Five Mile to a five lane all the way to Columbia, so it's just got to be that one mile now. **Chris Findlay:** The rest of it gets widened with the generation of impact fees maybe two years later or five years later or whenever ACHD deems it necessary. **C/Laraway:** ACHD deems when that occurs? **Chris Findlay:** Yes, we don't trigger it, but it is in their Capital Improvement Projects timeframe. **C/Laraway:** Ok. **Chris Findlay:** And I think that's a five-year window. **C/Laraway:** That's all I have, thank you. **C/Young:** Ok. **C/Gealy:** Actually, I had one more question on the ACHD report. They mentioned including eight-foot planting strips on Ten Mile Creek and Hubbard Road where it abuts your property; is that in your landscaping plan? **Chris Findlay:** Yes. The sidewalks are incorporated in that, it's like any subdivision that you see with the berms and trees and all those kinds of things. Actually, I think you guys are a little wider than that too. **C/Gealy:** 10 feet, I think. **Chris Findlay:** Yes, and we'll work with that. And we agree to that. **C/Gealy:** I have other questions. We could have a public hearing. **Chris Findlay:** Do you want to take comments? **C/Gealy:** And then I could ask my questions later. **C/Young:** Yes, we can go ahead and do the public hearing then come back around. **C/Gealy:** Thank you. **C/Hennis:** Thank you. **C/Young:** Is there anything else? No? Ok, then we'll go ahead and open up the public testimony at 6:42 PM. First, I have listed Jim Obert to testify in favor. **Jim Obert:** Commissioners, Jim Obert with the Kuna School District, 711 E. Porter Street, Kuna. We appreciate the opportunity to provide feedback on the Spring Rock subdivision and as you likely know this development straddles two school districts, West Ada School District and the Kuna School District. The area within our district will be developed first and our analysis of impact indicates that it will add 300 – 500 students to the district. Our master plan anticipated the need for two elementary schools East of Meridian Road but the locations of the school had to be determined by where the developments were first approved. On the far East side of the district where this development is proposed, we had no land and this was a concern. So, we met with the representatives of Ten Mile Creek LLC to discuss the impact of the development on our district and requested that they provide land for a school site for our district in addition to the site provided to West Ada School District. After the meeting, they offered to donate a 10.8-acre site

for an elementary school with access off of Five Mile Road. The site is well suited for an elementary school and has access to a planned park and safe walking routes in both areas A and B; the site also has good access for buses for secondary students. Should the project move forward, we have finalized the Donation Agreement with our Board of Trustees. The donation of land would significantly reduce the cost for our patrons as we expand elementary education services in this area because it means the districts property owners will not have to pay the 500 thousand to one million dollar cost to buy land for a school site; however, the district would have to Bond in the future to build the school itself. In conclusion, the donation of land for a school helps mitigate the cost to the district of expanding services for children in this area; without the donation, the anticipated increase in land values in this area would make it a far greater challenge for us to serve district children. We appreciate these types of private and public partnerships that help reduce the impact of development on our tax payers and our grateful to Ten Mile Creek LLC for the donation. Thank you. **C/Hennis:** Thank you. **C/Young:** Are there any questions? Thank you. Ok, next I have listed under neutral, Jim Eberhard. **Jim Eberhard:** Hi, I'm Jim Eberhard of Northridge Drive in Kuna. I don't know much about what goes into what all is going on here and I'm probably going to prove it before I'm done speaking. I heard a lot from, what I assume you're the developers; that we agree and we will but until there's some ink behind it, it's pleasant to hear. I don't know your character; I don't know the process of getting these verbal agreements into signed and financed and all that. I don't know a lot about what goes into the infrastructure and the planning and the developing but, I live off Hubbard Road and again I'm here speaking kind of off the cuff and impromptu. Let's just say seven years ago Hubbard Road was paved and beautiful, flat from Linder out to Meridian Road and now, it's down near an obstacle course to drive because every time somebody builds something, they uproot the road and then they half way patch it. It's very rough, also it's disruptive to the traffic flow. I come from the world of HVAC and a lot of times we build buildings and we know that the building is bigger than what is going to be occupied when the construction is basically complete. When you run the duct work across a floor, you don't just run the main trunk, you come off with T's so that then the little short runs into the rooms and offices. It's really very convenient, you don't have to tear down the ceiling, and I say that because it seems like the main pipes are run under the road and then every time there is a connection made, we tear up the road to make the connection. Why not bring those connections out to the side of the road to make it so the road doesn't get torn up, traffic flow isn't disrupted? We all who spent money on having a road re-paved and improved, to have it nothing but destroyed down the road without thinking far enough ahead. And that brings me to my second point that I appreciate the work that you do here. As a citizen, basically my investment is in my home and as developments come, and if they're done right, they help maintain and actually increase my investment. Those homes and the families, and some other family, will be there basically forever; and with no disrespect to the developers, they are here for a short-term to turn a buck and then they leave and go to the next project. So, my request is that whatever agreements are made, please keep our families, our homes and our future forefront in your thoughts and decisions. **C/Young:** Thank you. **Jim Eberhard:** Thank you. **C/Young:** Looking on the list, I do have people that are signed in; everybody I have left on this list is marked not to testify. Is there anybody here who has not signed on here to not testify or that does want to testify that's not on the list? Ok. Are you on the list already? (Audience member responds, inaudible). Ok, well sure; just please come forward and please state your name and address for the record. **Jerry Green:** My name's Jerry Green, I live at 10850 Hubbard Road, Kuna, Idaho, 836434. Excuse me, I'm a little nervous here. I came to this pretty open minded and I was listening but I had concerns about the traffic. I know that the gentleman tried to address that issue but I believe that Commissioner Laraway was actually questioning that. And my quick question is, to live out there where Hubbard Road comes on to Ten Mile Creek Road, then Ten Mile Creek's going to go into their roundabout they're putting in which is Five Mile; how long are they going to be before they take that Five Mile Road to go up and over Falcon Crest to tie into Kuna Road or Kuna Mora? The only way in and out of their subdivision right now will be Hubbard Road onto Ten Mile (Creek) and then Five Mile out to Ten Mile (Creek)

out to Pleasant Valley; that is the only ingress and egress. So, I'm wondering if you guys will take that into consideration and maybe question that because I know living on there right now, we have an extreme amount of traffic with everybody going up the canyon there to either the prison or the back side of Boise, to and from work and the hours from everybody going to work and getting off, it's very busy and you can't even hardly get out into the road right now. That was just something that I would like to address; I know they are trying to address the traffic issues for the subdivision itself but my question is, is the traffic issues to get in and out of the whole area? Right now they only have the egress in from Hubbard onto Ten Mile (Creek) and then out to Pleasant Valley, and there is also Cole Road; will that handle the traffic of the 300.... the first 350 homes they are putting in out of 774 homes, then on down the road? And how long will it take them to get the road built from Five Mile up past Falcon Crest to help relieve some of that traffic. Thank you. **C/Young:** Thank you. **C/Hennis:** Thank you. **C/Young:** Ok, then, that is everybody that I had listed to testify. I'll just ask once more to make sure, is there anybody else? Ok, seeing none, I will go ahead and ask the applicant to come forward and address those comments. **Chris Findlay:** Chairman and Commissioners, Chris Findlay, 1211 Happy Drive, Boise, Idaho, Ten Mile Creek LLC. Just to answer his question, we can't go across Falcon Crest's property without them allowing us to do that; we're taking Five Mile to the end of our property. You also have Gem Valley Road that will hook onto Ten Mile Creek Road; there will be other access points into it. The other thing is when ACHD does their traffic studies they take all that background traffic and everything that everybody is concerned about, is all put into these traffic studies. They know the quantity of how many trucks and everything that are running along Ten Mile Creek, that traffic study has the little rubber hoses across the road and their counting all that traffic. All the requirements that you see in the traffic study that we approve of from ACHD, should take care of pretty much all of the different traffic issues that are being raised here tonight. As far as agreements with how we work with the city and how we work with ACHD, we'll have Development Agreements that are signed, before we ever get through the system. We do have to get approved by the City Council because that's who approves it and we've worked with both staff and Kuna's legal staff in order to come up with the Development Agreement that you guys see in your packets today; and you have probably seen those packets because that was part of Falcon Crest. I don't want to take a lot of time; I think we hit everything. This is going to be a beautiful subdivision for Kuna. The City Council and the Mayor has put this area into your guys' Area of Impact, the Comp Plan has the Multi-Use zoning to it, we're going to have a variety of housing to it, we have over a mile of annexation point with Falcon Crest. This is going to be a beautiful subdivision and it's going to handle the tax load and the development costs that both ACHD and the City of Kuna are going to incur. We're going to pay for that through impact fees, building permit fees and just flat out writing checks to fix roadways and expanding the roads to make them safe for everyone. This has hit a lot of things, we gave two school sites, I don't think you guys have seen a lot of school sites given in your packets and I don't think you've seen a lot of two school sites given. We have a 37-acre field that we've worked with your Parks and Recreation on, they're going to dictate what they want. If they want baseball diamonds, we're going to give them baseball diamonds. If they want soccer fields, they can have soccer fields. If they want football fields, they can have football fields; they just have to tell us what they want. The pond is an actually really cool pond; the reason is it's as large as it is and why it's going down as deep, it's going 28 feet down, is so we can put fish in it. It's an actual fishing pond, Fish and Game stocks it for us; you have one other pond in your parks system that does that same thing, that's what it got modeled off of. We will probably have over 2 1/2 miles of pathways and walkways and everything into that. Commercial is changing in the world because of a company called Amazon; our commercial fits this site. We're not on Cloverdale and we're not on Kuna Road, so we don't have big face access points to it. Our commercial is built for this subdivision, doctors' offices, coffee shops, pizza parlors; things that actually going to be on that site. Our home designs are anywhere from starter homes to nice 5 - 6 hundred thousand-dollar houses. The rim view lots in area B are going to be expensive homes and they're wide lots; they're 75 to 80-foot-wide and 150 feet deep. So, there's a lot going on with the site. And your

honor, we just think this is a really good thing. We think we have lots going on here. I stand for questions on how we can make this a better project. **C/Young:** Ok. **C/Laraway:** I just have a follow up question. You referenced the pond; are you planning on putting any lifesaving stations? **Chris Findlay:** Sure. **C/Laraway:** For the kids that are going to be swimming? **Chris Findlay:** Well, I don't know if they swim in them but if they do. **C/Laraway:** They'll swim. **Chris Findlay:** Yes. **C/Hennis:** Well, they may not intentionally. **Chris Findlay:** Right. And you know, next to that too, Commissioner, we gave Public Works a yard for because we have a sewer lift station and all that there. There's going to be facilities for the city so they can maintain the parks and do all that. You guys are getting extra ground there for maintenance yards and if they want to build a building there you can. **C/Laraway:** Ok. **C/Gealy:** And the Boise Project Board of Control did have some concerns about the pond and about the project. They asked that they get a full set of plans for review. **Chris Findlay:** Yes. **C/Gealy:** And so, you will provide those to them? **Chris Findlay:** Yes. And they asked for the 125 feet from the tow. **C/Gealy:** Right. **Chris Findlay:** And we'll do that. We don't need any leakage; we get enough of that already there. The other thing they don't want is anything up on the canal. **C/Gealy:** Right. **Chris Findlay:** We'll probably fence all the way along at the tow there. **C/Gealy:** But then, Communities in Motion asked for pathways along the canal. **Chris Findlay:** Oh, and the ACHD lady that does bikes, she wants to be on the canals too and we've talked to the Board of Controls and they say no way. **C/Gealy:** That kind of puts you in a tough spot. **Chris Findlay:** What you do get with this though is there's going to be pathways all along the bottom of the tow that takes us all the way back out; they interconnect where the four-plexes and there's pathways there for all those. **C/Gealy:** But not along the canals. **Chris Findlay:** They can't go along the canal. It will be on our property. **C/Gealy:** Communities in Motion also asked for Park and Ride lots. **Chris Findlay:** If they want a Park and Ride lot, we'll give them a Park and Ride lot somewhere. **C/Gealy:** You're just going to say yes. **C/Hennis:** Well, I know that there was one thing in there that said Park and Ride lots were, and even ACHD talked about that, but yet there's not any services out that way. **Chris Findlay:** They're talking about the vans and we have a commercial site we'd be happy to designate van parking for them. **C/Gealy:** Or even ride sharing. **Chris Findlay:** Whatever they want to do. **C/Hennis:** Ok. **Chris Findlay:** We have a lot of area underneath the powerlines that can have asphalt put on it. **C/Hennis:** Ok, thank you. **Chris Findlay:** There's not any problem with getting the people these things but there's a certain limit to it; I mean, you don't get everything. **C/Gealy:** Since we seem to be back here into the letters and comments, the Boise Police Department is concerned about the proximity to their shooting range. **Chris Findlay:** That's a long way away. **C/Gealy:** It's two miles away. **Chris Findlay:** Yes, but we're down in a giant valley and their clear out on the other side of the road. I'm not worried about it; I think that was more politically motivated than actual motivated. **C/Gealy:** Just asking. **C/Hennis:** One of the questions that leads into law enforcement in general and the services out there; have you spoken with the fire department or law enforcement? **Chris Findlay:** There's a station going out on Cloverdale Road past Kuna Road. **C/Hennis:** Ok. **Chris Findlay:** And we're going to pay a whole bunch of money so they can. **C/Hennis:** Yes, I figured the impact fees are going to help fund a lot of this. **Chris Findlay:** And they get taxes of 600 thousand dollars a year annually for fire protection out there too. **C/Hennis:** Ok. **Chris Findlay:** I don't know how you guys work the police with Ada County; you have a 90-dollar impact fee, that will generate over 200 thousand dollars for that with our impact fee payment. I don't know how that works in your guys budget. **C/Hennis:** Yes, that's unfortunately out of my scope. **Chris Findlay:** I know Ada County's going to get 1.5 million on their annual taxes when this is totally built out. Hopefully there's enough, and between Falcon Crest and us, there's going to be 4,000 homes; I think Ada County police are going to have stuff there. **C/Laraway:** You had a figure of 200 and something thousand dollars going to the police, I was wondering how? **Chris Findlay:** That's your new impact fee, it's a 90-dollar fee on you building permits. **C/Laraway:** Ok. That's 1.5 deputy. **Chris Findlay:** If they would need 100 then they should probably make it higher. And the same with EMT's there, Ada County's worried about that too. Once again, you're going

to have enough rooftops out there that it's going to be substantial. They're actually going to have better service once all these homes are built; they're going to have faster quicker service.

C/Hennis: Yes, as long as the facilities get built and the fire department.... obviously, we're getting facilities built out there. I'm a little concerned with the other, they're going to have to come in as well, a substation for law enforcement or something, but our impact fees help. **Chris Findlay:**

We'd be willing to work with you on that, it might not be in this first two phases, but as needed in the next phases. If we come forward and you guys seem to deem that that's a need, we'd look at that, I mean, we think that's a benefit. **C/Hennis:** Ok. **C/Gealy:** Look at what?

Chris Findlay: Helping with police or an EMT station or something like that. We don't feel that that's a bad thing, it just won't be in this first phase. **C/Hennis:** What I think he's saying is that they've been nice enough to donate some land for the schools, there may be something that they can help with in the future for substations. **C/Gealy:** I was just asking for specifics. **Chris Findlay:**

Yes, and Falcon Crest can help too. **C/Young:** Ok, are there any other questions at this time? **C/Gealy:** I have a lot of questions. **Chris Findlay:** I'm ready. **C/Gealy:** Since we're talking about fire, there's a fire district map here and the question that I have is there's some that shows its served by Kuna Rural Fire and some that shows that is served by Whitney Fire and then there's some that doesn't appear to be served. **C/Hennis:** Yes, the brown spot down on Cole Road. **C/Gealy:** Well there's BLM ground and then there's ground that's not. Have you talked with Kuna Fire District about extending their services? But this'll be not in your first phase.

C/Hennis: Correct. **C/Gealy:** This is not first phase but is that a question that we save until we get to that phase? **Troy Behunin:** That could be conditioned at a later Pre-Plat but as this area begins to develop, those boundaries will more than likely change. **Bill Gigray:** Mr. Chairman, Bill Gigray, City Attorney and I also represent the Kuna Rural Fire District. The procedure is if they're not within the bounds of a district they would have to seek to be annexed into the Fire District which is a petition filed with the Board of Commission. Once that has been processed it has to be approved by the Ada County Commissioners and then it's certified for inclusion within their boundaries. So, they would have to choose, I suppose, what Fire District they wanted to be annexed into based on service and then whether adjoining property is; but that's a procedure.

Also, just by way of addressing the issue with regards to tax and impact fees, you have in your Comprehensive Plan as attachments, the Capital Improvement Plans for your impact fees. In there you can see what the facilities are that are eligible for impact fees collected through that process. Those plans can be changed though from year to year to year based on an annual review required by statute and they have to be reviewed every five years. Property tax is obviously not collected until the following year, and property tax goes into the General Fund of the city and is then of course subject to appropriation by the City Council at that point as to what is funded through general taxes. Now this may change with the legislature meeting this year, I don't know what the forecasts are but I know that the forecasts here that you are receiving are based probably on current law. So, if there's a ceiling on the amount that can be taxed and collected, that would go into effect, there may not, it depends on what the legislature does. **Chris Findlay:**

This is your current (inaudible) it's where we took our information. **C/Gealy:** So, you'll probably want to request annexation into a Fire District before you file that last Plat, sounds like.

Chris Findlay: Well, and I would think that if you're in the City Limits then you would be in that district. **C/Young:** I would agree. **C/Gealy:** Just a couple of pages back from that is a topographical map, it was on page 203 of the initial packet and it shows the 100 year and 500-year floodplain. **Chris Findlay:** Yes. Right now, we have a CLOMR (Conditional Letter of Map Revision), which is a conditional LOMR; we've changed the whole floodplain and narrowed it down into a flood channel. We are all the way through the federal with FEMA and we have to get annexed into the city because our application is coming through the city. Once we get annexed into the city then our CLOMR gets approved, which is the design of how we build it; then we build it, then they come out and look at it, then they give us our LOMR. So, it takes them all out, none of the homes will be in the floodplain. **C/Gealy:** That was my next question.

What I find is confusing to me because the 500-year floodplain on the map says it's .2% of the ground and the 100-year floodplain is 1% of the ground. But just by visual inspection it appears

to cover a good bit more than 1.2% of the ground. **Chris Findlay:** It does. It's huge. **C/Gealy:** It's huge! **Chris Findlay:** It floods across the whole property, that's why we're narrowing it. **C/Gealy:** You're going to dig a channel? **Chris Findlay:** Yes. **C/Gealy:** I see. **Chris Findlay:** We've studied it. Our study has started at Black Creek Reservoir and it's come all the way down; actually, some of our data went all the way up to Atlanta (Idaho) and came back down all the way back through there. SPF Engineering has done all our FEMA map for us so, we know what we're doing and we have a pretty good idea of where all the FEMA maps are. The property to the East of us on Cole Road there, I think the Williams property, they kind of blew out all their channels and everything so, that just kind of floats across there. Actually, Pleasant Valley Road acts as a dam. We've studied it that much; there is a complete design on that Commissioner. **C/Gealy:** Thank you, I appreciate that. And there's no houses being proposed to be built in the floodplain? **Chris Findlay:** You can't do that; we don't want to do that. That's expensive too. **C/Gealy:** Is that where...? **Chris Findlay:** Do you know where the pipeline is? **C/Gealy:** No. **Chris Findlay:** Ok, it's the Williams Pipeline, it's part of our pathways. There's about 75 feet for the pipeline that we have to have and we expanded that to about 125 to 150 feet wide. In that will be pathways in the giant V, then the water will go into that. The other thing about this site is those are all gravel pits out there; you just go down about 10 feet and the water goes away. **C/Gealy:** You just have to get down there? **Chris Findlay:** Yes. **C/Gealy:** That was one of my questions, where are the pathways? **Chris Findlay:** Do you see the green line between where it says area A where there's a black dot? (Referring to monitors) **C/Gealy:** Yes. **Chris Findlay:** And then do you see that green line? That is the Williams Pipeline. **C/Gealy:** In that first bit? **Chris Findlay:** In that first phase. And so, you see the width? That will contain a really nice pathway, kind of zig-zaggy along, so kids can ride bikes, maybe some exercise equipment. It will also maintain our storm drain to it because there will be kind of a lip to it; and then it has the pipeline in it. They have to redo all the pipes in there so it's safe; they have a Federally mandated standard that they have to go to, then it kicks in to go across Five Mile. We have to work through that part because of the BLM ground there at the corner of Ten Mile Creek and Five Mile, we'll get it so it goes across, then it basically goes down between the park and the commercial. Then you can see the gray and the wiggly line going through it? **C/Gealy:** That's the pathway and the pipeline? **Chris Findlay:** Everything in it. Then as you come up the hill, you see all the pathways. Do you see all the pathways along the hill there? And then there will be pathways all along the hillside; bike paths and stuff like that. Those are just extra beyond the big pathway. **C/Gealy:** And then down along the Southern part, that's where the floodplain is? Is that correct? **Chris Findlay:** Yes. It comes all the way to the very end; it goes all the way up to Davis' and then it cuts up and then it goes around, then it lands on BLM ground. **C/Gealy:** Ok, thank you. **Chris Findlay:** And then there's a pathway all along Falcon Crest golf course and area B, just to the west, there's a pathway that interconnects all their pathways with our pathways. Both subdivisions have interconnectivity to it. **C/Gealy:** Oh good. Ok. **Chris Findlay:** So, you can drive your golf cart over to the golf course from our subdivision, we think that's a good idea, then there's bike paths along the hillside. Along the bottom and where the pond is, all the way up to Hubbard Road, we will have a pathway going all the way up there too. That's also part of your guys' code, to have interconnectivity between different living groups and that's what we are trying to do. **C/Gealy:** I was looking for exhibit H, the pathway network. Would you say that's this? **Chris Findlay:** The other part of that too, Commissioner, is some of those pathways we're still working with parks on that too; kind of what they want. **C/Gealy:** Ok. **Chris Findlay:** But the main, the big main pathway, is the one and a half miles of the pipeline that gets built. **C/Gealy:** Where the pipeline is? **Chris Findlay:** Yes. **C/Gealy:** And you said it wasn't 75, it was what? **Chris Findlay:** 125 to 150 feet, it widens and narrows as we need it; particularly right by the schools and things like that. Also, when you talk about the schools and the school site here, one of the reasons we liked that was because we're going to move it down into the, where it runs right along Gem Valley there. **C/Gealy:** And maybe keep it along that pathway perhaps? **Chris Findlay:** Yes, it's going to be able to get to the park and everything. We're always trying to get the schools closer to the parks. We think that's a good intermixing to a certain extent.

Anything else? **C/Gealy:** Yes. **Chris Findlay:** Ok. **C/Gealy:** Some of this is to clarify for my own understanding. **Chris Findlay:** Ok. **C/Gealy:** And some of it, I feel, is to clarify it for the record so we actually have it down. **Chris Findlay:** Ok. **C/Gealy:** I'm looking between the staff report and your letter. **Chris Findlay:** Ok. On what? **C/Gealy:** On the acreage. **Chris Findlay:** Ok. **C/Gealy:** The information is that for the first phase of 477 acres there will be 757 single-family homes and 136 multi-family lots. **Chris Findlay:** No, units. **C/Gealy:** Units. That was my question, is it units or is it lots. **Chris Findlay:** Units. **C/Gealy:** 136 multi-family? **Chris Findlay:** We only have 34 four-plex lots. And we lost 55 lots on the count because of the new Kuna school site. **C/Gealy:** Thank you very much for the school site. 757 single-family, 136 multi-family units, less 55, on that first 477 acres? **Chris Findlay:** Yes. **C/Gealy:** And then that first 477 acres, remind me how much of that is open space? **C/Hennis:** 85 acres. **C/Gealy:** 85 of that is open space. Do you know, does that open space include the school sites? Is that considered open space or? **Chris Findlay:** I don't think that's considered that. **C/Gealy:** We would call it public space. **Chris Findlay:** Yes, that's part of that open space. **C/Gealy:** That's part of your open space, the 85. I'm a little concerned because that's still.... **Chris Findlay:** We're running right at that 17 to 18% open space. **C/Gealy:** Right. **Chris Findlay:** Which is what you guys want in your code. **C/Gealy:** Right, but what we're looking at is a total of 2,274 units. **Chris Findlay:** Yes. You'll probably have 1,875 single-family homes and so the rest is all multi-family. **C/Gealy:** In the remaining? **Chris Findlay:** No, overall. **C/Gealy:** Say that again? I'm sorry. **Chris Findlay:** In the overall count you'll have approximately 1,875 lots. **C/Gealy:** 1,800? **Chris Findlay:** 1,875 single-family lots. Now, that's going to be give or take a couple 100 here or there. **C/Gealy:** And then the remainder? **Chris Findlay:** Is all multi-family. **C/Gealy:** Would be about 350 multi-family but there's only 284 acres remaining so I'm concerned about the density in the coming phases. **Chris Findlay:** Yes but I guess until I get the design on it I don't know how to explain that to you because we didn't design it all, Plat it all the way out, we just Platted this A & B area. Our density....I don't know how to say it; there will be other parks that will be added to it, probably other amenities. We have two pool sites already, inside of the community for the subdivisions; we feel like each section will have its own pool And then there will be parks farther down; we know we're going to have parks farther down because of some of the floodplain issues and things like that, so there will be other ponds and things that will be needed to be built. **C/Young:** In future Plats. **C/Gealy:** So there will be additional open space? **Chris Findlay:** Yes! Oh Yes. **C/Gealy:** But it seems, proportionally, there's going to be more dwelling units in the remaining 284 acres than there is in this initial 477. **Chris Findlay:** Yes, because the two biggest parts, and we have questions with staff on that; what we tried to do was bring in the first phase the two big parks. **C/Gealy:** Right. **Chris Findlay:** I'm not going to put another 40-acre park somewhere else. **C/Gealy:** There might be a pocket park or neighborhood park? **Chris Findlay:** Or we'll do like Falcon Crest and give you another 5-acre park; there's going to be other small parks, pocket parks. The big main park was built because that is what you guys really needed for kids. And we didn't want to do it in the tenth phase. **C/Gealy:** First. **Chris Findlay:** First. **C/Hennis:** And we appreciate that. **Chris Findlay:** Commissioner, when you start doing the numbers with your staff on that and you work through that with them, because the way the code sits, it sometimes doesn't give you the flexibility and that's in our Development Agreement that we get to help, our front end helps us with our back end count of open space. Does that make sense? **C/Gealy:** Yes, it does. But again, I think it's a good thing to have the large parks at the beginning but I am still concerned about how many more units are going to be in the smaller the remaining 284 acres. I think you addressed it when you said the gross density is 1.9 in Phase 1. **Chris Findlay:** It could be up in the threes. **C/Gealy:** At the completion it's going to be more like 2.9 gross dwelling units per acre? **Chris Findlay:** Right. **C/Gealy:** And so that means we're adding one more per acre to a third of the ground. **Chris Findlay:** Yes. **C/Gealy:** I think we just need to be aware that we've got a lower density proposal in Phase 1. **C/Hennis:** Yes. **C/Gealy:** And we're trading it for the potential for a much higher density in the future phases. **Chris Findlay:** And that's just because you've got amenities up front. **C/Gealy:** Because we've got the park up front. **C/Hennis:** Yes.

Chris Findlay: I do have to tell you Commissioner, that we did struggle through that when we started with the Development Agreement; that's why there's an overall density of 2.99 to the acre. **C/Young:** (Directing towards Planning and Zoning staff) Is there something you wanted to add to that? **Troy Behunin:** Staff just wanted to clarify that the remaining 284 acres, in rough terms, would be less than five dwelling units per acre based on the numbers that we have at this point. The Development Agreement that Mr. Findlay... I'm sorry, Troy Behunin for the record, that Mr. Findlay has mentioned several times. We've edited multiple times with staff and also with our legal counsel. They will be locked in to a certain number of homes with that Development Agreement and also with your conditions of approval that you are going to recommend to City Council, and whatever they approve. They're also going to be limited to a zone, they've asked for certain zones, they've given us a legal description for those zones. If they ask for R-6, six is where it limits; that's the ceiling, they can't go to R-7, they can't go to R-8. So, the Development Agreement would limit all of that. We do understand your concern, however, that's kind of how it pencils out. The gross density would be right around five units per acre. **C/Gealy:** In the additional phases? **Troy Behunin:** Correct. And then that would balance out with the 1.9 in the first phase. **C/Gealy:** But the Development Agreement and the letter both said that the first phase gross density is 1.9 dwelling unit per acre and the overall gross density for the entire development would be 2.99 units per acre. **Troy Behunin:** Rough speaking, yes, but you've got a lower in the first part and a higher in the second part so, there's a balance there. **C/Hennis:** Mhm. **C/Gealy:** When we talk about the R-6, that applies to the entire development because? **Troy Behunin:** For certain zones they've requested and those legal descriptions in those areas are defined inside your packet, in their applications, and also in the Development Agreement. **C/Gealy:** For certain areas. **Troy Behunin:** A certain number of acres with certain zones. **C/Gealy:** And then some are multi-family. **Troy Behunin:** Correct. **Chris Findlay:** And so is the commercial; they're all designated. **C/Young:** That's part of the PUD (Planned Unit Development) process itself. **Chris Findlay:** Right. **C/Young:** Where we as the city, in this agreement that we're coming to, it gives the developer and the city a little flexibility where we can ask for a few more amenities up front or in other phases; then also it gives some flexibility for a little more density in some areas than there would typically be. It's kind of a give and take, a trade back and forth. **Chris Findlay:** And under the MU (Mixed Use) we could have come in at R-8 and we chose R-6. **C/Gealy:** Right. I do recognize that. **Chris Findlay:** In the next 200 acres it would have been really dense. **C/Gealy:** I did have a couple of questions about your Letter of Intent, and it's on the first page where it says "Emergency services will be available through Kuna Police and Kuna Fire", I think we talked about that, and then the next sentence is "A pressurized irrigation system will be provided by onsite wells, irrigation wells, currently being used for agricultural use and would irrigate common areas and public parks throughout the community". **Chris Findlay:** Yes. **C/Gealy:** What is the plan for irrigation for the private homes? **Chris Findlay:** Pressurized irrigation. **C/Gealy:** From these same wells? **Chris Findlay:** Yes. We have two big wells. **C/Gealy:** So, it's not just common areas and public parks? **Chris Findlay:** Correct. Yes, and that's just for pressurized irrigation, that's not for domestic. **C/Gealy:** Right. **Chris Findlay:** Suez is bringing all the water in. **C/Gealy:** Right. The city is providing the drinking water. **Chris Findlay:** No, Suez. **C/Gealy:** Suez, sorry. **Chris Findlay:** We're in Suez's area. **C/Gealy:** But the pressurized irrigation is not just for common areas and public parks, the pressurized irrigation is for everybody? **Chris Findlay:** It's for everybody. **C/Gealy:** Provided for the homeowners. **Chris Findlay:** Yes, we're not putting cities on it. **C/Gealy:** Thank you. **Chris Findlay:** We're not using potable water. That's why it's twenty-eight feet deep. It keeps the mosquito's away too. **C/Gealy:** I did want to ask about the hammerhead at the very top of the map. Why? **Chris Findlay:** Those are four-plexes. There are four lots up there. **C/Gealy:** And that's met with the approval of the Fire District? **Chris Findlay:** We'll make it so. **C/Gealy:** You'll make it so it will? **Chris Findlay:** Yes. They make them sprinkle four-plexes today, that's a standard code throughout the valley right now. So, it's not like they're trying to pull hoses that far. And things don't burn when they have sprinkler systems to them. **C/Gealy:** Am I the only one asking questions? **C/Hennis:** No, you're just

asking all of ours too. (Laughter from Commission). We're just letting you go. So far, you've answered half of mine. **C/Gealy:** Good, good. Ok. **C/Gealy:** Then I'd like to ask a couple of questions about the Development Agreement if I could? **Chris Findlay:** Ok. And that might have to go to the.... **C/Gealy:** To the attorney? **Chris Findlay:** Yes. **C/Gealy:** The first question I have is the Development Agreement that we have is clearly in draft form and it's marked and has strikethroughs; is it your intention that we would review and approve or deny this Development Agreement as it stands? **Troy Behunin:** That is correct. **C/Gealy:** Thank you. **Troy Behunin:** The final form will not have the strikethroughs and the highlights. **C/Hennis:** If I remember right you said something last time that you left it in this form so that we'd know what the changes were. **Troy Behunin:** That is correct. **C/Gealy:** And these questions may actually be for staff. **Chris Findlay:** That's ok. **C/Gealy:** You're happy with that. (Laughter from Commission). **Chris Findlay:** Yes, absolutely! They answer them better than I do. But we are in about our fifth draft, we've gone back and forth a few times on this. **C/Gealy:** This is where it does state that the master plan maximum density is approximately 2.99 dwelling units per acre. Somewhere else there was a question, on page 19 of the Development Agreement there's been a strikethrough of private roads so all it mentions are public streets, but there's still a discussion of private roads in the text. Is that intentional? **Troy Behunin:** For the record, Troy Behunin. No, that is not. If there is any reference to any public streets then they would need to be stricken through; they are not proposing any private streets anywhere in this project. **C/Gealy:** Alright. You might just want to do a word search for private roads and make sure that you have excluded everything that you want to, because it continues to discuss private roads. **Troy Behunin:** That is not the intention. **Chris Findlay:** I will interject here. In the commercial, there could be some private roads. **C/Gealy:** So, perhaps it stays? **Chris Findlay:** It does. It's not to take them all the way out, it's not the bulk of how we're doing it, but there could be incidences that there might be. **C/Young:** This may answer your question, on 13.1.3 by developer and owner's association, its list's private roads but it also refers to irrigation, support and some those green spaces, and that would go towards the owner's maintenance for some of that. That's on page 31. **C/Gealy:** Right. **Chris Findlay:** Most of all the subdivision, the street frontage roads, none of those are going to be private; those are all ACHD roads. **C/Gealy:** Those are all going to be public streets? **Chris Findlay:** Yes. **C/Gealy:** So, the private roads will be few and far between? **Chris Findlay:** Only for special needs, it could even be for fire access and stuff like that. **Troy Behunin:** And Commissioners.... for the record Troy Behunin, there technically won't be any private roads, there would be private driveways or private drive aisles for the commercial and for the special purposes; there will not be any private roads. Everything that services residential units, whether they are single-family, multi-family, R-6, R-12, R-20; those will all be public roads. **Bill Gigray:** Just a point of information Mr. Chairman, with your permission, and Troy, correct me if I miss-state this; Bill Gigray, City Attorney. The identification of private and public roads and easements and utilities, on and on and on, will all be specified in the Plats. And those will be in the Preliminary Plats and they'll be in the Final Plats, so you folks will have a look at all of those when you review Preliminary and Final Plats because they will not have any roads on there unless they are identified on those plats. **C/Gealy:** So, are there private roads and driveways on the Preliminary Plat that we have in front of us? **Troy Behunin:** There are none. **C/Gealy:** Thank you. **Chris Findlay:** Well, that little area that you were talking about the four-plexes, that's a private drive going into the four-plexes. **C/Gealy:** Going into the four-plexes? **Chris Findlay:** So, that falls into the same thing that the city attorney is talking about. When there's a Final Plat, you'll see that on there and what it is. **C/Gealy:** And then there may be private driveways in the commercial area as you said? **Chris Findlay:** Could be, but they will be identified on the Final Plat before you guys sign off on it and see them. **C/Young:** And its Council that signs off on the Final Plat. **Chris Findlay:** I'm not trying to confuse you. **C/Gealy:** It's ok. **Chris Findlay:** But there's some things there. **C/Gealy:** It's ok. On that same page where you talked about private roads, it's 13.2, it talks about the owner's association and it talks about the CCNR's. Would you anticipate, because the way I read it, it sounds like there would be a CCNR with each phase; is that what you anticipate or did you

anticipate that there would be CCNR's for the entire development? And that new phases would kind of become part of the CCNR? **Chris Findlay:** There will be master CCNR's and then they'll be phases CCNR's that will work within the master CCNR's. **C/Gealy:** So, the answer is both. **Chris Findlay:** Yes. Potentially. **C/Gealy:** So then the homeowner's dues may vary depending upon which phase? **Chris Findlay:** Yes, and we just haven't gotten to that point yet so. **C/Gealy:** And the homeowner's responsibilities might....? **Chris Findlay:** Change. I mean, if you if we had a townhouse project, that would be different than the golf course lots. **C/Gealy:** Right, they would have different CCNR's. **Chris Findlay:** CCNR's due to the structure of the buildings and how they're built, and to the ones along the golf course, access points into the common areas and things like that. **C/Gealy:** My only concern about CCNR's is that we assure that there's a maintenance of the common landscaped areas; it's the responsibility of the homeowner's association? **Chris Findlay:** That would probably carry through on a master plan because that would also go in with pressurized irrigation and things like that. **C/Gealy:** Does anybody have any questions before I move on to my next section. **C/Hennis:** No. **C/Young:** I had the same thing for those too so I'm marking them as you're going. **C/Gealy:** Exhibit E: PUD modifications. We did have some concerns that you work with the City Engineer on some of the modifications that you're requesting. **Chris Findlay:** Ok. What's the question? **C/Gealy:** Especially with respect to road width, driveway lengths, number of homes on a cul-de-sac. **C/Young:** Are you referring to the flag lot portion of that because it solved that. **C/Gealy:** That's all included on the staff report that regarding minimum road width, flag lots; that the City Engineer prefers no more than three contiguous lots on a flag lot. Streets and alleys, the applicant be conditioned to work with Kuna Rural Fire District for acceptable lengths. So those conditions that are in the staff report, you're accepting those? **Chris Findlay:** Yes. **C/Gealy:** On Exhibit E I did have some questions and that was one for staff. There's a footnote here with five stars for an interior side yard setback and I don't know what that footnote indicates. **Troy Behunin:** That's on the table on page 1 of 12 on the comparison chart. There are no five stars below; perhaps the applicant pushed one too many times. **C/Gealy:** Ok. **Troy Behunin:** But maybe Chris can identify what that is. Is that the case Chris? (Inaudible). So, under front yard setbacks in the table, 12 foot for R-6, there's three stars but then if you go over to interior side yard, 5 foot; there's five stars but there's not five stars down below. In the legend, or in the key. (Mr. Behunin shows Mr. Findlay which area he and Commissioner Gealy are referring to on the document). **Chris Findlay:** I think it's just too many stars. **C/Gealy:** You think it's just one more star? Can I just take it off? It won't matter if I do, somebody else needs to take it off. **C/Hennis:** Right, but even the four asterisks down below fit to that. **C/Gealy:** Doesn't fit interior side yard? **C/Hennis:** So, it doesn't seem like that would be the correct legend. **C/Gealy:** You'll fix it before the City Council sees it, right? **Troy Behunin:** We can definitely work with the applicant and work with the Public Works Department and City Engineer. **C/Gealy:** So, most of my questions on Exhibit E are why do you want to do it differently than what we had as the PUD ordinance? So, for instance, on R-20 the maximum height was 40 and you'd like to change it to 48. **Chris Findlay:** Just more flexibility to build something that looks better, particularly in a multi-family setting where you get more pitched roofs. You probably won't get higher than a three-story building out there anyway; I couldn't see us put a four-story building out there. And other municipality's.... we probably took it off of Meridian. **C/Gealy:** Somebody else? **Chris Findlay:** Yes, but Commissioner, it's probably for flexibility. **C/Gealy:** For flexibility. **Chris Findlay:** Yes, which is what the PUD can give us. **C/Gealy:** But it's not to build a four-story structure. **Chris Findlay:** No. **C/Gealy:** The minimum street frontage for R-6 is reduced from 45 to 40? **Chris Findlay:** I think that was just done probably more for narrower road widths, slow traffic down, you have better frontages, it looks nicer; it's just something that probably falls in line more with ACHD. **C/Gealy:** Front yard setback on a local road to residence or sideload garage; you added a whole new section because you anticipate sideloading garages? **Chris Findlay:** Yes, particularly up in area B. All the 75-foot-wide lots, you can put side entry garages in. **C/Hennis:** Mhm. **C/Gealy:** Rear yard setbacks reduced from 15 to 10 for R-6 and R-12? **Chris Findlay:** Yes, there are a couple different reasons for that; it's the new model for

home builders. The design of the lot was brought to us by builders, so they gave us our window opening. Some 10-foot backyards worked better in a townhouse project and the other thing too is just the quantity of water people use. **C/Gealy:** On lawns? **Chris Findlay:** On lawns; we're in an arid area and there's a heavy move to more zero-scape, a less water situation. **Chris Findlay:** And we want people to go use the city parks. **C/Gealy:** And then you're requesting eliminating maximum lot coverage for R-6 and R-12 and you're requesting eliminating the minimum lot size for R-6 and R-12? **Chris Findlay:** Just so it flows. You get to see what you're getting within the Plats that we're bringing towards you. We are actually showing you what those lot sizes are and to get under the multi-use and the variety of different kinds of housing, which the PUD wants. You'll get to see it in a Plat form of what we're proposing so, once again, it just gives us flexibility to give a variety of product on the market. **C/Gealy:** Ok, that's it for that table. Now 5-10-4, general requirements for all signs and districts. You've requested that we add, signs shall not exceed 40 square feet or 6 feet in height unless approved by the Planning Department; subdivisions signs shall also not be placed in the vision triangle; any denial from the Planning Department may be appealed to the City Council. Did you want to change the size? Are you looking at different sizes for signs? **Chris Findlay:** I think what we're trying to do is not have big giant signs and view corridor signs. I think that's why that language is. **C/Gealy:** Signs shall not exceed, in districts zoned residential, signs shall not exceed 12 square feet and you've asked to increase it to 48 square feet? **Chris Findlay:** I think part of it's just for the subdivision sign coming into the subdivision. **C/Gealy:** And then you want to put in 4 signs that do not exceed 48 square feet. **Chris Findlay:** Yes. If you look at that roundabout, those signs are big there; there's these giant rock walls that have signs on them. As you go into the different sections, each section could end up being named too, but they do have to be out of the corridor views. They have those 20-foot view corridors. **C/Gealy:** Regarding the time frame on the Preliminary Plat, changing it from two to three years; that's your request? **Chris Findlay:** Yes. We have 875 lots we're working on; it's going to take a few years to get through it all. And there's a lot of sewer and water to get through. **Troy Behunin:** For the record, Troy Behunin. The timeframe in between Plats or the timeframe that's being talked about, just keep in mind, staff or City Code does not anticipate that they will go through all 761 lots in one phase or in a couple of phases or in three years. Every time a Plat records, the way that code is right now, the two-year clock begins for the next phase. **C/Gealy:** Mhm. **Troy Behunin:** So, it's not like we're expecting 800 homes or 761 homes or townhomes or multi-family units to be built all at the same time or within three years. The clock for keeping a Pre-Plat alive resets every time a Plat is recorded. **C/Gealy:** Thank you. On cul-de-sac's, you would like to increase the length of a cul-de-sac from 500 to 700 feet; why would that be? **Chris Findlay:** It fits within a Fire Code, also because most of them do that. You don't have that many cul-de-sacs. The four-plex one at the top is a long cul-de-sac, this one by the school site is a longer cul-de-sac; it just gives better flow to it. **C/Gealy:** And then, I'm guessing this is language that was added by staff; "Cul-de-sac's may be extended with approval from Kuna Rural Fire Department and emergency access." **Chris Findlay:** Right. Yes. **C/Gealy:** And then on page 5 it's, "A minimum road width within the Kuna City Limits shall be 33 feet back of curb and 27." Is that a staff comment? "Exceptions may be considered by Public Works Director and City Engineer." **Troy Behunin:** For the record, Troy Behunin. The language that you see on page 5 of 12 in the comparison chart, Exhibit E, the red language actually came from the applicant. They're just asking for the ability to have certain streets, or certain lengths, or segments of road to be at those dimensions with the concurrence of the City Engineer and the Public Works Director. **Chris Findlay:** So, one of the things on that; if ACHD wants a calming bulb, that could affect it, they'll want to make those roads narrower, not wider. We have to have that flexibility with ACHD on that. **C/Gealy:** On page 6, "Fencing placed next to an arterial or collector shall be punctuated with a minimum of 3 feet of parallel fencing offset every..."; it was 250 feet and you're asking for 500 feet. Why? **Chris Findlay:** It had to do with design of how where we were putting fencing. **C/Gealy:** And then on page 7 again, "The common or shared driveways shall be relied upon to access lots contained within the common lot configuration". It was a maximum of 3 and you're asking to change it to 6 contiguous lots? But the City Engineer

requests no more than three. **Chris Findlay:** Once again, it's just more for configuration. It probably won't happen a whole bunch, and it probably had a lot to do with our commercial site. **C/Gealy:** You're not planning on having a lot of that? **Chris Findlay:** No. And once again, all the changes have probably come just so we have flexibility because this is such a large site and there are so many different things. We keep narrowing it down and down, and then you guys are always going to have the ability to look at it and approve it as it comes in front of you and once we get it Platted as well. **C/Gealy:** Alright, thank you. **Chris Findlay:** Is that it? **C/Gealy:** I think so. **Chris Findlay:** Ok. Can I answer any other questions for anybody else? **Bill Gigray:** Mr. Chairman, with your permission, Bill Gigray, City Attorney. Remember as you're going through, you're looking at standards of the city here. When they come back with a Plat, this would be modifications that would be allowed with city approval of those Plats, but they still have to match ACHD's requirements because ACHD has to approve Plats as well as the city when it deals with roads and streets. **C/Young:** Ok, thank you. Are there other questions for the applicant at this time? **C/Gealy:** I have no further questions for the applicant at this time. **C/Young:** Ok, then since we haven't done that yet I'm going to go ahead and close the public testimony at 7:54 PM. That brings things around to our discussion. I don't know if anybody would like to go first? **C/Hennis:** Well I think it's a nicely laid out project, I think it's very well thought through; it's got a nice amount of amenities, it's a good development. I was hesitant on where it was located being so far out and not having services out there; we're basically putting a new city out in the middle of a bunch of farmland. And I was concerned with how we were going to deal with water, sewer, fire, everything; but I think they've done a nice job in bringing about a lot of thought. There's a lot of impact fees going towards law enforcement, substations, schools. They're providing us a lot of the amenities that I was concerned with, they're putting a lot of money out towards capital improvements outside of just even their development to service the roadways, bringing sewer all the way down Locust Grove. That's not an easy task and I think they're serious about doing this the right way so, I'm a lot less hesitant now than at the start of tonight. I'm still questioning why we're putting such a big area out away from everything, kind of creating its own little area but we've done that with Hidden Springs; there's a bunch of other developments throughout the Treasure Valley like that. I still question whether this is the right spot for a lot of this but I think you really can't go anywhere else, without a lot more effect. And like I said, I think they're providing for a lot of the issues that I saw. I think that with Falcon Crest, the golf course, I think this will be a gorgeous area but it's still a lot of homes out there. **C/Young:** I've got to echo a lot of your sentiments but I think the master plan, overall, will work well with the Falcon Crest development to the South. It's always kind of been interesting where development wants to happen versus where people want things to go. But I also know that in some of what the City of Boise wants to do and some of their future planning is R-6 residential from Pleasant Valley Road working to the West. So, it's not an unheard-of thing in what other cities are doing and looking at this area. I think that they have done a good job. I think they've worked well with the city to try and get a lot of the open space amenities, the school sites and things that would be needed in that area for this type and the amount of developments heading that direction. I looked through some of these letters; I think we're over two miles away from the BPD's (Boise Police Department) fire range out there and I think as the applicant indicated, we're down in a valley so I don't share, personally, those same concerns as far as that goes. You look at the COMPASS report and they say it exceeds their growth forecast for this area; I haven't seen a COMPASS report in the last eight years in anywhere in the valley that didn't say we're exceeding the forecasted growth. We've modified our Comp Plan in that area when we did it a year back and it's consistent with that Comp Plan. **C/Hennis:** I also remember too, about 10 years ago, we were looking at 6 developments that were going to be along Kuna Mora Road between 84 (Hwy 84) and downtown; but none of them had the connectivity, none of them had any of the services provided but yet there was development. Where this is kind of centralized and it's nice in the fact that they are putting all of the amenities in first, which we don't get most of the time. With some of the citizens that were reflecting on whether this is actually going to go through and everybody be held accountable for it, but the Development Agreement, they're

going to be held to it but we're also going to get the nice stuff in before all the houses which is usually backwards of what we get in a lot of subdivisions; so it's nice. I think it's just laid out better than trying to cram all these houses in a longer stretch without amenities provided to it; schools, law enforcement, etcetera. **C/Young:** And I think the landscaping that's been proposed and the landscape plans all looks really well from my point of view. I like the pathways, the connectivity to the South with the development that's going there; I think the people that are going to be moving out there between Falcon Crest and this development, will have some very nice pathways and long stretches to bike on as both of those expand and do their thing. And the roads merge North – South with Five Mile and provide that connectivity there. **C/Hennis:** Yes. **C/Young:** And I think that with the applicant agreeing with all of ACHD's comments, the miles of roads that they're modifying; they're redoing pretty much everything from Pleasant Valley all the way to Cloverdale and when they hit their milestones there's signalization that's going in on multiple intersections. And there, as he said, are impact fees that are paying for North – South on Cloverdale. **C/Laraway:** I think the developers have done a good job putting all this all together and I think in the long run this will be a very positive thing for Kuna. I will look at the shorter end of it; the public, I think, is going to have more of an interest in this when you start tearing up roads, causing traffic problems; that's what's going to give this a good taste or a bad taste. I would hope, and I'm going to say this on the record, I hope when it comes to doing the roads you make the roads better than what they were when you started tearing into them. The patchwork and all this other stuff that really makes the roads inconvenient to go on, and the traffic that it causes backing up; a lot of it isn't the developer, it's ACHD and their approval of the roads and the pipes and things like that. We don't control that, half the time the developer doesn't control that. Hopefully, we can work with ACHD to make those roads better than what they are after we're done with them. I think the police are going to be able to respond probably fairly swift, they're only four miles away; fire's going to have a station out there. This valley's going to grow, it's probably one or two in the nation in growth, they're going to come. It'd be nice to have a nice subdivision. I'm assuming you have independent builders that are going to be involved in this, they're going to make this a very nice community next to the golf course. Cloverdale will get widened, ACHD will eventually get around to it. I don't know about the ins and outs of the building in the subdivision, hopefully the staff and the engineers are going to keep an eye on that because once we approve this it's kind of out of sight, out of mind. I don't have any problems with the subdivision. I think it's laid out well, I think the school donation for West Ada and for the Kuna School District; everybody kind of wins with this. It's just my opinion. **C/Young:** Ok, anybody else? **C/Gealy:** Yes. I think that there's been some criticism that it's a patchwork but I'm afraid a patchwork is what we get with individual, unique subdivisions. I don't think a patchwork is what we've got with a Planned Unit Development. I think there are a lot of advantages to a Planned Unit Development, and we're seeing a lot of those advantages in this application; there's a good diversity of housing, it's not all the same. I know you've front loaded the amenities and the parks and I appreciate that, there's good open space available for the people. I do think those are advantages of a Planned Unit Development that we don't get from patchwork subdivisions, so I appreciate that. I'm still a little bit concerned about the density but if it's at 2.9 overall density, I think that's quite acceptable and that's what's in the Development Agreement. I am still concerned about some of the modifications that were requested; I don't want to approve modifications and then later find that we've made a mistake because we didn't quite understand why it was 500 feet or 200 feet or 7 houses or 3 lots. So, I'm still concerned about Exhibit E but, in the scope of things, I think that's not really hugely significant. I would like to see a little bit more.... I guess I would like to ask staff, if staff would recommend approval of the conditions in Exhibit E as they are presented here? **Troy Behunin:** Staff can't make a recommendation about the conditions, however, I know that one reason why the Public Engineer does not like too many homes or too many units on a flag lot deals with moving trucks in and out. And it deals with narrower driveways and things like that for if someone's got an RV and someone's coming to visit, then they need to get in and take care of an easement or something that's going on. Those are the major concerns for that particular section.

C/Gealy: I appreciate the attorney's comments that we will see this again, but what typically happens is if something meets the code then we're hard pressed to change it and what we're being asked to do is to modify the code. What I'm wondering is, would we be better served by saying we won't accept the modifications in Exhibit E but we would encourage the applicant to work with staff for exceptions to the PUD ordinance? And that staff and the Director would entertain appeals or exceptions? **Troy Behunin:** For the record, Troy Behunin, Commissioner Gealy, if the Commission feels that a specific exception or something general for the entire Exhibit E, on a case by case basis; if that's the way the Commission feels then staff would support that. **Bill Gigray:** Mr. Chairman, Bill Gigray, City Attorney with your permission. In response to that, my experience with Planned Unit Developments not only in this community and others is that they do provide flexibility and there are requests for either, some city's call the waivers other call them exceptions or modifications. I think this is an issue of how important is this to the applicant, that those be a part of this, and if it is then my recommendation would be that you may want to continue this hearing for one more time so that can be ferreted out so that you get specific staff recommendations as to whether or not those not be waived or waived because I think that is part of your findings in this regard. Now, if it isn't of any major issue for the developer, that they have those modifications and you decide not to give them, then it wouldn't really be much of an issue and you could move on. **C/Young:** Ok, to maybe follow up on yours; for myself, I think that the majority of what they're looking for this specific development, because what they are talking about is specifically for this PUD and this Development Agreement, it doesn't change city code city wide, it's specific to this agreement. And for me, the only one that I may really have any question with is the conflict between what the City Engineer is looking at for the flag lots versus that. **C/Hennis:** Yes. **C/Young:** But maybe move wiping all of that and maybe we can look at a condition for reviewing prior to City Council. The applicant and the City Engineer could get together and maybe come to whatever compromise and present that to Council. **C/Hennis:** As far as this table goes. **C/Gealy:** Well, some of them seem inconsequential but some of them.... I'm concerned there may be an unintended consequence. I would like to have the modifications include a condition to work with staff and City Engineer but these are requests for modification to the PUD ordinance for this subdivision so that they don't have to work with staff and City Engineer. **C/Young:** Well, I guess that's where I was heading if our recommendation we have in the interim, maybe the applicant work with the City Engineer or staff on several specific things of concern. **C/Gealy:** Before it goes to City Council? **C/Young:** Before it goes to Council. And then we address it that way, as a suggestion. **C/Gealy:** Yes, I think that sounds like a good idea. **Wendy Howell:** Chairman Young, Wendy Howell for the record. If you decide to do that, please be specific as to which ones you are referring to. Thank you. **C/Young:** Yes. **C/Hennis:** It appears that kind of on that same common one with the flag lots. It doesn't seem like too much of the others are like you say, kind of inconsequential but I would like flag lots to be evaluated a little further. **C/Gealy:** And I would direct you to page 5 of 10 of the staff report where staff highlights the following specific items for the Commission to consider; subdivision advertising; Pre-Plat approval timeframe; cul-de-sac lengths; minimum road width; flag lots; and street and alleys. Myself, I'm not particularly concerned about the subdivision advertising; they have it in their best interest to advertise in good taste and safety. **C/Hennis:** And it still has to go through sign review anyways. **C/Gealy:** And, I'm not concerned about the Pre-Plat approval timeframes. I am concerned about cul-de-sac length, minimum road width, flag lots and streets and alleys. **C/Young:** I think we can condition that the applicant works with staff on those specific items before presenting to Council. **C/Hennis:** Yes. **Wendy Howell:** Chairman Young, if you could speak a little bit louder or closer, I'd appreciate it. **C/Young:** Yes. I think we could add those specific conditions with our recommendation to Council. **C/Gealy:** Alright, thank you. **C/Young:** Are there any other thoughts? **C/Gealy:** There were some other conditions that I made note of as we went, I don't know if we want to include conditions in addition to ones in the staff report; especially with respect to Exhibit E, on condition thirteen, discusses landscaping but we typically have language that discusses the maintenance of landscaping. Oh, here it is. I'm sorry, number eight.

C/Hennis: Yes, it should be there. **C/Gealy:** Do you think condition eight is requiring that the homeowner's association provide landscaping maintenance? It's the public entities owning the property. **C/Young:** I'm not on the same page. **C/Gealy:** Page 9 of the staff report. Is yours different than mine? **C/Young:** Maybe I'm a page off? Oh, it just jumped over. Here we go. **C/Gealy:** No, that's not it. **C/Young:** Number 8? **C/Hennis:** I think you're missing a page. **C/Young:** Am I? About landscaping being permanently.... **C/Hennis:** You're on the wrong page. (Commissioner Hennis assists Chairman Young). **C/Young:** Ok, sorry. Go ahead, now that I can see the same thing. **C/Gealy:** Does this all require landscaping shall be? **C/Hennis:** Well, part of the PUD is that they set up the HOA's and the different phases. And like he described, each one is going to be based on its development type and it's within the PUD that they have to set up these associations. So, I think that's implied in that whole PUD and covered there. **C/Gealy:** I just want to make sure the maintenance of common areas is not implied. **C/Young:** No, I think that's being specific that they have to. **C/Gealy:** Ok. Then I have a condition to work with the schools and ACHD regarding school site driveways. **C/Hennis:** Yes. **C/Gealy:** To work with city staff regarding park amenities, pond amenities, to include lifesaving stations, work with city staff to provide park and ride lots. **C/Hennis:** I also have one here to work with ACHD for the traffic calming for the bump outs and such through the residential areas. So, to work with ACHD for the traffic calming mitigation. **C/Gealy:** Do we need to say anything about private roads or private driveways? **C/Young:** I think it's pretty clear in the PUD. **C/Hennis:** Yes, I think it is in there. Plus, that will all be re-evaluated during the Plats. **C/Gealy:** Just a question for clarification, do we also need to include Planned Unit Development 19-01-PUD in that same motion? **Troy Behunin:** Yes.

Commissioner Dana Hennis moved to recommend approval of 19-10-AN (Annexation) and 19-06-DA (Development Agreement) with the conditions as outlined in the staff report and with the additional conditions the applicant work with staff, Kuna School District and ACHD for site layout of the schools and the applicable access roads; for applicant to work with ACHD on traffic calming measures within the streets as indicated in the ACHD report; applicant to work with the city to provide amenities in the park and lifesaving stations at the pond; applicant to work with the city and City Engineer in regards to Exhibit E, Section 6-3-3-G: Cul-de-sac Lengths, Section 6-3-4-D: Minimum Road Width, Section 6-3-9-G: Flag Lots, Section 6-4-2-S: Streets and Alleyways; and provide a park and ride or ride sharing lot within the commercial area. Commissioner Hennis moved to approve 19-01-PUD (Planned Unit Development). Seconded by Commissioner Cathy Gealy. Motion carried 4-1-0.

Commissioner Dana Hennis moved to recommend approval of 19-23-DR (Design Review) with the conditions outlined in the staff report and with the additional condition the applicant work with ACHD on traffic calming measures. Seconded by Commissioner Cathy Gealy. Motion carried 4-1-0.

Wendy Howell, Planning and Zoning Director, requested of the Commission a brief recess. Recess began at 8:25 PM.

B. Case No. 19-05-ZC (Rezone) & 19-04-SUP (Special Use Permit) 763 W. Avalon
ACTION ITEM

C/Young: We'll go ahead and come back to order at 8:33 PM. The next item up on the agenda is 19-05-ZC (Rezone) and 19-04-SUP (Special Use Permit) for 763 W. Avalon. We'll have staff come forward. **Troy Behunin:** For the record, Troy Behunin standing in for Doug Hanson, Kuna Planning and Zoning staff, 751 W. 4th Street, Kuna. Good evening Mr. Chairman, members of the Commission. The application before you this evening is for the Rezone of a property located at 763 W. Avalon. The current zone is AC-2, Area Commercial, and they are looking to change

that to a C-1 Neighborhood Commercial. The applicant also seeks a Special Use Permit approval in order to operate a church inside the existing building on the subject property. The proposed zoning is compliant with the Comprehensive Plan and the Future Land Use Map, and staff has determined that this Rezone and Special Use Permit application is compliant with Kuna City Code; KCC. The applicant should be conditioned to follow an alternative method of compliance because of the configuration and the way that the existing conditions of the lot are. An alternative method of compliance was submitted because of the size limitations of the parcel among other existing facilities. The landscape improvements along W. Avalon Street would cause the site to lose approximately 20 parking stalls in order to be compliant with the current city landscaping ordinance, that would be on the northern boundary of the parcel. The removal of the parking stalls would then limit the applicant in providing adequate parking on site, so we have a conundrum. Staff does recommend an additional condition for the installation of two street lights at two locations along the border of the property; the first would be directly on the corner of W. Avalon Street and School Avenue, and the second light would be next to the driveway access from School Avenue which is on the southwest corner of the site. These lights should have a double head to provide lighting for both the parking lot and the walking path; that's a condition that has actually come down from Public Works and City Engineer. With that I would stand for any questions that you might have. Thank you. **C/Young:** Ok, are there any questions for staff at this time? **C/Gealy:** I have no questions. **C/Hennis:** No. **C/Young:** Then we'll have the applicant please come forward. **David Crawford:** Chairman, Commissioners, David Crawford, B&A Engineers, 5505 W. Franklin Road in Boise. I'm here representing the applicant, who's not here tonight, but tonight what we're bringing forward is exactly what staff had indicated, a Rezone from the current C-2 zone to C-1 to allow the use of a church and also the Special Use Permit. Staff did a really good job of discussing the issues with the site related to the additional landscaping requirements; I don't want to belabor the issues too much but the majority of the reason is, as specifically noted in my letter, was really due to the additional right of way dedication that has occurred through the many years out there; particularly along Avalon Street. They dedicated 23 additional feet from the original 25 on the south side of Avalon and an additional 10, I believe, on School Street. This occurred after it was developed over the years and subsequently, there was improvements made for pedestrian access to place sidewalks on School and Avalon both, so that there is pedestrian travel ways within the right-of-way there. So it really removed the opportunity for the site to be able to be.... we essentially, could lose the majority of the parking along that area. What the concern there is, obviously, is that we wouldn't be able to adequately serve the church patrons and it would drive parking out to the street. That's what we're really trying to avoid there. I think the site plan shows a lot of that, that there is landscaping that is provided on both School and on Avalon Street. There's a large landscaped area at the northwest corner and then of course near the entrance of the northeast corner and also the building frontage on the southwest corner; we believe that landscaping, while it may not meet current city codes, it is there. Specifically related to the additional street lighting, this is the first we heard about the double head streetlighting. We believe that the site has two existing streetlights; one located in the planter at the northeast corner at the west side of the entrance and one located in the larger landscaping area near the northwest corner of Avalon and School; those are specifically noted on the site and landscape plan. While there is not a streetlight located on the south side of the west entrance off of school, we would offer that we could provide lighting on the exterior of the building to add additional lighting for the parking area. And, with those things, I'll stand for any questions you may have. **C/Young:** Ok, are there any questions for the applicant at this time? **C/Hennis:** Just one; it sounds like you guys aren't really willing to do the two streetlights but you're willing to try to come to some compromise to provide the lighting that they're requesting? **David Crawford:** Correct. **C/Hennis:** Thank you. **C/Young:** Alright. Any

other questions for the applicant at this time? **C/Gealy:** No, no questions. **C/Laraway:** No.

C/Young: Thank you. Alright, then I'll open up the public testimony at 8:40 PM. And all the names I have listed on here, several say not to testify and then there are others that don't have either testify or not. It appears everything in here is in favor, is there anybody that's on the list that would like to testify? Ok, then please come forward. Let's see, is your name on here?

Jeremy Jeans: Yes sir, the second name. Jeremy Jeans, 681 E. Wild Lilac Court. I'm the reverend or the pastor of the church that is extremely excited to finally a place to call our own. This has been years in the making in an incredible journey, a testimony; a lot of prayer, a lot of sacrifice and, you guys will just never know what this little room has done for me and my wife and our children in the journey that we've been on personally and those that are involved in our church and the growing effort. We are extremely excited to be here in Kuna and we have no plans on being a fly-by-night, flash in the pan group and we're excited about putting roots down in this community and being a blessing to you, to the city, to the young people; whoever we need or require or want to be a part of what we're doing. And I just wanted to thank you, this is a testimony that's going to be heard in a lot of different churches across this country because of the circumstances that brought us here. And, you guys just don't know; I'm extremely honored and privileged to be here. Thank you. **C/Young:** Thank You. **C/Hennis:** Thank you. **C/Young:** Ok, then we'll just make double sure, is there anybody else? Is your name on the list as well?

(Answer from audience). Ok. **David Gronbeck:** Mr. David Gronbeck, 1400 E Kokanee Lane, Kuna, ID. I'm just here to respond to the lighting requirement; from a simple perspective, it was at one time, good enough as it is for City Hall. There are parking lot lights on facility right now, so to me it would seem the uses, a daycare is operating out of there now and it's a daytime activity similar to what the church will be. I think the additional lighting is a big request, and if they can accommodate that with some lighting on the side of the building, I would think that should be sufficient. Any questions? **C/Hennis:** Thank you. **C/Young:** Ok. Then with that, it is typically the applicant would come back and offer any rebuttal but I don't know if there's anything you would like to add to that? **David Crawford:** Chairman, Commissioners, David Crawford for the record, B&A Engineers. I'll stand for any questions you may have or if you wanted to ask any specific questions about the site itself. I'd be happy to answer those.

C/Hennis: Are they planning to add any signage at this point, do you know, or is that just going to be dealt with in the future if they choose to? **David Crawford:** Chairman, Commissioners, any new signing obviously would have to come before the design review committee, there hasn't been any proposed to us. I'm sure in the future that they're definitely going to have to do that and of course be in compliance with the sign ordinance that the City of Kuna has. **C/Hennis:** And they know that they'll have to come back for that? **David Crawford:** They do now. **C/Young:**

There is an existing sign up there. **C/Hennis:** Oh, that's right, there is. Ok, thank you. **C/Young:** Alright, any other questions at this time? **C/Gealy:** No questions. **C/Young:** Alright, thank you. Then I'll go ahead and close the public testimony at 8:45 PM. **C/Hennis:** I looked at this lighting thing when I was looking through the packet and with these two being the existing ones, why adding 1 only maybe 10 or 15 yards away; I don't know if this ones all that helpful. I agree something down here on the end towards the building, might be useful but; staff, would you have any input on that? I mean, the proposed location on the corner of School and Avalon is just across that little landscaping area from the existing one. **Troy Behunin:** For the record Troy Behunin. Commissioner Hennis, Commissioners; the discussion that I had with Doug about this project and the streetlight was there's a request for alternate compliance for the landscaping and that this would mitigate some of those landscaping needs; it would also serve as a safety measure for that corner. As you know, there's been a number of incidents there at that pedestrian crossing from the south side to the north side. I think that the reason for that was the lighting that is there is insufficient, I'm not if the distance plays a part of that or not but the fact is there is a dark

corner there where pedestrians are encouraged to walk across. **C/Hennis:** Might it be better suited to replace the head on the existing tower versus putting a whole new tower in that's going to be kind of oddly close to the other one? **Troy Behunin:** For the record, Troy Behunin. Commissioner Hennis, I'm not a lighting engineer but what I do know is that distance does play a part of that; we're not talking a few feet, we're talking 15 or 20 yards from the corner. **C/Hennis:** Ok. **Troy Behunin:** Perhaps staff could agree that lighting on the building along School may offer some better lighting options and be better lighting for pedestrians so long as they're downward facing; we don't want lights projecting into the right-of-way. However, on the corner, I know that was a Public Works concern and it's also a Planning and Zoning concern. **C/Hennis:** Ok, thank you. **C/Young:** I can definitely see the concern with that, I've driven through there at night and it is dark. As far as the hard corner there on School and Avalon, I don't know that there's a need for the secondary pole at the southwest corner of the lot versus building lighting. **C/Hennis:** Maybe we can condition it to where they work with the City Engineer who's requesting it, as opposed to staff who's both not lighting engineers, to look at the possibility of maybe even just replacing the head because that would be a significant reduction in cost but still could be highly effective in what they're trying to do. **C/Young:** If they can get the light coverage the engineer wants? **C/Hennis:** Yes. We all know these are old lights, they've been around since whenever, and we've got a lot better lighting options now. **C/Young:** If they can get the coverage on that. **C/Hennis:** Yes. **C/Young:** Ok. Any others? **C/Hennis:** Just what I've seen in lighting surveys and photometrics. **C/Laraway:** Not being a lighting engineer myself either, it would seem that the new type of lights that are out there could be put on that other pole to accomplish both. **C/Hennis:** Right. **C/Laraway:** We could add, again, more modern lighting heads that probably could accomplish both the Public Works concern and reduce the cost of what we're requiring. **C/Hennis:** Right. **C/Laraway:** And, if I'm not mistaken, there's a spotlight on the roof right above the door. **C/Hennis:** Hm, yes. **C/Laraway:** And that's because that's the old police station. **C/Hennis:** Yes, I agree. I think maybe a compromise would be to investigate the use of a newer head on that tower and save the cost of that. **C/Laraway:** So, are you talking about alleviating the one tower? **C/Hennis:** No. And I think the other one doesn't, over next to the building, doesn't even need to be there; I think it can be transferred to something on the building. **C/Laraway:** Yes, because I think that would be better to have one at the entrance of both. **C/Hennis:** Yes. Oh, so you're talking about leaving the more southern pole there? **C/Laraway:** The more easterly pole, and the one that's on school. The one with the X and the one with the square. **C/Hennis:** Well, the squares are existing. **C/Laraway:** Right. That's what I'm saying; that should be adequate because those are the entrance points. **C/Hennis:** Yes but, we're talking about on the other X at the other entry on School, to use something off the building. **C/Laraway:** Right. I remember that light being there but I don't know if still there anymore. **C/Hennis:** Yes, there may be something. **C/Laraway:** Is there a crosswalk or something at School and Avalon? **C/Hennis:** Evidently, yes. **C/Young:** Yes, that's where that gal got hit. **C/Laraway:** Ok, that's what I was wondering. **C/Laraway:** I think that's part of what's generating a need for more light on that corner. **C/Laraway:** It goes across School, right? **C/Hennis:** It goes across Avalon. **C/Young:** Right across Avalon. **C/Laraway:** Oh, it goes across Avalon. **C/Young:** Yes, north south. **C/Hennis:** I understand the need for the light and I also understand the need for the economic concern, because that gets expensive. I think the pole, in what I remember on photometrics, we should be able to accomplish it with that pole there. **C/Laraway:** They might not even have to put another light on, they could probably just add one to the side to where it's a directional. **C/Hennis:** It'll look funny unless it's the same head but yes, that's out of our realm of experience or expertise. **C/Young:** I think that we can maybe just make that condition to work with them. If they can get that light coverage on the corner that's required, and then the others for the building.

C/Hennis: Otherwise, I'm all for it. **C/Young:** Yes. I think that as far as the zoning goes, it started as a church, I think it's awesome that it's going to come back to be a church again.

C/Hennis: Yes, I agree. **C/Young:** I don't have any issues with that. **C/Gealy:** I think they should work with Public Works to address the concerns of lighting but I would defer to our Public Works people. And I would say they may need to include up to 2 additional light poles, depending upon after they've talked with staff and Public Works. **C/Young:** Yes, see if they could get that. **C/Laraway:** There appears to be a light across the street on a pole; we're going to require another light on this? There's already a light, it looks like, coming off the telephone pole on the north side of Avalon. **C/Young:** Well, I think the issue is there's not adequate light on the southside. That lights old and was probably put up there in the seventies? Honestly, I think the best way to approach it, from my point of view, is if they can get the photometrics to work with adjusting the existing pole and adding a head to that to get the coverage without blowing something out across the street, then I think it would be great to reuse that. But it will have to satisfy the engineer. **C/Gealy:** Right. **C/Hennis:** Yes. **C/Young:** Any other thoughts? **C/Gealy:** Yes, I think the condition has to be to satisfy the concerns of the engineer. **C/Hennis:** Mr. Chairman, I move we approve; Rezone's are approved, right? **Troy Behunin:** For the record, Troy Behunin. Recommendation for the Rezone and a decision from you folks tonight on the Special Use Permit. **Bill Gigray:** Mr. Chairman, members of the Commission, with your permission. I would encourage you to make a definitive decision because if you have ambiguity, then the question is, what have you really ordered here? I think the comment about other considerations is very helpful but the question would be, are you going to require that they meet the requirements of Public Works or not, as a condition? Because working with and with those considerations, you are giving Public Works instructions of you wanting them to look at alternatives but in the end, I would think, that your condition ought to be definitive about whether Public Works approval is needed or not. **C/Hennis:** Ok. In that case, do we have anything from Public Works that says what they are requesting and the specifics behind it? Because it's hard to evaluate this if they just request it. **Troy Behunin:** For the record, Troy Behunin. Commissioner Hennis, there are streetlighting requirements listed in Kuna City Code, but then you also can make the general condition that they satisfy the Public Works requirements. **C/Hennis:** Are we looking at providing streetlighting from a public area? Because doesn't that kind of go away from our Dark Sky's Policy of leaving the parcel? **Troy Behunin:** For the record, Troy Behunin. Yes, but the first consideration is not necessarily for Dark Sky's, the first consideration is for public safety. **C/Laraway:** If I could add two sense on that; I'm not trying to be difficult, but I don't think we should be pushing public safety off on a church. There's a streetlight across the road, that should be the city that makes that a safe crosswalk. That's me being difficult. **Troy Behunin:** For the record, Troy Behunin. Looking at the underlying zoning, it's a commercial zoning. Churches, although they're not taxed the same way other commercial businesses are, they are considered a commercial business. They build to commercial standards, they have to follow commercial requirements, for other considerations.

C/Young: I think we also need to remember that the additional lighting was in lieu of landscaping requirements that we're not having them do because of the hardships on losing parking stalls; and the lighting was in replacement of those landscaping requirements. So, maybe we need to keep that. This was a trade-off for landscaping, it was either that or all of the sudden now there's a landscaping requirement that's there that would take away their parking stalls. There's that piece and that was part of the request for the change in meeting halfway so to speak.

C/Hennis: I see your point, but it's kind of one of those where, oh, just so you don't have to worry about landscaping we're going to make you put a light pole in over here. I understand that but it's usually in lieu of we'll take away the trees over here if you put bushes over here because it's all landscaping. I understand the idea behind public safety here, but are we saddling the city's

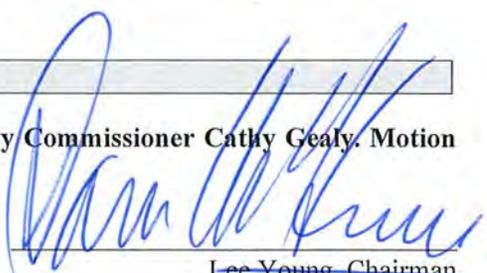
responsibility with private responsibility. I can see maybe the pole at the corner, but do we need the other pole because we are right next to the building? I get the point on the corner where we've had the incident but.... **Troy Behunin:** For the record, Troy Behunin. Earlier staff did concede that the one on the corner would be sufficient to satisfy Planning and Zoning, and that some downward facing lighting on the building along School Avenue would be a concession that we would be willing to make. **C/Hennis:** Still, I have looked at enough photometrics in my life that I almost think that we can do a condition to where we say in lieu of that light pole, if they can present a head replacement for the existing pole, if it would satisfy Public Works. **C/Young:** I agree with what you just said. **Troy Behunin:** For the record, Troy Behunin. We can't make that recommendation for you but if that's the direction that you would like to go, we can certainly entertain that at public hearing with City Council. **C/Hennis:** Ok. **C/Gealy:** We could also table it. **Troy Behunin:** I'm sorry, I did say the Rezone; it does need to be handled with the Special Use Permit. I Apologize. **C/Gealy:** We could table it for two weeks. **C/Hennis:** What's that going to do though? **C/Gealy:** Well, find out from Public Works exactly what would satisfy; if they would be satisfied with a different head or if they would be satisfied with a lighting on the building. **C/Hennis:** But, instead of tabling that we can condition and say unless they can provide evidence that satisfies the City Engineer to use the other pole and then provide one on the building. It just gives them the option if they can work with the City Engineer and utilize the one pole with a new light fixture that satisfies what he wants, then they don't have to put the other pole in. **C/Gealy:** So, then the motion is to satisfy the City Engineer, not just to work with the City Engineer? **C/Hennis:** Yes. **C/Gealy:** Recognizing that they may be required to put up two new poles? **C/Hennis:** One pole. Well, that's what I'm saying; we'll say one pole on the corner and a light pack on the building in lieu of the second pole. With regards to the one on the corner, if they can work with the City Engineer to satisfy his needs using the existing pole with a new head, that would also be acceptable. **C/Young:** It would have to satisfy the City Engineer or his lighting requirements? **C/Hennis:** Yes. He has a certain photometrics he'll want to see; he'll know if that will work. **C/Gealy:** Does that satisfy the attorneys concern about being specific? **Bill Gigray:** Mr. Chairman, members of the Commission, it's going to be a matter of your direction. I would recommend that your condition be clear about who makes the final decision, is it the Public Works Director or not? **C/Hennis:** Ok. **C/Young:** Yes, I think that's where we're headed, if they can supply a head that works for the photometrics and would satisfy the engineer, then we can alleviate that need but it has to be satisfied. **C/Hennis:** Ok. **C/Gealy:** And then likewise with the one on the building, is that also have to be satisfactory. **C/Hennis:** Yes. **C/Laraway:** That's pretty bright if it's an LED. **C/Hennis:** I'm not sure if that one's still there, come to think of it. Maybe they just haven't turned in on in a while. **C/Young:** Yes, I would be fine just saying on the building to push that one out. **C/Hennis:** Ok, let me revise my motion.

Commissioner Dana Hennis moved to recommend approval of 19-05-ZC (Rezone) with the conditions as outlined in the staff report and with the additional conditions the applicant provide a light on the end of the building in order to satisfy the City Engineers need for a pole at the School entrance; and to add a light pole at the corner of School and Avalon as requested by the City Engineer unless a replacement head can be found to satisfy the lighting requirements. Seconded by Commissioner John Laraway. Motion carried 4-1-0.

Commissioner Dana Hennis moved to approve 19-04-SUP (Special Use Permit) with the conditions as outlined in the staff report and with the additional conditions the applicant provide a light on the end of the building in order to satisfy the City Engineers need for a pole at the School entrance; and to add a light pole at the corner of School and Avalon as requested by the City Engineer unless a replacement head can be found to satisfy the lighting requirements. Seconded by Commissioner John Laraway. Motion carried 4-1-0.

4. ADJOURNMENT: 9:07 PM

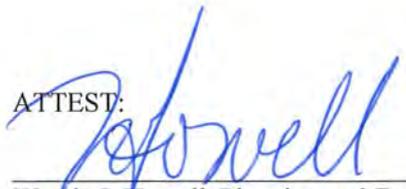
Commissioner Dana Hennis moved to adjourn. Seconded by Commissioner Cathy Gealy. Motion carried 4-1-0.



~~Lee Young, Chairman~~
Kuna Planning and Zoning Commission

Dana Hennis, Vice Chairman

ATTEST:



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



City of Kuna

City Council
Staff Memo

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

To: City Council

Case: Area of City Impact Expansion

Planner: Wendy I. Howell, PCED

Hearing Date: July 21, 2020

Applicant: City of Kuna, Planning and Zoning
751 W. 4th St
Kuna, ID 83634
208.922.5274

Table of Contents:

- | | |
|--------------------------|---|
| A. Course of Proceedings | D. Staff Analysis |
| B. Project Request | E. Applicable Standards |
| C. Agency Responses | F. Council's Proposed Order of Decision |

A. Process and Noticing:

1. Kuna City Code (KCC), Title 1, Chapter 14, Section 3, states amendments are designated as a public hearing with the Planning and Zoning Commission as the recommending body and City Council as the decision-making body. This request was given proper public notice and followed the requirements set forth in Idaho Code, Chapter 65, Local Land Use Planning Act and Kuna City Code, Title 5.

a. Notifications

- | | |
|---------------------------|----------------|
| i. Agency Comment Request | March 24, 2020 |
| ii. Kuna Melba Newspaper | July 1, 2020 |
| iii. 300 Ft Notices | July 1, 2020 |

B. Project Request:

The City of Kuna requests consideration from the City Council for the expansion of Kuna's most northern boundary of its Area of City Impact (ACI) Boundary. This expansion, if approved, will align Kuna's ACI with the City of Meridian's ACI by extending the boundary from its current location at West Lake Hazel road to encompass previous annexed parcels south of Amity Road and West of Meridian Road.

C. Agency Responses:

Idaho Transportation Department responded on March 5, 2020 stating that they did not have any objections.

D. Staff Analysis:

The City of Kuna has worked with Meridian city to come to an agreeable area of city impact on the most northern boundary of the approved area of city impact. The map in front of you depicts the agreed-on boundary between Kuna and Meridian.

There are two additional areas that Kuna is proposing to include in the area of city impact are adjacent to Highway 69 and W Aristocrat Drive. All of these areas include already annexed properties.

The Planning and Zoning Commission voted 4-0 at their June 23rd, 2020 Public Hearing to recommend approval of the Area of City Impact expansion to the City Council.

E. Applicable Standards:

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

F. Council's Proposed Order of Decision:

Note: These motions are for the recommendation of approval, conditional approval or denial of Area of City Impact. However, if the City Council wishes to approve or deny specific parts of these requests as detailed in the report, those changes must be specified.

Based on the facts outlined in staff's report and public testimony as presented, the City Council of Kuna, Idaho, hereby (*approves/conditionally approves/denies*) the expansion of Kuna's most northern boundary of its Area of City Impact (ACI) Boundary. This expansion, if approved, will align Kuna's ACI with the City of Meridian's ACI by extending the boundary from its current location at West Lake Hazel road to encompass previous annexed parcels south of Amity Road and West of Meridian Road.

DATED this 21st day of July, 2020.



City of Kuna

City Council

Proposed Findings of Fact and Conclusions of Law

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

Based upon the record contained in the expansion of Kuna's most northern boundary of its Area of City Impact (ACI) Boundary. This expansion, if approved, will align Kuna's ACI with the City of Meridian's ACI by extending the boundary from its current location at West Lake Hazel road to encompass previous annexed parcels south of Amity Road and West of Meridian Road.

If the City Council wishes to approve, deny or modify specific parts of the Findings of Facts and Conclusions of Law as detailed below, those changes must be specified.

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

Staff Finding: 300 Ft notices were mailed out to residents on July 1, 2020. Legal notices were published in the Kuna Melba News on July 1, 2020.

2. In accordance with KCC 5-1A-3 applicable agencies were notified and asked to provide comment.

Staff Finding: Applicable agencies were notified on and asked to provide comment on March 3, 2020. Staff has received no responses.

DATED this 21st day of July, 2020

LEGAL DESCRIPTION FOR THE CITY OF KUNA'S AREA OF CITY IMPACT:

Commencing at the northwest corner of Section 4, Township 2 North Range 1 West also being the intersection of W Lake Hazel Rd and S McDermott Rd,

Thence south 7-½ miles to the corner common with Sections 8 & 9 of Township 1 North Range 1 West;

Thence east 6 miles to the corner common with Sections 8 & 9 of Township 1 North Range 1 East;

Thence south 1-½ miles to a point in the center of the E Poen Rd;

Thence east 4 miles along the E Poen Rd alignment;

Thence south ¼ mile along S Cole Rd;

Thence east ½ mile to the alignment of S Broken Sky Ln;

Thence north along said alignment ¼ mile to the alignment of E Poen Rd;

Thence east 1 ½ miles to the alignment of S Pleasant Valley Rd;

Thence north along said S Pleasant Valley Rd 5 miles more or less to the intersection of W Tenmile Creek Rd;

Thence in a northwesterly direction for 4.94 miles more or less along W Tenmile Creek to the intersection of W Hubbard Rd;

Thence west 1 mile along W Hubbard Rd to the intersection of S Cloverdale Rd;

Thence north ½ mile along S Cloverdale Rd;

Thence west 1-½ mile to the center of Section 8, Township 2 North Range 1 East;

Thence north ½ miles to a point in the center of E Columbia Rd;

Thence west 1-¼ miles along E Columbia Rd to the intersection of S Bryker Ln;

Thence north ½ of a mile;

Thence west ¼ of a mile to the centerline of S Meridian Rd and the alignment of W Aristocrat Dr;

Thence north approximately 1,150 feet more or less along said centerline of S Meridian Rd to the centerline of the Meridian Lateral;

Thence following said Meridian Lateral in a westerly direction for approximately 1,070 feet to the eastern boundary of the Western 12.5 acres of the SE ¼ of the NE ¼ of Section 1, Township 2 North, Range 1 West;

Thence north 57 feet more or less to the centerline of W Paint Horse Ln;

Thence west 1,742 feet west to the Center North 1/16 Corner of Section 1, Township 2 North, Range 1 West;

Thence north ¼ of a mile;

Thence west ½ of a mile;

Thence north $\frac{1}{4}$ of a mile;

Thence east $\frac{1}{4}$ of a mile;

Thence north approximately three tenths of a mile to the centerline of the Rawson Lateral;

Thence along the Rawson Lateral approximately 1.17 miles and coincident with S Arabian Acres Ln to the intersection of said Lane and the Eastern boundary of the northwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$, Township 3 North, Range 1 West, Section 35;

Thence south .21 miles to the southern boundary of the northwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$, Township 3 North, Range 1 West, Section 35;

Thence west $\frac{3}{4}$ of a mile to the alignment of S Lindy Ln;

Thence north $\frac{1}{4}$ of a mile to the centerline of W Amity Rd;

Thence along the centerline of West Amity Rd $\frac{1}{2}$ of a mile to the intersection of said road and S Black Cat Rd;

Thence south one mile to a point in center of W Lake Hazel Rd;

Thence west one mile along W Lake Hazel Rd to the Point of Beginning;

EXCEPTING THERFROM

Commencing at the northwest corner of Section 4, Township 2 North Range 1 West also being the intersection of W Lake Hazel Rd and S McDermott Rd,

Thence south 7- $\frac{1}{2}$ miles to the corner common with Sections 8 & 9 of Township 1 North Range 1 West;

Thence east 6 miles to the corner common with Sections 8 & 9 of Township 1 North Range 1 East;

Thence south 1- $\frac{1}{2}$ miles to a point in the center of the E Poen Rd;

Thence east 4 miles along the E Poen Rd alignment;

Thence south $\frac{1}{4}$ mile along S Cole Rd;

Thence east $\frac{1}{2}$ mile to the alignment of S Broken Sky Ln;

Thence north along said alignment $\frac{1}{4}$ mile to the alignment of E Poen Rd;

Thence east 1 $\frac{1}{2}$ miles to the alignment of S Pleasant Valley Rd;

Thence north along said S Pleasant Valley Rd 5 miles more or less to the intersection of W Tenmile Creek Rd;

Thence in a northwesterly direction for 4.94 miles more or less along W Tenmile Creek to the intersection of W Hubbard Rd;

Thence west 1 mile along W Hubbard Rd to the intersection of S Cloverdale Rd;

Thence north $\frac{1}{2}$ mile along S Cloverdale Rd;

Thence west 1-½ mile to the center of Section 8, Township 2 North Range 1 East;

Thence north ½ miles to a point in the center of E Columbia Rd;

Thence west 1-¼ miles along E Columbia Rd to the intersection of S Bryker Ln;

Thence north ¼ of a mile;

Thence west ¼ of a mile to the centerline of S Meridian Rd;

Thence north along said centerline of S Meridian Rd ¼ of a mile;

Thence west ¼ of a mile;

Thence north ¼ of a mile;

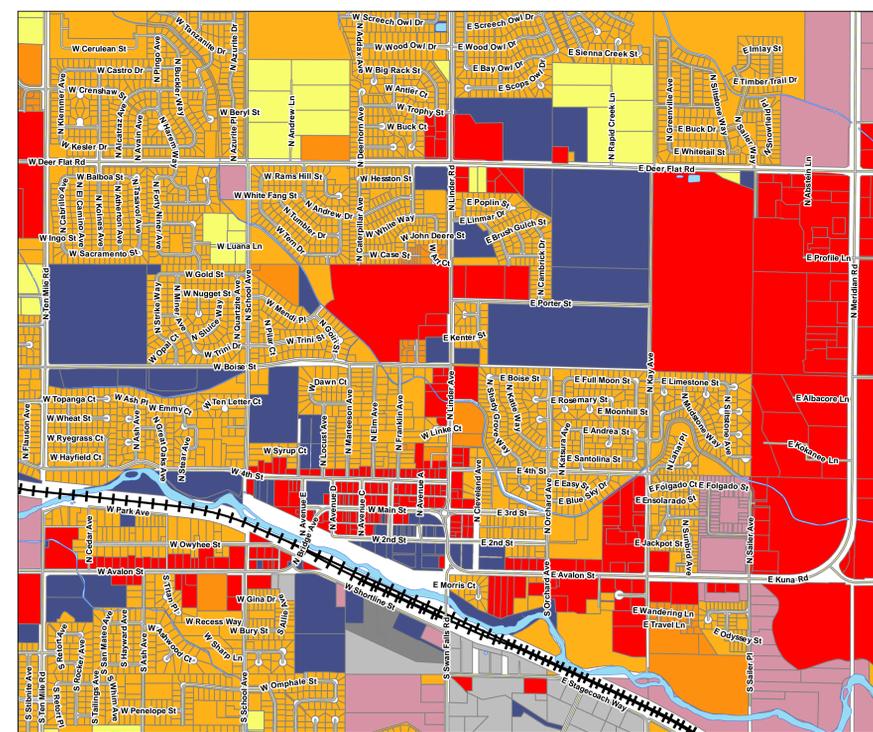
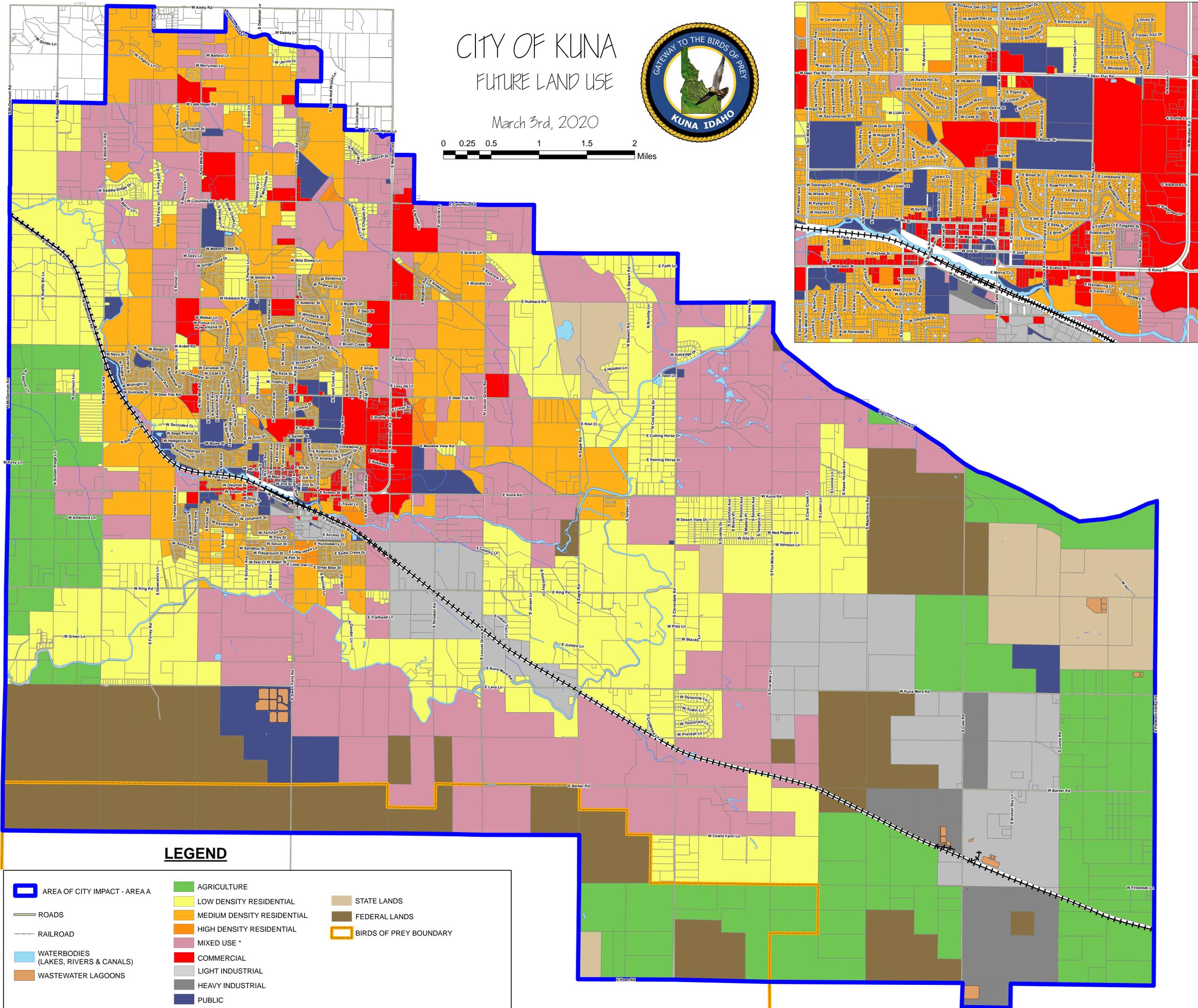
Thence west ¼ of a mile;

Thence north ¼ of a mile to a point in center of W Lake Hazel Rd;

Thence west 3-½ miles along W Lake Hazel Rd to the Point of Beginning;

CITY OF KUNA FUTURE LAND USE

March 3rd, 2020



LEGEND

- AREA OF CITY IMPACT - AREA A
- ROADS
- RAILROAD
- WATERBODIES (LAKES, RIVERS & CANALS)
- WASTEWATER LAGOONS
- AGRICULTURE
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- MIXED USE *
- COMMERCIAL
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL
- PUBLIC
- STATE LANDS
- FEDERAL LANDS
- BIRDS OF PREY BOUNDARY

* SEE COMPREHENSIVE PLAN TEXT FOR MORE DETAIL.

Jace Hellman

From: Jace Hellman
Sent: Tuesday, March 3, 2020 11:20 AM
To: Ada County Engineer; Ada County Highway District; Adam Ingram; Becky Rone - Kuna USPS Addressing; Bob Bachman; Bobby Withrow; Boise Project Board of Control (TRitthaler@boiseproject.org); Brent Moore (Ada County); Cable One t.v.; Central District Health Dept. CDHD; COMPASS; David Reinhart; DEQ (Alicia.martin@deq.idaho.gov); Eric Adolfson; Idaho Power; Idaho Power Easements; 'Idaho Power Easments 2'; Intermountain Gas; ITD; J&M Sanitation - Chad Gordon; Jim Obert; jmcDaniel@adaweb.net; Julie Stanely - Regional Address Mgmt.; Kuna Postmaster - Marc C. Boyer; Lisa Holland; Megan Leatherman; Nampa Meridian Irrigation District; New York Irrigation; Paul Stevens; Phil Roberts; Planning Mgr: Ada County Development Services; Wendy; 'chood@meridiantcity.org'; 'jbongiorno@meridiantcity.org'; 'yochum.joe@westada.org'; 'harp.kimberly@westada.org'
Subject: City of Kuna Request for Comment - Northern Area of City Impact Expansion
Attachments: ACI Expansion Agency Packet.pdf

March 3, 2020

Notice is hereby given by the City of Kuna that the following action(s) are under consideration:

Case Name:	Northern Area of City Impact Boundary Expansion
Project Description	The City of Kuna is requesting to expand its most northern boundary of its Area of City Impact (ACI) Boundary. This expansion, if approved, will align Kuna's ACI with the City of Meridian's ACI by extending the boundary from its current location at West Lake Hazel road to encompass previous annexed parcels south of Amity Road and West of Meridian Road.
Site Location	See attached map and legal description
Applicant	City of Kuna – Planning and Zoning Department
Public Hearing Date	Tuesday, March 24, 2020 6:00 pm Kuna City Hall is located at 751 W. 4 th Street, Kuna, ID 83634
Staff Contact	Wendy Howell, Planning and Zoning Director Whowell@kunaid.gov Phone: 208.922.5274 Fax: 208.922.5989

Enclosed is information to assist you with your consideration and response. All comments as to how this action may affect the service(s) your agency provides, is greatly appreciated. Please contact staff with any questions. **If your agency needs different or additional information to review and provide comments please notify our office and they will be sent to you.** If your agency needs additional time for review, please let our office know as soon as possible. *No response within 15 business days will indicate you have no objection or comments for this project.*

Jace Hellman

From: D3 Development Services <D3Development.Services@itd.idaho.gov>
Sent: Thursday, March 5, 2020 8:00 PM
To: Jace Hellman
Subject: Northern Area of City Impact Expansion

Good evening,
ITD has received the proposed Northern Area of City Impact Boundary Expansion Agency Packet for review. ITD has no objections to the proposed changes in the application.

Thank you,

Sarah Arjona
Development Services Coordinator
ITD District 3
(208) 334-8338

From: Jace Hellman <jhellman@kunaID.gov>
Sent: Tuesday, March 3, 2020 11:20 AM
To: Ada County Engineer <agilman@adaweb.net>; Ada County Highway District <planningreview@achdidaho.org>; Adam Ingram <adam.ingram@cableone.biz>; Becky Rone - Kuna USPS Addressing <rebecca.i.rone@usps.gov>; Bob Bachman <bbachman@kunaid.gov>; Bobby Withrow <bwithrow@kunaid.gov>; Boise Project Board of Control (TRitthaler@boiseproject.org) <TRitthaler@boiseproject.org>; Brent Moore (Ada County) <bmoore@adacounty.id.gov>; Cable One t.v. <cheryl.goettsche@cableone.biz>; Central District Health Dept. CDHD <lbadigia@cdhd.idaho.gov>; COMPASS <cmiller@compassidaho.org>; David Reinhart <dreinhardt@kunaschools.org>; DEQ (Alicia.martin@deq.idaho.gov) <Alicia.martin@deq.idaho.gov>; Eric Adolfson <eadolfson@compassidaho.org>; Idaho Power <bwatson2@idahopower.com>; Idaho Power Easements <easements@idahopower.com>; Idaho Power Easments 2 <kfunke@idahopower.com>; Intermountain Gas <bryce.ostler@intgas.com>; D3 Development Services <D3Development.Services@itd.idaho.gov>; J&M Sanitation - Chad Gordon <Chad.Gordon@jmsanitation.com>; Jim Obert <jim@kunaschools.org>; jmcDaniel@adaweb.net; Julie Stanely - Regional Address Mgmt. <Julie.R.Stanley@usps.gov>; Kuna Postmaster - Marc C. Boyer <marc.c.boyer@usps.gov>; Lisa Holland <lholland@kunaid.gov>; Megan Leatherman <mleatherman@adaweb.net>; Nampa Meridian Irrigation District <nmid@nmid.org>; New York Irrigation <terri@nyid.org>; Paul Stevens <PStevens@kunaid.gov>; Phil Roberts <proberts@kunafire.com>; Planning Mgr: Ada County Development Services <jboal@adaweb.net>; Wendy Howell <whowell@kunaid.gov>; chood@meridiancity.org; jbongiorno@meridiancity.org; yochum.joe@westada.org; harp.kimberly@westada.org
Subject: [EXTERNAL] City of Kuna Request for Comment - Northern Area of City Impact Expansion

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---
March 3, 2020

Notice is hereby given by the City of Kuna that the following action(s) are under consideration:

Case Name:	Northern Area of City Impact Boundary Expansion
-------------------	---

Project Description	The City of Kuna is requesting to expand its most northern boundary of its Area of City Impact (ACI) Boundary. This expansion, if approved, will align Kuna's ACI with the City of Meridian's ACI by extending the boundary from its current location at West Lake Hazel road to encompass previous annexed parcels south of Amity Road and West of Meridian Road.
Site Location	See attached map and legal description
Applicant	City of Kuna – Planning and Zoning Department
Public Hearing Date	Tuesday, March 24, 2020 6:00 pm Kuna City Hall is located at 751 W. 4 th Street, Kuna, ID 83634
Staff Contact	Wendy Howell, Planning and Zoning Director Whowell@kunaid.gov Phone: 208.922.5274 Fax: 208.922.5989
<p>Enclosed is information to assist you with your consideration and response. All comments as to how this action may affect the service(s) your agency provides, is greatly appreciated. Please contact staff with any questions. If your agency needs different or additional information to review and provide comments please notify our office and they will be sent to you. If your agency needs additional time for review, please let our office know as soon as possible. <i>No response within 15 business days will indicate you have no objection or comments for this project.</i></p>	

Jace Hellman
 Planner II
 751 W 4th St
 Kuna, ID 83634
jhellman@kunaid.gov





CITY OF KUNA
 PLANNING & ZONING DEPARTMENT

CERTIFICATE OF MAILING

Date: 7/1/2020
 To: 300' Property Owners Other _____
 Planner: Jace Hellman, Planner II
 Case Name: Northern ACI Boundary Expansion

I HEREBY CERTIFY that on this 1st day of July, 2020, I caused a true and correct copy of the foregoing instrument to be deposited in the United States mail, with prepaid postage.

 Signature

 Attest



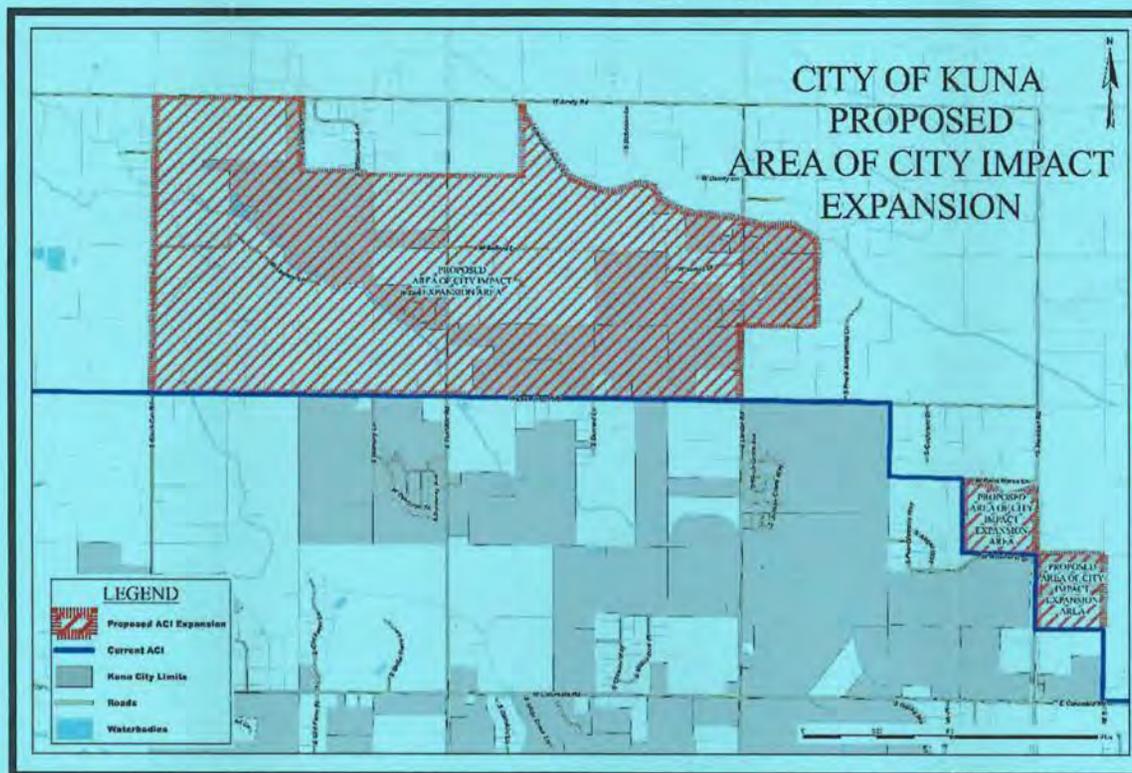
CITY OF KUNA
PLANNING & ZONING DEPARTMENT
 PO Box 13 • 751 W. 4th St • Kuna, Idaho • 83634
 Phone (208) 922-5274 • Fax: (208) 922-5989
 www.kunacity.id.gov

Dear Property Owner:

NOTICE IS HEREBY GIVEN that the City of Kuna **City Council** is scheduled to hold a public hearing on **July 21, 2020**, beginning at **6:00 pm** on the following case:

The City of Kuna requests consideration from the City Council for the expansion of Kuna's most northern boundary of its Area of City Impact (ACI). This expansion, if approved, will align Kuna's ACI with the City of Meridian's ACI by extending the boundary from its current location at West Lake Hazel road to encompass previous annexed parcels south of Amity Road and West of Meridian Road.

The hearing will be held at **6:00 PM** in the **Council Chambers at City Hall** located at **751 W. 4th Street, Kuna, Idaho**.



Under the authority of the Governor's **partial Open Meeting Law** Suspension Proclamation dated March 13, 2020, and due to requirements of social distancing protocol, **the Council Chambers Audience Occupancy Capacity is 15**. The first 15 persons who appear, in addition to the City Council and staff, will be allowed in Council Chambers. Virtual participation/testimony via Zoom and the submittal of written testimony are available as alternative forms of public testimony (please see attached instructions for more details). Written testimony received by the close of business on **July 14, 2020** will be included in the packet that is distributed to the governing body prior to the hearing. Please submit written testimony via mail, email or the City's website (<http://kunacity.id.gov/FormCenter/City-Clerk-13/Public-Testimony-Form-121>). Late submissions will be presented to the governing body at time of the hearing.

All other persons may access the meeting via live streaming on the City of Kuna's Facebook page.

Mail written comments to PO Box 13, Kuna, ID 83634 or hand deliver them to City Hall.

If you have questions or need special assistance, please contact the Planning and Zoning Division at (208) 922-5274, or email whowell@kunaid.gov.

Suggestions For Testifying at the Public Hearing:

Social distancing due to Covid-19...

Under the authority of the Governor's partial Open Meeting Law Suspension Proclamation dated March 13, 2020, and due to required social distancing protocol, the Council Chambers Audience Occupancy Capacity is 15. The first 15 persons who appear, in addition to the Governing Body and Staff, will be allowed in Council Chambers. Virtual participation/ testimony via zoom is available (please see attached instructions for more details). All other persons may access the meeting via live streaming on the City of Kuna's Facebook page.

Be informed . . .

Review the proposal, staff report, applicable provisions of the ordinance, comprehensive plan and Idaho State Code (Title 67, Chapter 65).

All items pertaining to the application can be found the Friday prior to the hearing at <http://kunacity.id.gov/240/Agendas-and-Meeting-Minutes>.

Be on time . . .

Although the item you are interested in may not be first on the agenda, you never know when it will be heard. The governing body has authority to adjust the schedule according to its discretion. Thus, anticipate attending from the beginning.

Speak to the point . . .

The governing body appreciates pertinent, well organized, factual and concise comments. Redundant testimony is prohibited. The developer or their representative is given 10 minutes to present their project. Others wishing to testify are given three (3) minutes. The developer (or their representative) is given additional time for rebuttal to address issues raised during public testimony. Long stories, abstract complaints, or generalities may not be the best use of time. Neighborhood groups are encouraged to organize testimony and have one (1) person speak on behalf of the group. The group representative will receive 10 minutes to make comments.

If you don't wish to speak, write . . .

Written testimony submitted one (1) week prior to the hearing will be included in the packet that is distributed to the governing body prior to the hearing. Please submit all written testimony via mail, email or the City's website(<http://kunacity.id.gov/FormCenter/City-Clerk-13/Public-Testimony-Form-121>)

Late submissions will be presented to the governing body at time of hearing. As a reminder, it is unreasonable to submit extensive written comments or information at the hearing and expect them to be reviewed prior to a decision.

NEOPOST
07/01/2020
FIRST-CLASS MAIL
US POSTAGE \$000.00
ZIP 83634
041M11460992



City of Kuna

City of Kuna
Planning and Zoning
PO Box 13
Kuna, ID 83634

NEGOTIATE



Under the authority of the Governor’s partial Open Meeting Law Suspension Proclamation dated March 13, 2020, and due to required social distancing protocol, the Council Chambers Audience Occupancy Capacity is 15. The first 15 persons who appear, in addition to the Governing Body and Staff, will be allowed in Council Chambers. Listed Below are alternative options and instructions that are available for public testimony:

APPLICANT PUBLIC WRITTEN AND ORAL HEARING TESTIMONY PROCESS:

Written - In Advance to be included in the Agenda Packet that is distributed to the Decision-Making body.

1. Submit any below stated option prior to 5:00 pm the Thursday before Public Hearing meeting. *Late submissions will not be included in the packet but will be provided at the meeting.*
2. Submit testimony via our website on the [Public Testimony Form](#). This form will email directly to the City for inclusion in the Agenda Packet.
3. Submit testimony via email to PublicHearingTestimony@KunaID.gov
4. Submit via mail to:
City of Kuna
Attention: Planning and Zoning Department
PO Box 13
Kuna ID 83634

Written – Up to noon the day of the Public Hearing

1. Submit any below stated option prior to noon the day of the Public Hearing meeting. *Late submissions will not be included.*
2. Submit testimony via our website on the [Public Testimony Form](#)
Kunacity.id.gov > *Doing Business* > *Forms and Applications* > *Frequently Requested Applications and Forms* > *ONLINE Public Testimony Form*
3. Submit testimony via email to PublicHearingTestimony@KunaID.gov
4. Submit via mail to:
City of Kuna
Attention: Planning and Zoning Department
PO Box 13
Kuna ID 83634

Oral – Via electronic call is allowed based on Governor Little’s Open Meeting Law suspension proclamation of March 13, 2020 until testimony in person is allowed.

1. Submit request no later than noon the day of the Public Hearing meeting.
2. Email PublicHearingTestimony@KunaID.gov
 - ✓ Your name
 - ✓ Address
 - ✓ Phone Number you will be calling from to give testimony
 - ✓ Email Address
 - ✓ Date of Public Hearing
 - ✓ Case number or Identification of Public Hearing
3. Watch your email for a reply email with the information to join the meeting electronically. (Check your spam/junk folder as a precaution)
4. Follow the dial in information.
5. Call into the virtual lobby a minimum of 5 minutes prior to the meeting.

5501 LLC
5501 S Linder Road
Meridian, ID 83642

Robert & Carla Adams
4310 W Lake Hazel Road
Meridian, ID 83642

Brent & Leslie Anderson
3985 W Amity Road
Meridian, ID 83642

Donald Jr. & Harriet Ballard
5200 Arabian Acres Lane
Meridian, ID 83642

Dallin & Christy Bates
4613 E Concord Way
Nampa, ID 83686

Daniel & Shelia Beal
4130 W Beacon Light Road
Eagle, ID 83616

David & Alysia Bergette
4090 W Lake Hazel Road
Meridian, ID 83642

Michelle Berriochoa
2824 W Ballard Lane
Meridian, ID 83642

David & Cynthia Berryman
2705 W Berryman Lane
Meridian, ID 83642

Jacob & Heather Berryman
2905 W Berryman Lane
Meridian, ID 83642

James & Sarah Berryman
24621 SE 372nd Street
Enumclaw, WA 98022

Bittercreek Meadows Sub HOA, Inc
PO Box 1671
Meridian, ID 83642

Black Cat Dairy LLC
5655 S Black Cat Road
Meridian, ID 83642

Henry & Melynda Boswell Living Trust
Henry Boswell Trustee
1651 W Jarvis Court
Meridian, ID 83642

Jose & Maria Casanova
5380 S Ten Mile Road
Meridian, ID 83642

Tom & Mary Case
1784 W Jarvis Court
Meridian, ID 83642

Robert & Maggie Connolly
PO Box 1202
Meridian, ID 83642

Corey Barton Homes Inc
1977 E Overland Road
Meridian, ID 83642

Kim Cover
5755 S Linder Road
Meridian, ID 83642

Kimberly & Stanley Dalton
1650 W Jarvis Court
Meridian, ID 83642

DB Development LLC
2228 W Piazza St
Meridian, ID 83642

Dustin & Cynthia Dooms
4707 W Thorn Creek St
Meridian, ID 83642

DreamCatcher Homeowners Association
4050 W Legacy Lane
Meridian, ID 83642

Drussel Family Living Trust
Zane Drussel Trustee
4875 S Arabian Acres Lane
Meridian, ID 83642

Jay & Nadene Edmunds Trust
Jay Edmunds Trustee
4100 W Lake Hazel Road
Meridian, ID 83642

William & Jennifer Etcheson
5340 S Black Cat Road
Meridian, ID 83642

Tim & Charlotte Evans
1852 W Jarvis Court
Meridian, ID 83642

David & Sharon Ferguson
3430 W Lake Hazel Road
Meridian, ID 83642

Craig French
PO Box 1232
Mountain Home, ID 83647

Lourdes Garibay
6370 S Black Cat Road
Meridian, ID 83642

George Gersema
356 Cummings Street
Buffalo, WY 82834

Lowell & Carla Glover
4050 W legacy Lane
Meridian, ID 83642

Goldie Family Trust
Michelle Goldie Trustee
1763 N Rosedust Drive
Kuna, ID 83634

Gran Prado HOA Inc
2228 W Piazza Drive
Meridian, ID 83646

Michael & Tobhiyah Green
1908 W Jarvis Court
Meridian, ID 83642

Grid Training Corporation
7600 S Meridian Road
Meridian, ID 83642

Robert & Louri Grover
1815 W Jarvis Court
Meridian, ID 83642

Jill & Jeremiah Hazen
4400 W Legacy Lane
Meridian, ID 83642

Tracy Herriott
Eric Fisher
5550 S Linder Road
Meridian, ID 83642

Ronald & Jane Higginbotham
2010 W Jarvis Court
Meridian, ID 83642

Charles & Sarah Johnson
4180 W Legacy Lane
Meridian, ID 83642

Warren & Coralee Johnson
5975 S Linder Road
Meridian, ID 83642

Robert & Virginia Kelsch
3188 W Ballard Lane
Meridian, ID 83642

Gavin & Jessica Kemp
6020 S Ten Mile Road
Meridian, ID 83642

Kubena Family Living Trust
1985 W Jarvis Court
Meridian, ID 83642

Linda Lake
John Moen
4616 W Grey Towers Street
Meridian, ID 83642

Kevin & Cheri Lindquist
5220 S Ten Mile Road
Meridian, ID 83642

M7 Development LLC
1135 W 6th Street S
Mountain Home, ID 83647

Terrence & Laura Mann
2255 E Independence Drive
Boise, ID 83706

Carl & Emily Marcum
937 W Riodosa Drive
Meridian, ID 83642

Mason Creek Farm LLC
6152 W Half Moon Lane
Eagle, ID 83616

Richard & Peggy Moss Trust
1800 W Lake Hazel Road
Meridian, ID 83642

Mary Mott
1995 W Jarvis Court
Meridian, ID 83642

Carol Pettit
PO Box 1013
Meridian, ID 83680

Roger & Andrea Preston
2370 W Lake Hazel Road
Meridian, ID 83642

R&S Investment Properties LLC
1998 W Jarvis Court
Meridian, ID 83642

Renascence Farm LLC
6152 W Half Moon Lane
Eagle, ID 83616

Riverside Homes LLC
4415 N Locust Grove Road
Meridian, ID 83646

Morgan Rodney Trust
Barry Greenfield CPA Trustee
10960 Wilshire BLVD STE 1900
Los Angeles, California 90024

Rene & Cheryl Schoop
3822 W Lake Hazel Road
Meridian, ID 83642

Claude & Gayle Sheffield
7015 S Meridian Road
Meridian, ID 83642

Hermis Sparks
5114 S Black Cat Road
Meridian, ID 83642

Melvin & Jeanne Spaulding Living Trust
3975 W Amity Road
Meridian, ID 83642

Roy & Angela Spaulding
3979 W Amity Road
Meridian, ID 83642

State of Idaho (Department of Lands)
300 N 6th Street
Boise, ID 83702

Marshall & Beth Stimpson
5831 S Linder Road
Meridian, ID 83642

Clifford Tatem Life Estate
Betty Tatem Life Estate
2865 W Lake Hazel Road
Meridian, ID 83642

Beaudreau Taysom Living Trust
David Taysom Trustee
355 W Paint Horse Lane
Meridian, ID 83642

Steven & Candess Taysom
6953 S Meridian Road
Meridian, ID 83642

Carolyn Titus
Joseph Kiester
2330 W Lake Hazel Road
Meridian, ID 83642

Jack Van Wyk
PO Box 1556
Meridian, ID 83680

Tracy Vedder
Robert Burns
5377 S Ten Mile Road
Meridian, ID 83642

Viper Investments LLC
1977 E Overland Road
Meridian, ID 83642

Dale & Patricia Voris
1710 W Jarvis Court
Meridian, ID 83642

CB & Rosemary Waide
5565 S Linder Road
Meridian, ID 83642

Ted & Abby Walker
4390 W Lake Hazel Road
Meridian, ID 83642

Waters Edge Farm LLC
1977 E Overland Road
Meridian, ID 83642

Scott Wennersten
2845 Stony Point Road
Santa Rosa, CA 95407

Norman Wesley
7208 S Meridian Road
Meridian, ID 83642

Wilmington Savings Fund Society FSB
15480 Laguna Canyon Road, STE 100
Irvine, CA 92618

Diane & Michael Wise
1855 W Jarvis Court
Meridian, ID 83642

Jeremy & Alyson Woodland
1990 W Jarvis Court
Meridian, ID 83642

Albano Family Living Trust
Albano Bienvenido
1945 N Little Salmon Way
Eagle, ID 83616

Anchor Baptist Church
Idaho Baptist College
7910 S Meridian Road
Meridian, ID 83642

Edward & Maryann Anderson
5162 S Bittercreek Avenue
Meridian, ID 83642

Kyle & Amy Armstrong
2647 S Garibaldi Avenue
Meridian, ID 83642

Maria & Miguel Arroyo
3015 N Burley Way
Meridian, ID 83642

Jose & Maria Aseguinolaza
5621 S Meridian Road
Meridian, ID 83642

Donna & Lance Beeson
4832 S Nickel Creek Avenue
Meridian, ID 83642

Kenneth Bricker Life Estate
Susan Bricker Life Estate
5020 S Country Life Lane
Meridian, ID 83642

Brighton Investments LLC
2929 W Navigator Drive STE 400
Meridian, ID 83642

Busch Family Trust
1866 W Dainty Lane
Meridian, ID 83642

Gerald & Sherron Carlson
351 W Lake Hazel Road
Meridian, ID 83642

CEM-18 LLC
8819 Reflection Lane
Middleton, ID 83644

Citadel Broadcasting Company
1419 W Bannock Street
Boise, ID 83702

Charles & Helen Connolly
PO Box 1202
Meridian, ID 83860

Jackie & Cheryl Davis
7000 S Meridian Road
Meridian, ID 83642

Monte Davis
7775 S Meridian Road
Meridian, ID 83642

Robert & Leann Day
2557 W Lake Hazel Road
Meridian, ID 83642

Gwen Denton
4365 W Lake Hazel Road
Meridian, ID 83642

John & Mary Dixon
2255 W Lake Hazel Road
Meridian, ID 83642

Bruce & Caren Durrant
2865 W Lake Hazel Road
Meridian, ID 83642

Edwards Revocable Trust
Floyd Edwards Trustee
5042 W Amity Road
Nampa, ID 83687

Drew & Debra Eggers
2256 N Waggle Place
Meridian, ID 83646

Gary & Alice Eshelman Family Trust
1370 W Lake Hazel Road
Meridian, ID 83642

Eric & Shawna Exline
415 W Lake Hazel Road
Meridian, ID 83642

Thomas & Leanne Felzien
6150 S Frank and Wilma Lane
Meridian, ID 83642

Jose & Erica Duran
4565 W Lake Hazel Road
Meridian, ID 83642

Janet Ford
104 E Fairview Ave #232
Meridian, ID 83642

Full Gospel Slavic Church Inc
251 W Lake Hazel Road
Meridian, ID 83642

Genton Family Trust
5285 S Black Cat Road
Meridian, ID 83642

Greg Goodrich
Paula Cook
4771 S Ridgeview Drive
Meridian, ID 83642

GOW Corporation
11418 Dennis Road
Dallas, TX 75229

Jean & William Greenfield
2745 W Amity Road
Meridian, ID 83642

Grid Training Corporation
7600 S Meridian Road
Meridian, ID 83642

Karl Grigg
2495 W Lake Hazel Road
Meridian, ID 83642

Jose & Sara Guerrero
2005 W Moose Creek Drive
Nampa, ID 83686

Guinn Family Trust
195 W Lake Hazel Road
Meridian, ID 83642

Sheryl & Loren Gustafson
1735 W Lake Hazel Road
Meridian, ID 83642

Heatland Townhomes Property
Management LLC
9839 W Cable Cart Street STE 101
Boise, ID 83709

Hennessey Properties LLC
223 E Crestline Dr
Boise, ID 83702

Carolyn Hertz
William Small
4965 S Nickel Creek Avenue
Meridian, ID 83642

Erica Hill
WD Fiedler
1775 W State Street #357
Boise, ID 83702

Hinrichs Family Trust
402 W Aristocrat Drive
Meridian, ID 83642

David & Rebecca Hirschi
1825 W Dainty Lane
Meridian, ID 83642

Aaron & Kelly Histand
2765 W Lake Hazel Road
Meridian, ID 83642

Brandon & Heidi Hobbs
5124 S Bittercreek Ave
Meridian, ID 83642

Idaho Holdings LLC
839 S Bridgeway Place
Eagle, ID 83616

Idaho Power Company
PO Box 70
Boise, ID 83707

Danny & Diane Jenkins
6015 S Black Cat Road
Meridian, ID 83642

Charles & Sarah Johnson
4180 W Legacy Lane
Meridian, ID 83642

Matthew & Brandi Jones
5190 S Bittercreek Ave
Meridian, ID 83642

Timothy & Susan Kelly
3891 W Daisy Creek Street
Meridian, ID 83642

Troy & Suzanne Larsen
3856 W Daisy Creek Street
Meridian, ID 83642

Robert Levinson
5089 S Debonair Lane
Meridian, ID 83642

Erick Manda
2760 W Amity Road
Meridian, ID 83642

Robert & Rhonda McCarvel
4887 S Nickel Creek Avenue
Meridian, ID 83642

Daniel & Virginia McDaniel
6485 S Ten Mile Road
Meridian, ID 83642

Miller Acres LLC
11193 W Hickory Bark Dr
Boise, ID 83713

Ladene Moffett
5075 S Black Cat Road
Meridian, ID 83642

Toby & Wendy Moore
7306 S Via Cabana
Tucson, AZ 85756

NE Kuna Farm LLC
6152 W Half Moon Lane
Eagle, ID 83616

Richard & Rachelle Niemann
6455 S Durrant Lane
Meridian, ID 83642

Pacific Crossroads International Inc
5402 Overland Road
Boise, ID 83705

Marcia Palmer
5245 S Black Cat Road
Meridian, ID 83642

Parkland Development LLC
PO Box 344
Meridian, ID 83680

Marilyn & David Richards
4707 W Lake Hazel Road
Meridian, ID 83642

Zane & Connie Robertson
3922 E Summit Lane
Nampa, ID 83687

Adam & Risa Roe
7085 S Eagle Road
Meridian, ID 83642

John Roeder
6854 W Wright Street
Boise, ID 83709

Loren & Gayla Ross
1383 W Linderwood Drive
Meridian, ID 83642

Mark & Wanda Schewe
6181 S Frank and Wilma Lane
Meridian, ID 83642

Christopher Sears
3980 W Amity Road
Meridian, ID 83642

John Shipley
5137 S Bittercreek Avenue
Meridian, ID 83642

**James & Patricia Shuster Revocable
Living Trust**
4720 S Ridgeview Drive
Meridian, ID 83642

James & Cynthia Sparling
7206 S Angel Way
Meridian, ID 83642

Janalee Spring
2305 E Goodman St
Boise, ID 83712

David Stark
5111 S Black Cat Road
Meridian, ID 83642

Cory & Jennie Tanner
2619 W Lake Hazel Road
Meridian, ID 83642

James Taylor
1867 W Dainty Lane
Meridian, ID 83642

Mary Taysom
175 W Paint Horse Lane
Meridian, ID 83642

**Two Valley Investment Properties
LLC**
5311 N Ridgewood Drive
Nampa, ID 83687

Joel & Michelle Vanlith
18641 Chicken Dinner Road
Caldwell, ID 83607

Joseph Waite
4750 S Ten Mile Road
Meridian, ID 83642

John & Karin Wakefield
7837 S Tranquility Lane
Meridian, ID 83642

Alexander & Brett Webb
5181 S Bittercreek Avenue
Meridian, ID 83642

Christopher & Katie Wells
5199 S Bittercreek Avenue
Meridian, ID 83642

West Ada School District
1303 E Central Drive
Meridian, ID 83642

James Wilson
6220 S Linder Road
Meridian, ID 83642

Don Woodbury
4635 W Lake Hazel Road
Meridian, ID 83642

Marty & Jeannette Zantman
2770 W Amity Road
Meridian, ID 83642

IDAHO PRESS-TRIBUNE
EMMETT MERIDIAN KUNA BOISE WKLY
C/O ISJ PAYMENT PROCESSING CENTER
PO BOX 1570
POCATELLO ID 83204
(208)467-9251
Fax (208)475-2321

ORDER CONFIRMATION

Salesperson: LEGALS

Printed at 06/25/20 08:33 by sje14

Acct #: 345222

Ad #: 2022799

Status: New

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

Start: 07/01/2020 Stop: 07/01/2020
Times Ord: 1 Times Run: ***
LEG 2.00 X 69.00 Words: 295
Total LEG 138.00
Class: 0006 GOVERNMENT NOTICES
Rate: L2 Cost: 126.59
Affidavits: 1

Contact: CHRIS ENGLES
Phone: (208)387-7727

Ad Descrpt: PH 7/21/2020 - BOUNDARY
Given by: JACE HELLMAN

Fax#:

P.O. #: 10219

Email: awelker@kunaaid.gov; gsmith@k

Created: sje14 06/24/20 15:39

Agency:

Last Changed: sje14 06/25/20 08:33

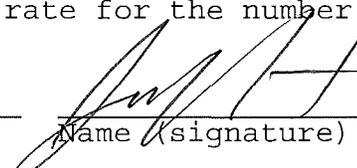
PUB ZONE EDT TP RUN DATES
KMN A 96 S 07/01

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Jace Hellman

Name (print or type)



Name (signature)

(CONTINUED ON NEXT PAGE)

Jace Hellman

From: Jace Hellman
Sent: Wednesday, June 24, 2020 11:17 AM
To: 'IDAHO PRESS-TRIBUNE'
Subject: City of Kuna, Request for Legal Publication - Northern Area of City Impact Boundary Expansion
Attachments: KMN Legal, ACI Expansion CC.docx

Greetings:

We would like to request that you publish the attached legal notification in the July 1, 2020 cycle of the Kuna Melba News on behalf of the City of Kuna, Planning and Zoning Department. This notification needs to be published in one cycle.

The Kuna P.O. for this request is #10219 (if you need it).
Thank you!

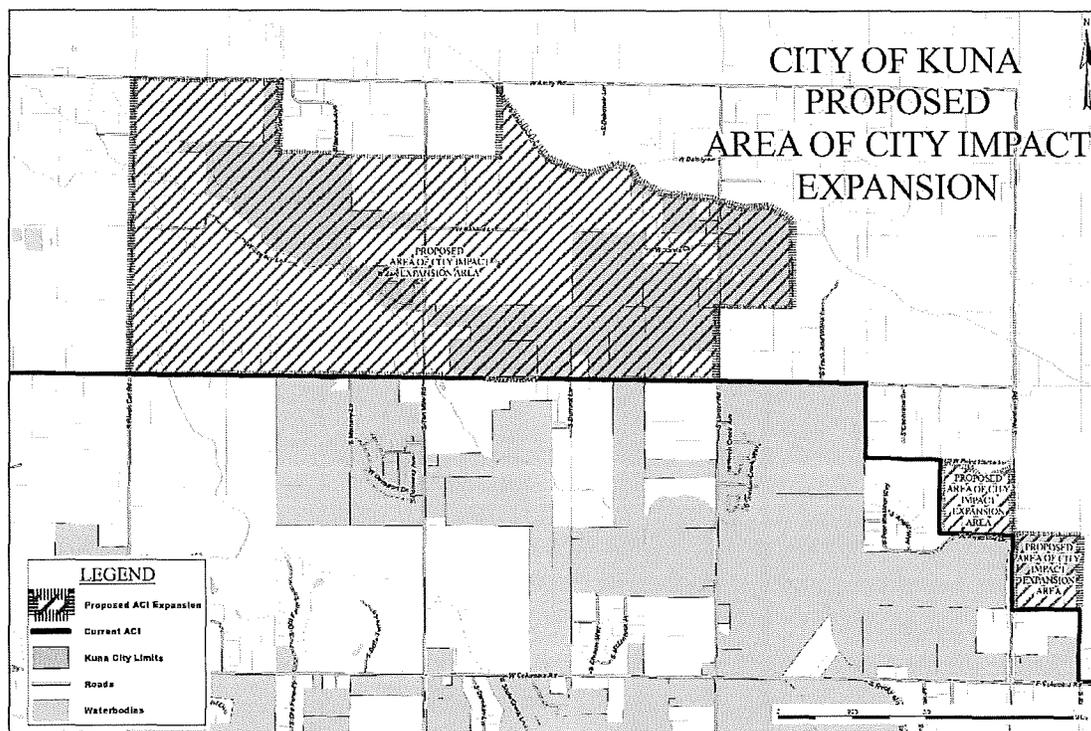
Jace Hellman
Planner II
751 W 4th St
Kuna, ID 83634
jhellman@kunaid.gov

KUNA
Planning & Zoning

CITY OF KUNA
PO Box 13 - Kuna, ID 83634
Phone: (208) 922-5274

City of Kuna – Northern Area of City Impact Boundary Expansion

NOTICE IS HEREBY GIVEN, that the **Kuna City Council** will hold a public hearing on **Tuesday, July 21, 2020 at 6:00 pm**, at Kuna city hall, 751 W 4th Street, Kuna, ID, to review the expansion of Kuna's most northern boundary of its Area of City Impact (ACI) Boundary. This expansion, if approved, will align Kuna's ACI with the City of Meridian's ACI by extending the boundary from its current location at West Lake Hazel road to encompass previous annexed parcels south of Amity Road and West of Meridian Road.



Under the authority of the Governor's partial Open Meeting Law Suspension Proclamation dated March 13, 2020, and due to required social distancing protocol, **the Council Chambers Audience Occupancy Capacity is 15**. The first 15 persons who appear, in addition to the City Council and staff, will be allowed in Council Chambers. Virtual participation/testimony via Zoom and the submittal of written testimony are available as alternative forms of public testimony. Written testimony received by the close of business on **July 14, 2020** will be included in the packet that is distributed to the governing body prior to the hearing. Please submit written testimony via mail, email or the City's website (<http://kunacity.id.gov/FormCenter/City-Clerk-13/Public-Testimony-Form-121>). Late submissions will be presented to the governing body at time of the hearing. Mail written comments to PO Box 13, Kuna, ID 83634 or hand deliver them to City Hall. All other persons may access the meeting via live streaming on the City of Kuna's Facebook page.

If you have any questions or require special accommodations, please contact the Kuna Planning & Zoning Department prior to the meeting at (208) 922-5274.

Kuna Planning & Zoning Department

(No need to print anything below this line)

Please publish on July 1, 2020
(Sent 06/24/2020)

Kuna P.O.: #10219

RECEIVED

JUL 06 2020

CITY OF KUNA

345222 2022799

1 KUNA, CITY OF

P.O. BOX 13
KUNA ID 83634

AFFIDAVIT OF PUBLICATION
STATE OF IDAHO

County of Ada

)
)SS.
)

Sharon Jessen
of Nampa, Canyon County, Idaho, being
first duly sworn, deposes and says:

1. That I am a citizen of the United States, and at all times hereinafter mentioned was over the age of eighteen years, and not a party to the above entitled action.
2. That I am the Principle Clerk of the Kuna Melba News, a weekly newspaper published in the City of Kuna, in the County of Ada, State of Idaho; that the said newspaper is in general circulation in the said County of Ada, and in the vicinity of Kuna and Melba, and has been uninterruptedly published in said County during a period of seventy-eight consecutive weeks prior to the first publication of this notice, a copy of which is hereto attached.
3. That the notice, of which the annexed is a printed copy, was published in said newspaper 1 time(s) in the regular and entire issue of said paper, and was printed in the newspaper proper, and not in a supplement.

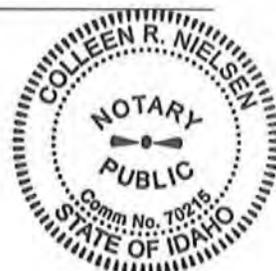
That said notice was published the following:
07/01/2020

Sharon Jessen
STATE OF IDAHO

County of Canyon)

On this 1st day of July in the year of 2020 before me a Notary Public, personally appeared. Sharon Jessen, known or identified to me to be the person whose name is subscribed to the within instrument, and being by me first duly sworn, declared that the statements therein are true, and acknowledge to me that he/she executed the same.

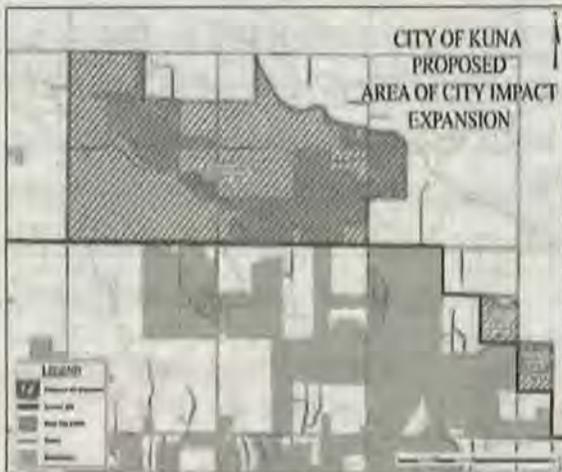
Colleen Nielsen
Notary Public for Idaho
Residing at Canyon County
My Commission expires 06/28/2023



LEGAL NOTICE

City of Kuna - Northern Area of
City Impact Boundary Expansion

NOTICE IS HEREBY GIVEN, that the Kuna City Council will hold a public hearing on Tuesday, July 21, 2020 at 6:00 pm, at Kuna City Hall, 751 W 4th Street, Kuna, ID, to review the expansion of Kuna's most northern boundary of its Area of City Impact (ACI) Boundary. This expansion, if approved, will align Kuna's ACI with the City of Meridian's ACI by extending the boundary from its current location at West Lake Hazel road to encompass previous annexed parcels south of Amy Road and West of Meridian Road.



Under the authority of the Governor's partial Open Meeting Law Suspension Proclamation dated March 13, 2020, and due to required social distancing protocol, the Council Chambers Audience Occupancy Capacity is 15. The first 15 persons who appear, in addition to the City Council and staff, will be allowed in Council Chambers. Virtual participation/testimony via Zoom and the submittal of written testimony are available as alternative forms of public testimony. Written testimony received by the close of business on July 14, 2020 will be included in the packet that is distributed to the governing body prior to the hearing. Please submit written testimony via mail, email or the City's website (<http://kunacity.id.gov/FormCenter/City-Clerk-13/Public-Testimony-Form-121>). Late submissions will be presented to the governing body at time of the hearing. Mail written comments to PO Box 13, Kuna, ID 83634 or hand deliver them to City Hall. All other persons may access the meeting via live streaming on the City of Kuna's Facebook page.

If you have any questions or require special accommodations, please contact the Kuna Planning & Zoning Department prior to the meeting at (208) 922-5274.

Kuna Planning & Zoning Department

July 1, 2020

2022799

Wendy Howell

From: noreply@civicplus.com
Sent: Saturday, July 11, 2020 7:24 AM
To: Wendy Howell; City Clerk
Subject: Online Form Submittal: Public Testimony Form

Public Testimony Form

Please complete the form with your testimony for the below referenced case for the Public Hearing record.

Case Number/Description	Expansion of Kuna's northern boundary
Public Hearing Date	7/21/2020
Will you also be providing in person testimony at the Public Hearing	No
In Favor, Neutral or In Opposition	Opposition
Email	bbreng@msn.com
Phone Number	208.888.1206
First Name	BARRY
Last Name	RODIECK
Address1	6953 S. MERIDIAN RD
City	MERIDIAN
State	IDAHO
Zip	83642
Written Testimony	I am in opposition of the request to annex my property to the city of Kuna. I recently purchased this property and now reside here. The reason I purchased this property was solely due to the fact that it was in the County of Ada and that no City had jurisdiction to my property.

By checking the "I agree" box below, you agree and acknowledge that submitting, that this testimony will be a public record and a part of the case file for the

governing body. Any testimony submitted after the public hearing Will Not be considered by the governing body.

Electronic Signature I Agree
Agreement

Email not displaying correctly? [View it in your browser.](#)

7/6/2020

CITY OF KUNA

PO BOX13, KUNA ID 83634

I Joseph Kiester along with Carolyn Titus. We are not interested in being incorporated into the city of Kuna. We are currently in Ada county and wish to stay in Ada county. We have livestock. We think the City of Kuna has taken enough farm land. Lake Hazel road from the sewer project left travel down the road is terrible. Traffic is terrible. Many people disregard the speed limit of 50 mph. With the increase in traffic the speed limit should be lowered to 35.

THANK YOU

JOSEPH KIESTER *Joseph Kiester*

received
7-7-20

6-16-20

received
6.19.20

Attention City of Kuna:

We at 1990 Jarvis Ct do not agree to be annexed into the city of Kuna.

Jeremy and Alyson Woodland

WOODLAND
1990 JARVIS CT
KUNA ID 83842

BOISE ID 837

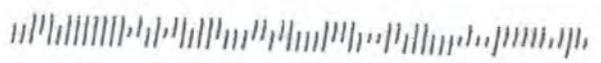
17 JUN 2020 PM 2 L



City of Kuna
Planning + zoning
Po Box 13
Kuna ID 83634

RECEIVED
JUN 19 2020
CITY OF KUNA

83634\$0013



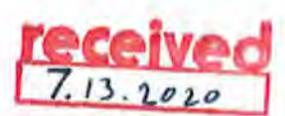
Wendy Howell

From: noreply@civicplus.com
Sent: Sunday, July 12, 2020 3:36 PM
To: Wendy Howell; City Clerk
Subject: Online Form Submittal: Public Testimony Form

Public Testimony Form

Please complete the form with your testimony for the below referenced case for the Public Hearing record.

Case Number/Description	Expansion of Kuna's northern boundary of it's Area of City Impact (ACI)
Public Hearing Date	7/21/2020
Will you also be providing in person testimony at the Public Hearing	No
In Favor, Neutral or In Opposition	Opposition
Email	csheffi@boisestate.edu
Phone Number	208-888-2294
First Name	Claude and Gayle
Last Name	Sheffield
Address1	7015 S Meridian Rd
City	Meridian
State	Idaho
Zip	83642
Written Testimony	We have been a part of Ada County for 48 years and see no need to be annexed into Kuna. We are in the Meridian School District and want to stay in it. We do not need Kuna city sewer or water since we have our own well and septic tank system. Therefore, we have no need for Kuna services except for Fire, and being retired we don't want to pay the extra taxes for services we don't use or pay for Kuna's development projects.



By checking the "I agree" box below, you agree and acknowledge that submitting, that this testimony will be a public record and a part of the case file for the governing body. Any testimony submitted after the public hearing Will Not be considered by the governing body.

Electronic Signature Agreement I Agree

Email not displaying correctly? [View it in your browser.](#)



PLANNING & ZONING COMMISSION MINUTES

Tuesday, June 23, 2020
6:00 PM

*Under authority of the Governor’s partial Open Meeting Law Suspension Proclamation dated March 13, 2020, and due to social distancing protocol, the **Council Chambers Audience Occupancy Capacity was 15. Social Distancing was required.***

Public testimony was received on the cases listed under Public Hearings within this Agenda via email, letter or virtual attendance.

1. CALL TO ORDER AND ROLL CALL: 6:13 PM

- | | |
|--------------------------------------|--|
| COMMISSIONERS: | CITY STAFF PRESENT: |
| Chairman Lee Young | Wendy Howell, Planning and Zoning Director |
| Vice Chairman Dana Hennis | Troy Behunin, Senior Planner |
| Commissioner Cathy Gealy | Doug Hanson, Planner I |
| Commissioner Stephen Damron – Absent | Jace Hellman, Planner II |
| Commissioner John Laraway | Jessica Reid, Planning & Zoning Staff |

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

- A. Planning and Zoning Commission Meeting Minutes**
 - 1. June 9, 2020
- B. Findings of Fact and Conclusions of Law**
 - 1. Case No 19-09-S (Preliminary Plat) & 19-33-DR (Design Review) Corbin’s Cove Subdivision
 - 2. Case No. 20-02-SUP (Special Use Permit) Brauneisen In Home Daycare
 - 3. Case No. 20-06-DR (Design Review) & 20-04-SN (Sign) Malaspina Ranch Monument Sign
 - 4. Case No. 20-01-OA (Ordinance Amendment) Sign Ordinance

**Commissioner Cathy Gealy moved to approve the Consent Agenda. Seconded by Commissioner Dana Hennis. Approved by the following roll call vote:
Voting Aye: Chairman Lee Young, Commissioner Dana Hennis, Commissioner Cathy Gealy and Commissioner John Laraway.
Voting No: None
Absent: 1
Motion carried: 4-0-1**

3. BUSINESS ITEMS:

A. Case No. 20-09-DR (Design Review) Francis Dental Office – **ACTION ITEM**

Doug Hanson: Good evening Mr. Chairman, members of the Commission. For the record, Doug Hanson, Kuna Planning and zoning staff, 751 W. 4th Street, Kuna, Idaho, 83634. The applicant Jessica Petty requests Design Review approval for an approximately 2, 940 square-foot dental office located within Redhawk Square on the southwest corner of Deer Flat Road and School

Avenue, Kuna, Idaho, 83634. Staff has determined that this application complies with Title 5 of Kuna City Code and Idaho Code. With that, I will stand for any questions you may have; thank you. **C/Gealy:** I have no questions. **C/Young:** Any questions for staff? **C/Hennis:** No. **C/Young:** Ok, we will have the applicant please come forward; is the applicant here? **DH:** She is attending on Zoom. **C/Young:** Ok, please state your name and address for the record. **Jessica Petty:** Hi, my name is Jessica Petty, my address is 2882 S. Honeycomb Way. I was the architect on this project; it's a 3,000 square-foot dental office for Dr. Francis and his existing practice. It's a single level building made of stone and stucco; we sloped the roofs at two different angles to give it a more modern feel and around the entryway, we wrapped it in stone and we have a flat metal awning above the door for protection as well as bring down the scale and identify the entrance. It's on the corner of the development and will be surrounded by landscaping and parking that the developer has already laid out for us, we just fit the building to the pad. There is a trash enclosure that is provided by the developer, it will be screened in across the way. We have tried to make all four sides of the building aesthetically pleasing since you will see it from all points of view being on a corner lot. **C/Young:** Are there any questions for the applicant at this time? **C/Hennis:** No, I don't. **C/Young:** Ok, that brings up our discussion then. I will start with the landscape; it seems appropriate for the pad and site. There is not much space on the pad but the landscape buffers are there. For me, as far as the building itself, I think it works well with adjacent neighborhoods. The different angles on the roof offer the variations that we like. **D/Hennis:** Yes, I think it's laid out well and everything has come together; I think the architecture is nice. I don't have any qualms with it at all. **C/Gealy:** I have nothing further. **C/Young:** I will stand for a motion if there are no other comments or questions.

Commissioner Cathy Gealy moved to approve Case No. 20-09-DR (Design Review) for Francis Dental Office. Seconded by Commissioner Dana Hennis. Motion carried 4-0-1.

4. **PUBLIC HEARING:**

A. **Case No. 19-13-AN (Annexation) Black Rock Marketplace – ACTION ITEM**

C/Young: (Question directed towards staff as they were resolving some technical difficulties) Are we good to go on the second case? **Jessica Reid:** As staff has requested for it to be tabled, we can move on. **C/Young:** Ok, I just wanted to be sure that everyone had their packets. Staff has requested that this item be tabled to a date certain due to posting error; is there a date that staff has in mind for this? **Troy Behunin:** For the record, Troy Behunin, Senior Planner, 751 W 4th Street, Kuna, Idaho. Staff will follow the lead the Commission decides to go in and would remind the Commission that in July we have three public hearings for subdivisions on the first meeting of July, then we have three public hearings and other items for the second meeting in July. Those are just the public hearings; we have other design reviews and other items that will need to be discussed; the size of the public hearings in July are substantial. With that being said, staff will entertain July 14, 2020 or July 28, 2020 for a date for this case, however, staff recommends that you look at August. **C/Young:** August 11th? **TB:** August 11th is more open.

Commissioner Dana Hennis moved to table 19-13-AN (Annexation) for Black Rock Marketplace to August 11, 2020. Seconded by Commissioner John Laraway. Motion carried 4-0-1.

B. Case No. 19-08-ZC (Rezone), 19-10-S (Preliminary Plat), 19-06-SUP (Special Use Permit) & 20-03-DR (Design Review) – Monarch Landing Sub - ACTION ITEM

Troy Behunin: Good evening Commissioners, for the record, Troy Behunin, Senior Planner, 751 W 4th Street, Kuna, Idaho. The case numbers as you have read, 19-08-ZC for Rezone, 19-10-S for Preliminary Plat, 19-06-SUP for Special Use Permit and 20-03-DR for Design Review for the subdivision. This project is known as the Monarch Landing Subdivision and this project does involve one lot of the Tukila Meadows Subdivision; the site is known legally as Lot 1 Block 1 of the Tukila Meadows Subdivision. This application requests approval of the following applications; a Rezone, a Preliminary Plat, a Special Use Permit, and a Design Review. The applicant requests a Rezone for approximately 17.3 acres on the southwest corner of Hubbard Road and Linder Road here in Kuna, and the Rezone request involves this 17.3 acres which is currently zones Agriculture, to a C-3 Service Commercial Zone. The applicant wishes to place a number of commercial uses on these lands and a Special Use Permit is required for the placement of a self-storage unit; this leaves 12 acres and change for other commercial businesses. The applicant is also proposing a Preliminary Plat with 15 total lots; 10 lots will be buildable and the 5 lots for common spaces. The applicant is requesting a SUP so that he can put the self-storage facility and the Design Review is just for the common lots. Kuna's Comprehensive Plan, or the Comp Plan, encourages a variety of commercial uses throughout the city of Kuna; the city attempts to balance all of the commercial types within the city for the daily needs of its citizens and visitors. The applicant does propose to move the agriculture zone to the C-3 zone for the entire property and currently this site is designated as a commercial use on the Future Land Use Map, also known as the FLU Map, for the city of Kuna. This proposal is in concert with the FLU Map and all of the goals of the city in the Comprehensive Plan. The proposed Preliminary Plat appears to follow Kuna City Code, or the KCC. There are several items that staff would like to highlight about the access for the site; Ada County Highway District (ACHD) has made several recommendations for this site. ACHD does recommend to the Commission that there is a Right-In-Right-Out (RIRO) for the access on Linder Road, this means that patrons that are exiting the site from Linder Road would have to turn right and would not be allowed to turn left. They're reporting that both of the Linder Road accesses be at least temporary full accesses, the one on the east side of the site closer to the Linder Road and Hubbard Road intersection would be a temporary full access until traffic warrants or until they put in the round-about; then it would be reduced to a RIRO. Staff does support a full access for the proposed western Hubbard Road as long as that western access lines up with the access across Hubbard Road to the north, which is about 675 feet west of the intersection. With Commissions approval, staff would support a RIRO for the most eastern Hubbard Road access and also a RIRO for the Linder Road access. Staff would like to highlight that curb; gutter and an 8-foot sidewalk is required for all classified roads in the city of Kuna and that barrow ditches are not allowed; Hubbard Road and Linder Road are both mile roads and classified as major arterials. There is an ACHD policy against vertical curb on either of those roadways; as ACHD specifically does not allow for a vertical curb, staff would recommend that the applicant be conditioned to obtain the license agreement to provide sod and a watering source in the barrow ditch as allowed. The applicant should also provide for draining of water because those barrow ditches are made to collect water from the road surface. It is the goal of the city to have completed projects along the roadway, especially along arterial roads; dirt and gravel are not considered complete roadway sections. Staff has prepared the applicant that prior to submittal, to expect to be required to fully improve the frontage for the Hubbard Road section to the existing sidewalk section to the west as it is an arterial road. If this subdivision application is approved, Monarch Landing will create a small remnant property because the homestead that is on there will

create a 1.7-acre piece that will not be included inside the subdivision; that property will likely not be developed for a really long time. Due that, there would be a gap in roadway improvements and also in the sidewalk, the commercial businesses on the corner would then attract pedestrians; there would be about a 325 foot of sidewalk. Staff recommends that it be completed on the entire frontage of the property. The C-3 zone and the residential uses are competing uses so it does not matter if it is R-4, R-2, R-6, R-12 or R-20, it doesn't matter, any commercial zone that is adjacent to a residential zone is a competing zone; this requires a landscape strip between them. The Design Review application for this did not include a landscape strip between the western side of the property and where staff believes the storage units will be placed. What staff is requesting is that there be a minimum 15-foot-wide, landscaped, organic buffer between the homes on the west side of the property and where the proposed storage units are going; this does not include a roadway. The property to the south is also designated as commercial, so it would not need a landscape buffer as it is considered a complimentary zone. Staff (unintelligible) that could be handled at a future date and that staff does recommend that the buffer between the two competing uses on the west side which will be handled in the Design Review for the storage units. Other than these things, staff notes that the landscape plan seems to be within substantial conformance; there are a few things that staff did recommend in the Staff Report and those are listed in the Conditions of Approval. With that, I will stand for any questions. **C/Young:** Are there any questions for Troy at this time? **C/Laraway:** I have a question. You mentioned earlier that the adjacent property would not be developed for a long time; are you talking six months, within five years? **TB:** Are we talking about the project for tonight or the small remnant piece? **C/Laraway:** The project tonight. **Troy:** The applicant intends to develop this site as quickly as he can, at least with the storage units, which would be off of Linder Road several hundred feet; he will be moving on with that as fast as he can. **C/Laraway:** I also read in the report, the maps don't show it, but the ingress/egress of off Linder to the east will be that entrance for this south. **TB:** ACHD would require and the city would require, that it would line up with anything that is across the street. Staff would recommend that they follow ACHD's policy for lining up with adjacent driveways and things like that. **C/Laraway:** I don't think there's anything across the street besides Chapparossa Subdivision. **TB:** Chapparossa is there, I don't know if there is anything else there but I know ACHD supported a RIRO there. I don't recall from the report how far south it has to be but I do know that they do have a standard and it does have to reach that standard; again, ACHD would have that requirement for you. **C/Laraway:** Second question, you were talking about Hubbard Road to the North and that the two entrances have to line up. One of them looks like it lines up with a driveway across the street, does the other one line up with the cell tower road? **TB:** It has to line up with the access points that exist there now, I don't know what the use is but when you look at their map you can see that there are two existing access points on the north side. That is where ACHD and staff are talking about, typically development follows existing driveways; the reason why is because we don't know what is going to happen on the north side forever and we don't want the storage units and this project to be misaligned by 30 or 40 feet, that would just create traffic conflict. We don't want that conflict and ACHD doesn't want that conflict with things that are existing there now. **C/Laraway:** Ok, thank you. **C/Young:** Are there any other questions? **C/Gealy:** I do have a question; what you're talking about is having access that lines up with access across Hubbard or Across Linder. **TB:** Correct. **C/Gealy:** There are two comments in the ACHD report that I don't recall seeing before, where they say, "Special note to City of Kuna: Staff recommends the city require cross access between all lots within the development and the existing home site.", the second one is similar; "The city require cross access between this site and the property directly south of the site." **TB:** That is correct, that is actually a Kuna

City Code as well to provide stub streets. **C/Gealy:** Alright, but that's not something that we would need to include in the conditions of approval? **TB:** You certainly could mention that, staff would be happy to add that to the conditions but that is also a current city code that this project would be subject to. **C/Gealy:** Thank you. **C/Laraway:** Do we have any idea from ACHD about the roundabout? **TB:** They didn't mention it in their report and I don't recall having a date set. **C/Hennis:** If I remember right, it's on their five-year plan or something like that. **C/Laraway:** Ok, thank you. **C/Gealy:** I have a question; with respect to the existing home, which in places it says the existing home is not a part of this, but at the same time the existing home sits on there and is being rezoned. Right? It has to be commercial? **TB:** Correct. **C/Gealy:** I guess it's not clear to me that we can actually condition the curb, gutter and sidewalk, but because it is part of the rezone, that can be included in the curb, gutter, sidewalk condition. Is that correct? **TB:** That would be correct. Not only that, the impact is felt for the entire property even though it is not a part; the not a part refers to the fact it is not a part of the subdivision, the subdivision is excluding that. The subdivision for this development actually creates this small remnant piece and staff believes that we would have the ability to condition that because it is part of the overall impact, rezone and overall project. **C/Gealy:** Thank you. **C/Laraway:** On the plat, according to this, there is a bump out; is that a road widening area? Are they intending on doing a widening? **TB:** Perhaps that's a question for the applicant, I have not had any discussions with the land owner. **D/Hennis:** It looks like it's part of the existing driveway, for them to turn in. (*Commission members review map to point it out to others*). **C/Young:** We will ask the applicant; anything else for Troy? **C/Gealy:** Not at this time. **C/Young:** Ok, will the applicant please come forward, state your name and address for the record. **William Mason:** I am William Mason with Mason and Associates, our address is 924 3rd Street South, Suite B in Nampa. Staff has done a good job of explaining what we're trying to do here, this is a portion of ground that complies with your Future Land Use Map with it being designated for potential commercial project and that's what our client made the application for. The main purpose for asking for this at this point in time is to do a Special Use Permit for a self-storage unit to the west side of the property; the remainder of the lots that are in this plat are going to be commercial lots that are developable for possibly a gas station, a strip mall or a smaller office. I know there were some questions and I will try to remember what they were but if I don't answer, please ask again. In ACHD's April 2, 2020 report, I'm not sure if you have that in front of you, they do talk about the driveway accesses. Along Hubbard they asked us to match the rights-of-ways on the north side of the road; there was some discussion I had with someone the fact that one of those accesses was never actually going to develop *unintelligible*. If we could have a little leeway with ACHD to make sure that we put those where we actually benefit the public; they may not know that was actually a cell tower access. The report I was actually referencing, they asked us to move the access that's on Linder all the way to our southeast corner; that will give them the ability, at least currently, allow a temporary full access to the property and then as they develop the roundabout or as traffic increases, they will move that back to a right-in-right-out. The issue is the same with the east most access on Hubbard, they currently are ok with a temporary full access with the knowledge in the future that will become a right-in-right-out. The ACHD plan that, when I talked to them, that roundabout is not on their five-year plan, it's close; it could move up depending on traffic but it isn't currently available for any timeframe. *Unintelligible*. I'm sure I missed questions; I think you had a question that I don't remember the answer to Commissioner. **C/Gealy:** One was regarding cross access and one was regarding putting sidewalk in front of the residence. **WM:** Cross access means the access I was referring to on Linder on the very southeast corner, they would like that to be shared access with the property to the south, that would allow them to come off of Linder and then be right up

against our property so they could access with easement rights to get to their property; cross access is going to happen between our lots because we don't have any free access to the nine lots. **C/Gealy:** Is there currently a driveway for the residence? **WM:** There is currently a driveway for the residence. **C/Gealy:** And your plan is to close that one? **WM:** Our plan is to leave that one the way it is; I know that Troy wants improvements like sidewalk in front of it but our plan is not to close that access, we will take access for our subdivision off of the two Hubbard accesses permitted by ACHD. **C/Gealy:** The access for the single remaining residence will be the existing driveway. **WM:** Correct, because of the orientation of the house and how they would have to run parallel to Hubbard' I'm not exactly sure that they could meet all of their requirements to get into their garage if we start changing that access to go east-west instead of north-south. **C/Laraway:** There is a question I had about the what looks like a turnout in front of the residence; are they widening the road? **WM:** Unfortunately, I do not have the full-size drawing in front of me (*TB brings the full-size drawing to the applicant*). **WM:** If you're talking about the area that jogs out towards the house and then comes back again, that's their existing driveway; that's actually the topographic survey. **C/Laraway:** So that does not indicate road widening? **WM:** No. **C/Laraway:** Thank you. One more question, you talked about your ingress/egress on Linder and Hubbard; you talked about right-in-right-out. How long are you talking about before making a RIRO? **WM:** ACHD will determine that, if they say tomorrow that needs to be a RIRO, then we won't have full access. **C/Hennis:** That's what the traffic pattern dictates per ACHD requirements, that is when we go to RIRO? **WM:** That's correct, and because we are not actually concentrating on that side of the project first, it's possible that by the time we get to the Design Review and the road improvements in that location ACHD we will go to a RIRO instead of full access. **C/Young:** On the site plan there is nothing that indicates a fence, is it the intent that anything on the west boundary of the property and around the existing residence or residences on the south boundary, will have fencing? Will that have screen separation between commercial and residential uses? **WM:** City code mandates that, along the south side by the storage will be a CMU (concrete masonry unit/wall) and it will be offset from the west boundary so that we can have that organic landscaping; the CMU wall will be the backside of the storage and in front of the residence against Hubbard. Along the southside of the remainder of the parcel because it's commercial to commercial, I'm not sure that we would do a CMU wall there because there could be potential for cross access and future commercial development could blend in with ours. **C/Young:** On the south boundary somewhere closer to the east side of the property, are there residential parcels there? **WM:** No. **C/Young:** So, it's commercial on the entire south boundary? **WM:** Correct, as I understand. **C/Young:** Are there any other questions for the applicant at this time? No? Ok, then at this time, 6:49 PM, I will open up the public testimony; just a reminder that if you signed up to testify you get a three-minute timeframe to tell us what you want to tell us. From there we will move to the next person and after that, the applicant will have a chance to come back up and address the points made. With that being said, on the sign in sheet, I don't see anyone signed in; is there anyone here physically that has not signed in that would like to comment on this application? Seeing none, I do have two people listed that are online here on Zoom that wanted to testify. **Jessica Reid:** Michael and Doris Bailey have not attended via Zoom; Troy will read their submittal into the record but, we do have Zachery Wesley who is joining us. **C/Young:** Ok then, Mr. Wesley, please state your name and address for the record and say what you would like to say. **Zachery Wesley:** Thank you Commissioners, I hope you can hear me, it is difficult on Zoom to hear everybody and pick everybody up in the room; I know there are things that I've missed in listening today. My name is Zachery Wesley, I live at 2767 N Kelsan Avenue which is within 300-feet of the property, I am in the Arbor Ridge Subdivision so I would look

directly into this property they are asking to develop. My big concern from what I've heard today and what I have read in the materials provided, what was spoken to most and brought to my attention by what a planner said, he said it was residential and commercial uses are competing in this area and they will always be competing. I do think that there is a compatibility issue with what they are requesting and the residential use in the area. I think everyone is familiar with this area, Chapparossa, Arbor Ridge; it's surrounded by residential; I think this parcel is on the Future Land Use Map as commercial, it's appropriate to be commercial but I think the question is, is it appropriately mitigated with the residential uses? I don't think what they have prepared and presented today has taken the residential uses into consideration enough. Particularly, I would like to talk about the mini-storage which is going to basically be in residential backyards; it's going to be behind a residential home now, it's going to be behind residential backyards in the Arbor Ridge Subdivision. The package and the materials we've seen hasn't really addressed that; there's no conditions for the hours of operation which I think would be appropriate. Some of these mini-storage units are 24-hour, seven days a week; that's inappropriate to have in somebody's backyard. There is lighting issues with these mini-storage places, they have to be well lit because people are in and out a lot without a lot of supervision so, those lights are going to interfere with our residential uses. We are also concerned about what is going to be stored there, what is the traffic going to be like, what kind of noise are we going to have from this mini-storage unit that's right against these residential properties. I think in particular because this is such a large lot, it's 17 acres, there is room on this parcel to mitigate the residential uses. The mini-storage does not have to be right up adjacent to the residential uses, there could be a considerable buffer there; and I would also note that I think the neighboring property owners, which is also to the south that have a property that could be commercial, they indicated in their letter that they intended to develop as residential. I do think there needs to be a buffer, a significant one, all the way around this parcel and I do think that we need to have these things now for us to comment on before this is approved; it needs to be conditions of their approval. They mentioned getting this stuff done in Design Review, I think we would like to see it up front; those people with backyards, me, that has to look into this property, we would like to see some assurances or some planning in advance to know what this is going to look like; I think that would ease my concerns. Thank you. **C/Young:** Alright, then Troy, will you like to go ahead and read that public testimony into the record for the Bailey's? **TB:** Yes. For the record, this is Troy Behunin, I will be reading into the record a submitted email from Michael and Doris Bailey, 2766 N Kelsan Avenue, Kuna, Idaho; this is concerning the Monarch Landing Subdivision: We understand the Phase 1 proposal is to build a self-storage facility. Our home is located directly adjacent to the Phase 1 property. This property abuts our backyard which is where our living area, kitchen, dining room and master bedroom are located. We have reservations about a self-storage facility located so closely to our residence. We are concerned about the lighting that would be put in at a self-storage facility and how that might impact our ability to enjoy our own backyard and also sleep at night. Glaring lights would be very intrusive. We are concerned about the hours of operation of such a facility and the potential for noise pollution which would impact our ability to enjoy our backyard and could impact our ability to gain restful sleep. We are concerned for our safety because there is a potential for customers of the facility to access our backyard and residence since there is only a five-foot fence separating the property. We are concerned that our enjoyment of the surroundings will be greatly diminished because all we will have a view of from our backyard is a building (about which we have no information on its appearance.). Also, if the building proposed is a one-story or two-story or higher? This greatly impacts the natural light we receive in our windows and our view. If there is adequate landscaping to mitigate the loss of our "view" such as it is, that

would lessen the impact. We are also concerned about the increased traffic along Hubbard Road, which is already becoming more and more busy as more and more homes are built, and there is only one lane going in each direction. People utilizing the storage facility will block traffic while attempting to turn into and out of the facility, a turn lane would mitigate this issue. And finally, there currently are many, many storage facilities in the surrounding area and we simply don't feel it's necessary to build another one in the middle of residential homes. I hope there will be opportunity to comment before the actual facility itself is built. Thank you for allowing us to comment. **C/Young:** Thank you. Will the applicant please come up; state your name for the record please. **William Mason:** William Mason with Mason and Associates. The main thing I heard was the neighbors are concerned about the impacts to their residential housing; we will be back with Design Review for the actual self-storage building before we can get that final permit to build. Right now, we are looking at rezone and a preliminary plat for the development itself, which in the Future Land Use Map designates it a commercial area, so, we are not asking for something that is not something that the city has anticipated, actually, it's encouraged in this area. The 25-foot buffer along our west boundary that is organic landscaping would be part of that buffering from residential housing; we're also meeting aesthetics on the building; it's not just going to be a CMU wall that's flat *unintelligible*. We will also use sky lighting so the lighting will be down and not be out into people's yards, as well as the rest of the *unintelligible* as they are developed, that lighting will be placed as an *unintelligible* on the commercial buildings and stuff. **C/Young:** As far as lighting within the five acres of proposed storage facility, within the facility we don't necessarily particularly propose streetlamps; there are more wall packs within the facility itself, they're not high lamp posts. **WM:** Correct, that is typically what is done. It alleviates the extra light poles that people have to negotiate alongside the facility itself so, wall mounted inside; and the other thing that I guess there was a question about security and that someone could jump over the fence into their yard. Obviously, we have this site secured for himself so individuals cannot just jump back and forth from property to property. **C/Young:** What's the height of the proposed wall separating commercial and residential? **WM:** I can't answer that right now because I don't have a building package, I know that it's not going to be a two-story building along the boundaries. **C/Young:** Are these units similar to your other facility on Deer Flat? **WM:** Yes. **C/Young:** With that building, do you know what height of those units are along the perimeter? **WM:** Just a second, *unintelligible*. **C/Young:** So, the height of those units up there at ten feet are shallower than the typical peak of a residential roof? **WM:** Correct. I would encourage the neighbors to, I know it's further away from the road than being in their yards but, go out and look at the Kuna Kaves Storage off of Deer Flat and Ten Mile and see the textures of the building; it will give a good feel for as we move forward. **C/Young:** And what are your proposed hours of operation? **WM:** Again, that's not something that I am actually privy to, I don't think that it's.... (Owner Inaki Lete answers but is *unintelligible*). I am going to have my client Inaki Lete come and comment on the operation of the facility. **C/Young:** Ok, please state your name and address for the record, thank you. **Inaki Lete:** My name is Inaki Lete, 117 N Kings Road, Nampa, Idaho. I do own Kuna Kaves Storage, and right now we are going into our second phase there. Someone had mentioned that we have too many storage units; we have more homes that *unintelligible*. What was the other question? **C/Hennis:** Regarding hours of operation. **IL:** Right now, our office hours are 9:30 AM to 6:00 PM Tuesday through Friday, Saturday from Noon to 3:00 PM. Our gate hours are 6:00 AM till 10:00 PM; now that is limited to people *unintelligible*. Mostly, in the summertime, there are a little bit later hours but it's minor; people like to go camping and fishing and they like to bring their RV back at night. **C/Hennis:** Ok, thank you. **IL:** Anything else? **C/Young:** On your other facilities, can you put a limit on hazardous storage types that you

don't allow in your facility? **IL:** Yeah, we don't want hazardous stuff. What people put in; we can't see that but Kuna Kaves has hi-tech cameras; it's a big operation. We work with the Kuna Police Department, and they have confidence *unintelligible*. I know sometimes people don't want it in their backyard, but when you do storage you do want it in people's backyards; I think that areas growing and I think it will be useful in that area. **C/Young:** Is there anything else that the owner had? **IL:** No. **C/Young:** Is there any other questions for the applicant at this time? Ok, then with that I will close the Public Testimony at 7:07 PM; which then brings up our discussion. Does anybody want to go first? **C/Gealy:** I think it's a good location for commercial. Looking at the copies of the plan, I feel that really that this needs to have transitions between the residential and the commercial uses. On the landscape buffer, was that 20 or 25 feet? **TB:** For the record, Troy Behunin. That's a good question, staff recommends 15. **C/Gealy:** The applicant said 25, he will install a 25-foot landscape buffer along the western boundary. **TB:** (To applicant) Did you mention 25 foot? **WM:** I thought that's what you had mentioned. We'll do what staff recommends. **TB:** There you have it. **C/Gealy:** And then, in addition to the landscape buffer, is there also a concrete block wall before the building or is the wall the building? **TB:** Because it is a subdivision, there should be a wall or a fence on the property line; it would go property line, landscape buffer and then building or it this commission can decide to have the wall where the building is. **C/Gealy:** We have the landscape buffer next to the neighbors and then the wall? Or does the wall have to be on the property line? **TB:** Subdivision requirements states it needs to be on the property line but in order to mitigate things, they are going to have that particular wall on the west side, or a fence. **C/Gealy:** It might make for a nicer transition for the residents along there having 15, 20 or 25 feet of landscape buffer. **TB:** Well, the landscape will be there anyway, it will just be on the other side of the fence. **C/Gealy:** And this is a concrete block wall? **C/Hennis:** Ya, it doesn't seem to provide a transition or buffer at that point if it's within the block wall, it seems kind of self-defeating. **C/Young:** Well, keep in mind that with city code for the separation between commercial and residential, with a block wall in place on a property line, we're talking about shifting it, but the code says with the block wall that the separation from the property line to a building is 20 feet. Does that sound correct, if it's without that it's 40 feet? **TB:** That is correct, and staff would also remind the Commission and those listening that there is already a subdivision wall around Arbor Ridge. **C/Laraway:** We're talking about the building, this part we're talking about, there's not an application for that so, we don't know what the building is going to go east-west or north-south. **TB:** Correct. **C/Hennis:** No, that's the one he said they are in the midst of platting right now but they don't have anything yet. **C/Laraway:** Right. **C/Hennis:** They'll have to come back with that. **C/Young:** I think the intent of our discussion of what staff has brought was ensuring that there is that buffer beyond what will come in on that preliminary plat so that it's a part of the overall development, not just here's the preliminary plat and now we're going to look at it. **C/Laraway:** Yeah, but we're talking about lawn, we're talking about trees, we're talking about landscaping and then a building; I can't quite envision what the building is going to be. **TB:** If it wasn't clear in the staff report, the recommendation from staff was that we have that discussion tonight, that there be an organic landscape strip but, it will be determined what kind and how wide at time of design review for the building. We're not talking about the building tonight; we're only talking about placing five acres of a special use permit for self-storage in the future. **C/Laraway:** Copy. **TB:** If the commission would like to discuss the *unintelligible* that's fine; if you would like to decide that tonight, that's fine, we just want to make sure that staff went on record that there needs to be a buffer between the storage units and the existing residences. **C/Laraway:** Ok, then the only thing I guess I have a question on is the RIRO; there doesn't seem to be an endgame for that, this RIRO might not be put in place for ten years. That's up to ACHD, that's the problem I have

with the traffic and I don't see anything here that's really eliminating that; like the gentleman was talking about, the traffic on Hubbard is getting worse and there is nothing in play here other than words that say you can't do a RIRO. **C/Young:** Are you referring to all three entrances or just the one on the eastern part of Hubbard? **C/Laraway:** I really don't have a problem with the one to the east, if they are going to move it all the way to the south, that seems to be enough clearance even if they put the roundabout in down the road; that's going to give that clearance for people to maneuver in and out of that. The furthest one the north to the east, that is really close to where that roundabout is and it looks like they even come in from the west. **C/Hennis:** Also remember that what's on the current site plan right here where they are proposing that exit needs to move. **C/Laraway:** Correct, well, the one on the east. **C/Hennis:** Yes. **C/Laraway:** But then you've got the one to the south. **C/Hennis:** No, on the one leading on the Hubbard side, there are two; there's one at the existing residence and there's one over, this one has to move over to the west more to alignment. So, it will give it more space between there and the proposed traffic circle. **C/Laraway:** Ok, I see. I don't think we realize the traffic that is going to be coming in and out of this place. **C/Hennis:** No but is it going to be any worse than if this were developed as a little residential subdivision? **C/Young:** I think you look at the traffic counts for different types of commercial, I think ACHD has traffic counts at 1.5 an hour versus 25 or more for other commercial uses. On this first phase, development is the lightest traffic usage for the proposed area then as other things go in, the traffic would certainly go up; I think that is ACHD's point. **C/Laraway:** The traffic I'm talking about is also going to be pulling trailers. **C/Hennis:** Oh, you're talking for the storage units. **C/Laraway:** Yes. If we're going to have a RIRO, eventually, I think you are going to have to try to move those trucks and trailers and RV's, if they have that storage; I don't know if it's going to be compartment type storage with RV parking? We don't know yet. **C/Young:** I'd imagine that it is a combination of both based on the existing facility. **C/Gealy:** As I understand, they're talking about RIRO on Hubbard access closest to what will become a rotary, and talking about the RIRO on Linder, but they are talking about full access unless the entrance on Hubbard Road. Isn't that correct? **C/Laraway:** Full access until ACHD requires the RIRO. **TB:** ACHD recommends that the western access that's proposed, be full access period; it's more than sufficient distance away from the intersection, the only entrances that would be RIRO is the one on Linder Road and the one closest to the intersection on Hubbard. The closest of is supposed to be a temporary full until traffic warrants that it be reduced from a full to a RIRO only. Although I have not seen a site plan for the storage units, the entrance into the units would be utilizing the permanent full access on the west side; that's what the storage units propose, the five acres is not anywhere close to where the east Hubbard access is, it doesn't even come close. **C/Hennis:** I'm confused then, I thought the Hubbard western full access was where the residence is. **TB:** It's in addition. **C/Laraway:** That's the other road I was talking about. **C/Gealy:** I think we are all talking about the same thing. **TB:** The residence access will remain. **C/Hennis:** Both have these have to combine to this one then, because that is what ACHD is saying, this has to align here. The right hand one goes away and they want it moved over, that's why I'm confused. **C/Laraway:** The one in front of the residence does line up with curb across the street. **C/Young:** There are still two entrances off of Hubbard into the overall development. **C/Hennis:** Ok, that's where I'm confused. That makes more sense. I think for the most part what they are proposing here is pretty decent, that's not a huge storage unit on only five acres and if they are going to put some outdoor storage, that is going to limit the amount of buildings, the amount of people that are in there; that's relatively quiet usage, it could be a lot worse having noise, noise of operation and such. With the landscape strip, the dark-sky's; I think that mitigates a lot of the concerns we've heard from the letter as well as Zach on the public testimony. And we'll know more on the

design review once it comes about, we'll have input there prior, if they are intending only one story much like Kuna Kaves, it's a nice looking and nicely kept area. **C/Laraway:** For a development like this to have three entrances, I'm ok with; I was just worried about the RIRO and how long that is going to play in without being labeled. **C/Young:** Are you wanting to have a RIRO on that easterly most on Hubbard? **C/Laraway:** As long as that other entrance is going to be moved to the south on Linder, I think that gives it enough room to get to that intersection; usually it backs up four or five cars. **C/Young:** As far as the other pieces of the development go, I feel like, as Commissioner Gealy Said, the developments location is consistent with the Comprehensive Plan. The landscaping is appropriate for the overall commercial subdivision, it will appropriate along Hubbard and Linder and as far as landscaping on the first phase, I feel comfortable mandating a buffer on that western side tonight then seeing once the additional landscaping is done. It still has to meet city code with densities, and coverages. **C/Laraway:** The landscaping from the commercial storage units will come in later under a design review? Ok. **C/Hennis:** One thing that I'm still confused with, was it our understanding that the applicant was willing to take the curb and gutter all the way across as staff recommends? Or, were they not wanting to do that? **C/Laraway:** Are you talking about in front of the house? On Kelsan? **C/Hennis:** Yes, in front of the residence. **C/Young:** That may be a question to directly ask staff about but I agree with staff that we need to extend that across there and when we do, we're not going to run a sidewalk with straight curb across; they would still have access. **C/Hennis:** They still have to provide for the current access; ok. In the one letter that we had in the packet from the owners of the parcel to the south, were desiring a block wall between the commercial use on the south but I had heard a couple of things talking about that being commercial to the south and that they didn't need the transition with that particular block yet it's zoned Agriculture; we don't have a rezone on that right now. I'm a little confused why they were requesting the block if they were going to rezone it to commercial. **TB:** For the record, Troy Behunin. There is a difference between the zoning in place and a Comp Plan Map designation; both of these parcels, the one you are mentioning to the south and the subject parcel, both of them are zoned Agriculture. Agriculture is the current zoning but, the FLU map designates that in the event it is developed in the future, the city would like to see and what city council approved, we would like to see commercial on those two properties. We have not received any kind of request or anything from the property owner to the south of that, for any type of development; the only thing we received was the letter that was in your packet. **C/Hennis:** And so, the city code currently right now, being commercial going in and agriculture to the south, that needs to be a CMU block wall. **TB:** Potentially, there could be commercial there if it redevelops. If they never redevelop and they want to live there for the rest of their life, and their grandkids or anyone else they sell it to; if it never develops then it never becomes a commercial use. However, the subdivision regulations, that's the preliminary plat, it requires at a minimum a vinyl fence; code does not necessarily require a CMU wall. **C/Hennis:** Ok. **C/Young:** It would just be on that south boundary. **TB:** The other item you were mentioning was the transition; no transition is needed because it's a complimentary use. **C/Hennis:** Right, but I remembered hearing the applicant talking about not putting a block wall down there, just on the other side. **TB:** Just on the other side, yes, on the western side. **C/Hennis:** Ok, where it abuts the residential. **TB:** Correct. **C/Hennis:** Ok. Now, if they went and rezoned agriculture to residential though, that would have to become a block wall; it's just not in the Comp Plan. **TB:** You can condition it to be a block wall but it does not have to be; the subdivision regulation does not require a concrete masonry wall. **C/Hennis:** Ok, I'm just trying to gather all of the implications. **TB:** I believe that the CMU wall that Mr. Mason mentioned earlier; I believe that is what they would like to do and that would be an acceptable boundary fence. **C/Hennis:** Ok, maybe Applicant, if I can ask you that; what is

your south boundary intention for a fence? Maybe this will just solve it. **WM:** For the record, William Mason, Mason and Associates. What our intention was in the self-storage area, there would be a CMU wall and then the remainder, we would probably do a vinyl fence to separate between the two. The CMU wall is not something, necessarily, that is planned for that along that south boundary. **C/Hennis:** Ok. **C/Young:** So, your intent is to encapsulate phase one with the CMU for security for the storage facility and then, the south boundary of the remaining commercial parcels, a vinyl fence from the edge of phase one out to Linder? **WM:** That is correct. **C/Hennis:** Perfect, thank you. **C/Young:** Any other unanswered questions? **C/Hennis:** Our only additional conditions would be the landscape buffer to the west; to work with ACHD to align the roads? **C/Gealy:** There isn't need for an additional landscape because it's included in condition sixteen. **C/Hennis:** Ok. **C/Gealy:** It conditions fifteen feet of landscape buffer on the western boundary during the design review. **C/Hennis:** Is the curb and gutter all the way across there as well? I thought it was. **C/Gealy:** Yes, curb, gutter and sidewalk are specified as eight-foot sidewalks; that's condition six, as detailed in Kuna City Code. I saw a sketch or schematic of the property showing the property to the south and it looks like there's an existing residence there; I'm assuming they are the people who wrote the letter, and it appears to be pretty close to Linder Road. I'm wondering if there is some kind of a mitigation were there was a CMU wall and weed control. I think we could do something closer to their house but maybe not across the whole southern boundary. **C/Young:** When I was looking briefly it seemed like CMU was a requirement between the residential and the commercial but, now I am second guessing myself. **C/Gealy:** On the southern boundary there are still six or seven parcels that are not in the zone and adding commercial isn't compatible uses, except that someone is living there. **C/Young:** Do we know if that's the residence your referring.... **C/Gealy:** No, I don't know that. **C/Laraway:** Would you rather it *unintelligible* on Linder? **C/Young:** The letter that is being referred to, the address on that was 2965 N Linder Road. **TB:** For the record, Troy Behunin. If you read in the middle of the Clark letter from Vicki and James Clark, their second paragraph states, "My wife and I own Lot 2 Block 1 in the Tukila Meadows Sub. Our north boundary is the south boundary of the proposed rezone". **C/Gealy:** That's what I was talking about. **C/Young:** Ok, there is a residential property on the south boundary. **C/Gealy:** Can staff help me locate the vicinity map that shows the property itself? **C/Hennis:** Page 146 is the one I found. **C/Gealy:** Thank you. The one in the ACHD report? **C/Hennis:** Yes, that's the one that I found that shows that. **C/Gealy:** So, again, I'm wondering if we might think about a CMU wall there by the residences *unintelligible*. **C/Young:** Or may we, in your condition, we could indicate that any residential parcel abutting any of the new proposed commercial have that CMU wall then it would incorporate anything to the west or to the east. **TB:** Mr. Young, Commissioners, if you recall during the applicant's presentation, Mr. Mason indicated that the first phase will be the storage units; they have no one signed on for any of the other parcels that would be involved in a preliminary plat for the rest of the subdivision. Therefore, there is an unknown timeline of when those parcels will be developed. However, tonight you do not have the building design review for the storage units, that still has to come to you because, in the City of Kuna, all commercial development has to go through design review; so, that will come to you when it's ready. Additionally, any commercial business that is north of this house you are discussing, will also have to come through for design review at a future date, which is unknown. Right now, the rezone and this preliminary plat, are going to have just as much impact tomorrow and the next day as it does today; it's going to be completely unnoticed, but any building that does get built near that home will have a design review. Perhaps that is the only way to address any other mitigation matter. **C/Gealy:** Thank you, I agree. **C/Young:** Thank you. **C/Gealy:** I think the only additional condition is if we wanted to add

conditions for cross access but, *unintelligible*. **TB:** That is true but, if you feel that it needs an *unintelligible*. Staff makes many recommendations based on City Code throughout the staff report, some are actually included in ones that staff does find more important.

C/Hennis: So, it sounds like we don't necessarily need to condition that if it's already....

C/Young: It's already mandated.

Commissioner Dana Hennis moved to approve 19-08-ZC (Rezone) and 19-10-S (Preliminary Plat) for Monarch Landing Subdivision with conditions as outlined in the staff report. Seconded by Commissioner Cathy Gealy. Motion carried 4-0-1.

Commissioner Dana Hennis moved to approve 19-06-SUP (Special Use Permit) and 20-03-DR (Design Review) for Monarch Landing Subdivision with conditions as outlined in the staff report. Seconded by Commissioner John Laraway. Motion carried 4-0-1.

C. No. 20-01-SUP (Special Use Permit) 3040 W. Pear Apple In-Home Daycare – ACTION ITEM

Doug Hanson: Good evening Mr. Chairman, members of the Commission. For the record, Doug Hanson, Kuna Planning and Zoning staff, 751 W 4th Street, Kuna, Idaho, 83634. The applicant, Aimerine Uwineza, seeks Special Use Permit approval to operate an in-home daycare located at 3040 W Pear Apple Street, Kuna, Idaho, 83634. There will be two employees, Mrs. Uwineza and her husband; hours of operation will be from 8 AM to 5 PM, Monday through Friday. Staff finds the square footage of the proposed site meets the requirements for an in-home daycare of 6 or fewer children. Staff has determined that this application complies with Title 5 of Kuna City Code and Idaho Code. With that, I will stand for any questions you may have, thank you. **C/Gealy:** I have no questions. **C/Hennis:** No. **C/Young:** Ok, I will ask the applicant to please come forward if there is anything that you would like to add to what staff said. **Aimerine Uwineza:** Hello, my name is Aimerine Uwineza, thank you for reviewing my application for an in-home daycare. I am excited to own my own business and to bring income to my family and to provide a very important service to families in Kuna who are looking for childcare. I appreciate your time and consideration. **C/Young:** Thank you. Are there any questions for the applicant? **C/Hennis:** Thank you. **C/Gealy:** Thank you. **C/Young:** With that we will open up the public testimony at 7:43 PM. I have signed up to testify Erin McCandless, please state your name and address for the record please. **Erin McCandless:** Hi, my name is Erin McCandless, my address is 3138 S Gekler Lane in Boise. I work for IdahoSTARS and the Idaho Association for the Education of Young Children (Idaho AEYC), we provide oversight for childcare providers in the state of Idaho; we provided professional development opportunities and we oversee childcare subsidies. I am here in support of these folks and their in-home daycare and I'm happy to answer any questions you might have. **C/Young:** Any questions? **C/Hennis:** No. **C/Gealy:** I have no questions. **C/Young:** Ok, I'm not seeing anybody else listed; is there anybody not on this list that would like to testify? **Jessica Reid:** There is not. **C/Young:** With that I will close the public testimony at 7:44 PM, that brings us to our discussion. **C/Gealy:** It was nice to get a letter from the neighbors in support, thank you for that. **C/Young:** I agree. Looking at the application, it is consistent with others of the same type we've looked at in the past. Noting all the licensing that is required and the inspections and

the standard conditions from staff that are part of the staff report, it all seems pretty straight forward to me. Any other questions? **C/Gealy:** No. **C/Hennis:** I agree with you, everything seems to line up pretty well.

Commissioner Cathy Gealy moved to approve 20-01-SUP (Special Use Permit) for an in-home daycare at 3040 W Pear Apple with conditions as outlined in the staff report. Seconded by Commissioner Dana Hennis. Motion carried 4-0-1.

D. Northern Boundary Area of City Impact Expansion – ACTION ITEM

Jace Hellman: Good evening chairman and commissioners, for the record, Jace Hellman, Kuna Planning and Zoning Staff, 751 W 4th St, Kuna, ID 83634. The application before you this evening is a request from the City of Kuna for the planning and zoning commission to review the expansion of Kuna's Area of City Impact most northern boundary along Lake Hazel Road and additional areas adjacent to Highway 69 and W Aristocrat Drive as depicted in your packet. This proposal comes after several conversations with the City of Meridian regarding a mutual impact area boundary for the northern portions of the City of Kuna and southern portions of Meridian. Additionally, several parcels within the proposed boundary expansion are already within Kuna City Limits. Meridian's Future Land Use, which was approved with their newly adopted comprehensive plan on December 17, 2019 reflects this agreed upon boundary. Staff would like to note that the City has no intention force annexing any parcels within this proposed boundary. If this proposal is approved, parcels that are currently within Ada County in the proposed boundary will remain in Ada County as long as the property owner chooses to do so. This proposal is simply to incorporate parcels already within City Limits to the North that are outside the current City's Area of City Impact, and to provide an agreed upon impact area boundary with the City of Meridian. As a reminder to the Commission, Staff is seeking a recommendation to take to City Council, and with that I will stand for any questions you may have. Thank you. **C/Young:** Do you have any questions? **D/Hennis:** No, my main question would have been if the City of Meridian agreed with it and that was answered; that area has always been contentious. **C/Young:** Yes, it's nice to know we now have an agreed upon border. **C/Laraway:** The property that is on the eastern side of Meridian Road and Columbia, is that the Lineman's College? **C/Hennis:** I believe that's a part of it; you said Meridian Road and Columbia? **C/Laraway:** Yes, the north side of Columbia; one parcel is ten acres another.... **JH:** That would be correct, that is the Lineman's College there. **C/Laraway:** Ok, thank you. **C/Young:** Are there any other questions for staff at this point? **C/Hennis:** No. **C/Young:** Ok, then I'll go ahead and open up the public testimony at 7:48 PM. I do not see anyone signed up, is there anyone on Zoom? **Jessica Reid:** No there is not. **C/Young:** Seeing none, I will close the public hearing at 7:49 PM; that brings us back to our discussion. Just to reiterate, staff has indicated it is just an Area of City Impact, not an annexation, no requirement, folks are not forced into anything, this is just a boundary line where Meridian and Kuna have decided are our impact areas. **JH:** Mr. Chairman, another question we commonly get, is my address going to change to Kuna; that is all decided by the Post Office so that will not change. **C/Laraway:** Is this growth that we have all because of the topographical of the land where Meridian doesn't want to deal with that land for sewer purposes? **JH:** I would say this location is in regards to where our utilities and services are at versus theirs at this moment. **C/Hennis:** This is where three or four of the subdivisions have gone in and were hooked up to our sewer and it has helped the situation. I know that since I have been on the Commission, we've always had

that contentious line of that is our area, no it's our area, so it's nice to have it agreed upon now. **C/Young:** Are there any other questions? **C/Hennis:** No.

Commissioner Dana Hennis moved to recommend approval to City Council for the Northern Boundary Area of City Impact Expansion. Seconded by Commissioner John Laraway. Motion carried 4-0-1.

5. ADJOURNMENT: 7:52 PM

Commissioner Dana Hennis moved to adjourn. Seconded by Commissioner John Laraway. Motion carried 4-0-1.

ATTEST:

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

Lee Young, Chairman
Kuna Planning and Zoning Commission



City of Kuna

City Council
Staff Memo

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

To: City Council

Case Numbers: 20-01-OA – Sign Ordinance Amendment

Planner: Jace Hellman, Planner II

Hearing Date: July 21, 2020

Applicant: City of Kuna, Planning and Zoning
751 W. 4th St
Kuna, ID 83634
208.922.5274
jhellman@kunaid.gov

Table of Contents:

- | | |
|--------------------------|---|
| A. Course of Proceedings | D. Staff Analysis |
| B. Project Request | E. Applicable Standards |
| C. Agency Responses | F. Council's Proposed Order of Decision |

A. Process and Noticing:

1. Kuna City Code (KCC), Title 1, Chapter 14, Section 3, states ordinance amendments are designated as a public hearing with the Planning and Zoning Commission as the recommending body and City Council as the decision-making body. This request was given proper public notice and followed the requirements set forth in Idaho Code, Chapter 65, Local Land Use Planning Act and Kuna City Code, Title 5.

a. Notifications

- | | |
|---------------------------------|-------------------|
| i. Sign Company Comment Request | December 23, 2019 |
| ii. Agency Comment Request | March 16, 2020 |
| iii. Kuna Melba Newspaper | July 1, 2020 |
| iv. Kuna Melba Newspaper | July 8, 2020 |

B. Project Request:

Consideration from the City Council of an Ordinance for the City of Kuna, Idaho, making certain findings; and amending Subsection 2 of Section 6, Chapter 1, Title 5 Adding Definitions Associated with signage; and repealing Chapter 10 of Title 5; and amending Title 5 by the addition of a new Chapter 10; and providing a severability clause; and directing the City Clerk; and providing an effective date.

C. Agency Responses:

Request for agency comments was sent on March 16, 2020. Staff received no responses.

D. Staff Analysis:

The proposed ordinance amendment repeals the existing Chapter 10 of Title 5, and provides an entirely new Chapter 10. Within this proposed new chapter, staff has eliminated contradictory sections of code such as the measurement of sign areas and sign heights. Height and area requirements of signs have been expanded in order to provide for more flexibility in design. Staff has also reduced the permitted brightness of signs with digital components from 5,200 NIT between sunrise and sunset and 300 between sunset and sunrise to 5,000 NIT between sunrise and sunset and 100 NIT between sunset and sunrise. A NIT is an illuminative brightness measurement equivalent to one (1) candela per square meter measured perpendicular to the rays of the source.

A new process for the approval of signs has been proposed as well. Under the proposed ordinance, signs are no longer subject to the approval of the design review committee. Rather, all signage requiring approval shall be subject to administrative determination prior to installation.

Additionally, the proposed ordinance amendment removes definitions from Chapter 10 of Title 5 and adds all definitions associated with signage to Kuna City Code 5-1-6-2: - Meaning of Terms or Words.

On December 23, 2019, staff sent the proposed ordinance draft to several sign companies who work in the community, Staff only received comment from one company. Those recommendations and corrections have been incorporated into the proposed ordinance amendment.

On June 9, 2020, the Planning and Zoning Commission voted 4-0 to recommend approval of case no. 20-01-OA (Ordinance Amendment).

E. Applicable Standards:

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

F. Council's Proposed Order of Decision:

Note: These motions are for the approval, conditional approval or denial of the Ordinance Amendment. However, if the City Council wishes to approve or deny specific parts of these requests as detailed in the report, those changes must be specified.

Based on the facts outlined in staff's report and public testimony as presented, the City Council of Kuna, Idaho, hereby (*approves/conditionally approves/denies*) Case No. 20-01-OA (*Ordinance Amendment*), a request to amend Subsection 2 of Section 6, Chapter 1, Title 5 by Adding Definitions Associated with signage; and repeal Chapter 10 of Title 5; and amend Title 5 by the addition of a new Chapter 10.

DATED this 21st day of July, 2020.



City of Kuna

City Council

Proposed Findings of Fact and Conclusions of Law

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

Based upon the record contained in Case No. 20-01-OA (Ordinance Amendment) including the Comprehensive Plan, Kuna City Code, Staff’s Memorandums, including the exhibits, and the testimony during the public hearing, the Kuna City Council hereby (*approves/conditionally approves/denies*) of the Findings of Fact and Conclusions of Law, and conditions of approval for Case No. 20-01-OA, a request to amend Subsection 2 of Section 6, Chapter 1, Title 5 by Adding Definitions Associated with signage; and repeal Chapter 10 of Title 5; and amend Title 5 by the addition of a new Chapter 10.

If the City Council wishes to approve, deny or modify specific parts of the Findings of Facts and Conclusions of Law as detailed below, those changes must be specified.

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

Staff Finding: *In lieu of a mailed notice, two notices of the time, place of the hearing and summary of the proposal was published in the Kuna Melba News. The legal notices were published on July 1, 2020 and July 8, 2020.*

2. *In accordance with KCC 5-1A-3 applicable agencies were notified and asked to provide comment.*

Staff Finding: *Applicable agencies were notified on and asked to provide comment on March 16, 2020. Staff has received no responses.*

DATED this 21st day of July, 2020

**ORDINANCE NO. 2020-23
CITY OF KUNA
ZONING ORDINANCE AMENDMENT**

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

- **MAKING CERTAIN FINDINGS; AND**
- **AMENDING SUBSECTION 2 OF SECTION 6, CHAPTER 1, TITLE 5
ADDING DEFINITIONS ASSOCIATED WITH SIGNAGE; AND**
- **REPEALING CHAPTER 10 OF TITLE 5; AND**
- **AMENDING TITLE 5 BY THE ADDITION OF A NEW CHAPTER 10;
AND**
- **PROVIDING A SEVERABILITY CLAUSE; AND**
- **DIRECTING THE CITY CLERK; AND**
- **PROVIDING AN EFFECTIVE DATE.**

Section 1: City Council findings: The City Council makes the following findings of its authority, purpose and the history of the enactment of this ordinance:

- 1.1 The City of Kuna, Idaho is a municipal corporation organized and operating under the laws of the state of Idaho and is authorized under the provisions of 67-6511, Idaho Code, to establish within its jurisdiction one or more zones or zoning districts where appropriate which zoning districts and zoning ordinances are established and codified in Title 5 of the Kuna City Code and are known and cited as the Kuna Zoning Regulations; and
- 1.2 The Planning and Zoning Commission of the City, pursuant to public notice as required by law, held a public hearing on June 9, 2020, as required by Sections 67-6511 and 67-6509, Idaho Code, made findings (approved by the Commission on June 9, 2020) where it was recommended to the Mayor and Council that this legislative proposal for amendments to the Kuna Zoning Regulations be approved; and
- 1.3 Kuna City Council, pursuant to public notice as required by law, held a public hearing on July 21, 2020, on the Legislative Proposal for Amendments to the Kuna Zoning Regulations, as required by Sections 67-6511 and 67-6509, Idaho Code, and in accordance with the provisions of Kuna City Code Section 5-1A-7 the City Council has made findings (approved on _____, 2020) and determined that the legislative proposal for amendments to the Kuna Zoning Regulations be approved; and
- 1.4 It is necessary that City Council adopt this Ordinance, as required by Section 67-6511(2) Idaho Code and Kuna City Code § 5-1A-7G, to complete the process of implementing the decision of the Kuna City Council to adopt and enact the legislative proposal for amendments to the Kuna Zoning Regulations.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the City of Kuna, Idaho, as follows:

Section 2: Subsection 2 of Section 6, Article 2, Chapter 1 of Title 5 Kuna City Code be and the same is hereby amended to read as follows:

5-1-6-2: MEANINGS OF TERMS OR WORDS:

For the meanings of zoning terms or words not found in Kuna City Code 5-1-6-2, the city staff shall rely upon the latest A Planners Dictionary, edited by Michael Davidson and Fay Dolnick, American Planning Association and Planning Advisory Service, for interpretation purposes.

SIGNS:

AUTOMATED SIGN: Any sign or part of a sign that changes physical position by any movements or rotation that gives the visual impression of such movement.

BANNER SIGN: A sign constructed of fabric or paper that is supported along the sides by staples, tape, wire, ropes, strings, or other similar materials. Governmental flags or emblems shall not be considered banner signs.

CABINET SIGN: A sign that contains all the text and/or logo symbols within a single enclosed cabinet and may or may not be illuminated.

CITY ENTRY SIGN: A permanent sign identifying the City of Kuna or a particular district. No business advertising is permitted on city entry signage.

COMMUNITY EVENTS: Events sponsored by the city, chamber of commerce, school district, a church/religious institution, or non-profits that has a city approved site within Kuna city limits.

CONSTRUCTION SIGN: A temporary sign providing information about future development or current construction on a site and the parties involved.

DIGITAL SIGN: A changeable copy sign that uses a matrix of illumination elements, such as light emitting diodes (LED), liquid crystal display (LCD), plasma display, individual light bulbs, or other digital or analog electronic media to display or project copy which can be modified by electronic processes.

DIRECTIONAL SIGN: A temporary sign used to provide directional information for businesses, new subdivisions or buildings under construction or property for sale which is to be, or is being, developed pursuant to any approved application before the city.

FEATHER FLAG SIGN: A lightweight fabric that flows easily in the wind, and is attached to an aluminum pole. The pole can either be inserted into the ground or can be connected to a solid base.

FREE-HANGING SIGNBOARD: A sign attached underneath a canopy, awning or colonnade.

FREESTANDING SIGN: A single- or multiple-faced sign, supported from the ground by one (1) or more columns, uprights or braces, and not affixed to a building. Freestanding signs may be a pole or monument sign.

GRADE: The finished elevation or level of the ground at the base of sign.

GRAND OPENING SIGN: A temporary sign indicating a new business or new management informing public.

HEIGHT OF SIGN: The vertical distance measured from the highest point of the sign and/or support structure to the finished grade of the ground and/or supporting structure.

ILLUMINATION: A sign lighted by or exposed to artificial lighting either by artificial lighting or in the sign or directed toward the sign.

MONUMENT SIGN: A freestanding sign with a solid base, including rock signs and which incorporate architectural features which complement the sign construction. Pole-type supports are not permitted for monument signs, unless enclosed within the monument sign structure.

MURAL: A painting, other than a business advertising sign, on the outside wall of a building approved by the City's arts commission.

NONCONFORMING SIGN: A sign and its supporting structure which does not conform to all or part of the provisions of this chapter at the time of adoption.

OFF-PREMISES SIGN: Signs located on a separate parcel or a separate site from the place where the product, service, activity or business is located.

ON-PREMISES SIGN: Signs located on the same parcel or a site as the place where the product, service, activity or business is located.

POLE SIGN: A sign mounted on a freestanding pole or supported by one (1) or more poles that are not enclosed as in a monument sign structure.

PORTABLE SIGN: Any sign not designated to be permanently attached to a building or anchored to the ground such as A-frame sign, yard signs and sandwich boards intended to allow for business identification and other advertising promoted by the business.

READER BOARD: A sign or portion of a sign designated as visual display board, in which a wide variety of subjects, including advertising for products or services, travel, news or event information is displayed. Reader boards contains simple block letters that are physically manipulated to change the message.

REAL ESTATE SIGN: A temporary sign that relates to the sale, rental or lease of property or buildings, or construction activities on a site.

ROOF SIGN: A sign erected on a roof or parapet of a building. Signs mounted on mansard facades, eaves and architectural projections such as canopies or marquees shall not be considered to be roof.

SIGN AREA: The actual area of the sign face/copy, not including supporting structures.

SIGN FACE: The area or display surface used for the message.

SHOPPING CENTER: A "shopping center" is a group of commercial establishments, planned, developed, owned and/or managed as a unit related in location, size and type of shops to the trade area the unit serves. Shopping centers shall provide services for a neighborhood or for the community.

TEMPORARY SIGN: A nonpermanent sign intended for use for a limited period of time, as regulated within this chapter.

WALL SIGN: A sign mounted flat against and projecting less than 14 inches from, or painted on the wall of a building or structure with the exposed face of the sign in a plane parallel to the face of said wall.

WINDOW SIGN: A sign affixed to the interior or exterior of a window or placed immediately behind a window pane and may be viewed from the exterior of the building. This excludes merchandise in a window display.

YARD SIGN: A temporary sign made typically of plastic, fold-over cardboard or poster type material which are attached to the ground with wire or wooden stakes.

Section 3: Chapter 10 of Title 5 Kuna City Code be and the same is hereby repealed.

Section 4: Title 5 Kuna City Code be and the same is hereby amended by the addition thereto of a new Chapter 10 to read as follows:

5-10-1: INTENT:

The purpose of this chapter is to promote and protect the public health, welfare and safety by regulating existing and proposed signage. It is intended to protect property values, create an attractive community, while encouraging creative, readable, uncluttered and well-maintained signage. It is further intended to reduce sign or advertising distraction and obstructions that may contribute to traffic accidents, reduce hazards that may be caused by signage.

5-10-2: APPLICABILITY:

A. *All signs:* Signs shall not be erected or maintained in any district as established by the zoning ordinance except those signs specifically set forth in this chapter. No sign shall be placed within a vision triangle (KCC 5-3-1:E.5), nor shall any sign be placed a minimum of five (5) feet from any public right-of-way and all site property lines, unless otherwise noted in this chapter.

- B. *Historical Signage*: Existing signs pertaining to any business within the design review overlay district which business is found by the planning and zoning director to be of local historical significance are exempt from the provisions of this chapter.
- C. *Undefined or unclassified signs*: To determine applicable regulations for any sign not specifically defined herein, the planning and zoning director shall use a definition or classification within this title which most closely defines or classifies any such sign.
- D. *Materials and appearance*: Sign materials and appearance shall be complementary to the building's architecture colors.
- E. *Change of face/copy*: A permit shall not be required for a change of face and/or copy on any sign, repainting, cleaning or other normal maintenance or repair of a sign or sign structure for which a permit has previously been issued in accordance with this code, provided that the cabinet and/or structure is not altered.
- F. When any part of this chapter conflicts with another provision of federal, state or local law, the provision that establishes the stricter standard shall control.
- G. All signs shall be subject to approval by the planning and zoning director, unless otherwise noted within this chapter.

5-10-3: PROCESS:

Application required: For projects requiring administrative approval, the applicant shall submit a sign application. It shall be unlawful for any person to erect, construct, enlarge, move or convert any sign in the city, or cause the same to be done, without the approval of a sign application.

- A. The application and fees, shall be submitted to the planning and zoning director on forms provided by the planning department.
- B. The planning and zoning director shall apply standards listed in this chapter to review the sign permit request.
- C. The City Engineer shall review the proposed location of the sign to ensure the sign does not impede any easements.

5-10-5: REQUIREMENTS FOR SPECIFIC SIGN TYPES:

The regulations contained in this section shall apply to all signs used within any district:

A. Digital Signs:

- 1. Digital signs may be permitted as part of a monument sign and shall be prohibited in all other types of signs if the city determines the sign does not comply with the following:

- a. The lighting shall be harmonious with and in accordance with the general objectives, or with any specific objective of chapter 4 of this title;
 - b. The lighting shall be installed, operated and maintained to be harmonious and appropriate in appearance with the existing and intended character of the general vicinity and shall not change the essential character of the area; and
 - c. The lighting shall not be intrusive to existing or future neighboring uses.
2. All digital signs that utilize light to create change may change frame content through dissolve, fade or scroll features only. No sign shall be operated in a manner which the sign, sign structure, design or pictorial segment of the sign shows full animation, glowing, flashing, rotating content, or otherwise create an illusion of movement, except for single color text only message displays scrolling or traveling across the sign area.
 3. The signs shall only change frame content not more than every eight (8) seconds. The change of content must change immediately within a period of less than one (1) second.
 4. Based on brightness measured in NIT (an illuminative brightness measurement equivalent to one (1) candela per square meter measured perpendicular to the rays of the source); digital signs that utilize light to change frames shall contain an auto dimmer allowing for no more than five thousand (5,000) NIT illumination between sunrise and sunset and up to one-hundred (100) NIT illumination between sunset and sunrise.
 5. The digital sign portion of any sign should be constructed in a manner in which it is subordinate to the overall design of the sign. The digital sign portion of any sign shall not exceed twenty-five (25) percent of the face of any sign.
 6. Where more than one (1) sign is allowed, only one (1) sign may contain a digital sign.
 7. The addition of a digital sign to any nonconforming sign is prohibited.

B. Free-Hanging Signs:

1. Free-hanging signs shall not exceed eight (8) square feet, nor shall any such sign extend beyond the porch or canopy to which it is attached.
2. A minimum distance of seven (7) feet six (6) inches shall be required between a walkway or required front yard and the lowest part of any free-hanging sign.

C. Monument Signs:

1. Single-tenant buildings which are not within the central business district (CBD district), the monument signs shall not exceed eight (8) feet in height and the sign area shall not exceed seventy (70) square feet per side.

2. Single-tenant buildings which are within the CBD district, the monument signs shall not exceed five (5) feet in height with a maximum sign area of forty (40) square feet.
3. Multi-tenant buildings which are not within the CBD district or within a "shopping center", the monument signs shall not exceed twenty (20) feet at the highest point and the sign area shall not exceed one hundred fifty (150) square feet per side.
4. Multi-tenant buildings which are within the CBD district, the monument signs shall not exceed seven (7) feet in height with a maximum sign area of sixty (60) square feet. There shall only be one (1) freestanding monument sign for each building regardless of the number of businesses located in that building.
5. A "Shopping Center" located on a site less than twenty (20) acres shall be allowed one monument sign per abutting street. "Shopping centers" located on a site twenty (20) acres or greater shall be allowed two (2) signs per classified roadway.
 - a. "Shopping center" signs adjacent to a roadway not designated as a state highway shall not exceed twenty (20) feet in height and one hundred fifty (150) square feet per side.
 - b. "Shopping center" signs adjacent to roadways designated as a state highway shall not exceed thirty (30) feet in height and two hundred (200) square feet per side.
 - c. If the "shopping center" has a single address, the address shall be located on the monument sign and shall be a size that is readable from the street.
 - d. Any single-tenant building within a shopping center shall be permitted one (1) monument sign. The height of any such sign shall not Exceed eight (8) feet in height. The sign area shall not exceed seventy (70) square feet per side.
6. Residential subdivisions may be permitted one (1) monument sign on each side of any entry road into a subdivision, or within the landscape median if approved by ACHD and the planning and zoning director.
 - a. Subdivision monument signs shall not exceed seven (7) feet in height and the sign area shall not exceed sixty (60) square feet per side.
 - b. Subdivision monument signs shall comply with clear vision sight triangle standards under KCC 5-3-1: E.
 - c. No residential subdivision monument sign shall contain electronic message centers (EMCs).
7. The minimum distance between monument signs on a single parcel, shall be one hundred (100) feet.
8. No monument sign shall be any closer than fifty (50) feet from a monument sign, or other freestanding sign, on an adjacent property.

9. Monument signs are permitted to be double-faced.

D. Pole Signs.

1. *Pole sign (on-premises and less than thirty (30) feet in height):* A freestanding sign (on-premises and up to thirty (30) feet in height) with a maximum sign area of one hundred (100) square feet may be installed to serve a group of business establishments, provided it is placed no closer than ten (10) feet to any street right-of-way or adjoining lot line. There shall be only one (1) freestanding sign for each site, regardless of the number of businesses located in that building or on location.
2. *Pole signs (on-premises and more than thirty (30) feet in height):* A freestanding sign (on-premises and over thirty (30) feet in height) with a maximum sign area of one hundred (100) square feet may be installed to serve a group of business establishments, provided it is placed no closer than ten (10) feet to any street right-of-way or adjoining lot line through acquisition of a special use permit. There shall be only one (1) freestanding sign for each site, regardless of the number of businesses located in that building or location, unless it is a corner lot in which case you may have one (1) freestanding sign per street

E. Billboard Signs:

Billboard signage: Billboards are limited to the A, M-1 and M-2 zoning districts and permitted there by way of a special use permit.

1. The city considers any sign with more than two hundred (200) square feet of surface area a billboard sign, no billboard sign shall exceed six-hundred (600) total square feet.
2. Billboard signs shall conform to the zoning district's yard and height regulation.
3. Billboard signs within the highway overlay district are not allowed regardless of the zoning district.
4. A nonconforming billboard sign may change the face of the signage only. Any other alterations or upgrades requires the billboard signage to be brought into compliance with current signage standards.

F. Portable Advertising Signs (on-premises):

1. Commercial portable advertising signs (on-premises):
 - a. One (1) portable advertising sign (on-premises) shall be permitted per business. Except that, if the business abuts more than one (1) street it shall be permitted one (1) portable advertising sign (on-premises) per street that it abuts as long as the signs are a minimum of seventy-five (75) feet apart.

- b. Portable advertising sign (on-premises), except for feather flag signs, shall be a maximum of sixteen (16) square feet along roadways with three (3) or less travel lanes and twenty-four (24) square feet along roadways with more than three (3) travel lanes.
 - c. Portable advertising sign (on-premises), shall only be permitted on the parcel where the business is located, or on the adjacent sidewalk (as described below in subsection d), and shall not be permitted on any other parcel except that any multi-tenant site shall have the sign on the site and not on any other site.
 - d. Portable advertising sign (on-premises), on a public sidewalk abutting the business's parcel may be permitted if a minimum of five (5) feet of unobstructed walkway, or ADA required minimum width/aisle, remains for pedestrians. The sign shall be located so as to not interfere with the flow of pedestrians.
 - e. If a feather flag sign is used as a portable advertising sign (on-premises), the maximum height shall be twelve (12) feet and maximum width shall be four (4) feet.
 - f. Vendors and temporary merchants shall comply with all portable advertising sign (on-premises) requirements. However, any such sign shall be allowed only for the length of time that the vendor or temporary merchant is in operation.
 - g. The display of all portable advertising signs (on-premises) shall be limited to the hours of operation associated with the advertising business; all signs shall be displayed and removed daily.
2. Residential subdivision portable advertising signs (*on-premises*):
- a. Signage installed along a residential subdivision's street frontage for advertising purposes shall be limited to the installation of four (4) in ground signs.
 - b. Signs shall not exceed twelve (12) square feet in area and ten (10) feet in height.
 - c. Signs shall only advertise the names of owners, trade names, products sold and/or the business or activity conducted on the premises where such sign is located.
 - d. If a feather flag sign is used as a portable advertising sign (on-premises) the maximum height shall be twelve (12) feet and maximum width shall be four (4) feet.
 - e. Signs shall be removed when ninety-five (95) percent of the subdivision's lots have been sold.
3. The sign, copy and materials shall be maintained and kept in good condition and repair to guard against decay, fading, unsafe and poorly maintained signs.

G. Directional Signs (off-premises):

1. Commercial Directional Signs (off-premises):

- a. Shall only be permitted for businesses which are not located on any street designated as an arterial street on the Street Circulation Map in the Kuna Comprehensive Plan.
- b. Portable directional signs (off-premises) are allowed only when a change in direction is required to lead customers to the business site.
- c. Portable directional signs (off-premises) shall be a maximum of two and one-half (2½) feet in height and four (4) square feet along roadways with three (3) or less travel lanes and three (3) feet in height and six (6) square feet along roadways with more than three (3) travel lanes.
- d. Portable directional signs (off-premises) on a public sidewalk may be permitted if ADA required minimum width/aisle, remains for pedestrians of unobstructed walkway. The sign shall be located to not interfere with the flow of pedestrians.

2. Residential Subdivision Directional Sign (off-premises):

- a. Shall not exceed twelve (12) square feet in area.
- b. Shall advertise only the names of the owners, trade names, products sold and/or the business or activity conducted within the subdivision.
- c. Residential Subdivision Directional signs (off-premises) shall be removed when ninety-five (95) percent of the subdivision's lots have been sold.

3. The sign, copy and materials shall be maintained and kept in good condition and repair to guard against decay, fading, unsafe and/or poorly maintained signs.

4. No portable directional sign (off-premises) shall have any exclusive right to any location within a public right-of-way, nor shall any sign be permitted to be placed within any congested area where the signage might impede or inconvenience the public, nor shall any sign be placed within a vision triangle (KCC 5-3-1:E.5). For the purpose of this paragraph, the judgment of the planning department, or ACHD official, or ITD official, exercised in good faith, shall be deemed conclusive as to whether the area is congested or the public is impeded or inconvenienced.

5. Portable directional signs (off-premises) shall not be illuminated or animated.

6. All portable directional signs (off-premises) placed on property not of applicant's ownership shall have property owner's written permission.

H. Signs on City-Owned Property:

No person shall erect a sign upon any property owned or controlled by the city without first having procured prior written permission from the planning and zoning director.

I. Sign Illumination:

1. The city must find that any illuminated sign permitted under the specific regulations within this article is designed such that brightness levels are controlled to assure a soft, subtle effective light in accordance with other city regulations intended to create and maintain the Kuna architecture theme, while encouraging energy efficient lighting.
2. Floodlighting is permitted only through the use of incandescent and high-pressure sodium light sources. Floodlights are required to face downward and be fully shielded.
3. Exposed neon is permitted when used to create the sign letter(s) or as an architectural element as part of the sign design. A clear covering may be permitted for protection of the neon element.
4. Halo illumination is permitted.
5. Metal halide is not permitted as a light source for signage.
6. Internal illumination is permitted.

J. Wall Signs:

1. For wall signs within commercial and industrial districts, the total area shall not exceed ten percent (10%) of the area of the building face to which it is attached. The total square footage of allowed wall signage may be split into multiple signs; however, no business shall have more than three signs per side of the building.
2. Projection of parallel signage shall not exceed a maximum of twelve (12) inches from the face of the building.
3. Projection of perpendicular signage shall not exceed a maximum of two (2) feet measured from the face of the main building and minimum distance of seven (7) feet six (6) inches shall be required between public rights-of-way or required front yard and the bottom of sign.
4. No wall sign shall extend above a structure's roof line.

K. Permitted Temporary Signs: Written city approval shall not be required for the temporary signs as described and regulated within this subsection unless otherwise noted. Additionally, signs listed under "prohibited signs" of this chapter are also prohibited as temporary signs.

1. *Banner signs:* Banner signs used for limited timeframe promotions of special events, grand openings, or sales of products or services. Said banner signs shall be securely attached to a building, structure or similar permanent fixture and shall not be permitted to be displayed for more than thirty (30) consecutive calendar days with a minimum of sixty (60) consecutive days between placements. Banner signs may be placed on temporary posts inserted into the ground, but posts must be placed in a fashion and location approved by city staff. No banner sign shall exceed thirty-two (32) square feet. If a banner sign is desired beyond thirty (30) days a sign application shall be submitted to the planning and zoning director for administrative determination.
2. *Construction signs:* Shall be placed on the construction site only between the time that a development application has been filed with the city and final issuance of certificate of occupancy. Contractors' signs may include banks, realtors, subcontractors, etc., and shall not exceed sixteen (16) square feet, except that thirty-two (32) square feet may be permitted along state highways, unless legally required by governmental contract to be larger, and seven (7) feet shall be the maximum height.
3. *Event signs:* Community events signs shall be permitted for a maximum of thirty (30) days in any calendar year. No requirement within this article shall apply to temporary community event signs; except however, no temporary community event sign shall block ADA accessible sidewalk requirements or violate the sight visibility triangle of any intersection as determined by ACHD or planning and zoning director. (See chapter 3 of this title, subsection 1.E (5) for clear sight triangle standards.)
4. *Government signs:* Government or other legally required posters, notices or signs.
5. *Grand Opening signs:* All signs, except for prohibited signs as regulated in this chapter, are allowed for a grand opening of a new business or enterprise or for a grand opening for a business or enterprise under new management for a maximum period of sixty (60) calendar days.
6. *Holiday signs:* Temporary signs commemorating and/or recognizing a holiday as defined herein, shall be allowed during the time the holiday is typically recognized. Holiday signs shall not advertise a business, product or service. No requirement within this article shall apply to temporary holiday signs; except however, no temporary holiday sign shall block ADA accessible sidewalk requirements or violate the sight visibility triangle of any intersection as determined by ACHD or planning and zoning director (See chapter 3 of this title, subsection 1.E.(5) for clear sight triangle standards.)
7. *Political signs:* Political signs, freestanding or wall sign providing information relating to a local, state or national election, shall not be posted in any place or in any manner that is destructive to public property upon posting or removal. No political sign shall be posted in public rights-of-way, on public property, nor shall any such sign be posted on a utility or regulatory pole. No political sign shall be posted more than sixty (60) days before an election. All candidates for public office, their campaign committees, or other persons

responsible for the posting a sign or campaign material shall remove such material within two (2) weeks following election day.

8. *Real Estate signs (on and off-premises)*: On and off-premises signs used for real estate open houses. Said signs shall not exceed six (6) square feet, shall only be used during the open house, and shall be removed immediately after the open house.
 9. *Subdivision Advertising signs*: Signage installed along a residential subdivision’s street frontage for advertising purposes shall be limited to the installation of eight (8) in ground signs that do not exceed twelve (12) square feet in area or ten (10) feet in height. The signs shall advertise only the names of the owners, trade names, products sold and/or the business or activity conducted on the premises where such sign is located. The signs shall be maintained in good condition and removed when ninety-five (95) percent of the subdivision's lots have been sold.
 10. *Temporary wall sign (in lieu of permanent wall sign)*: A business identification banner, or similar sign, is allowed on a temporary basis, not to exceed one hundred twenty (120) days, during approval and construction of any wall sign for a new business. Said sign shall not be larger than the wall sign that would be permitted per this title, shall only be located on the face of the building where the wall sign would be permitted per this title, and shall be removed when the permanent sign is installed. Subject to approval by an administrative determination by the planning and zoning director.
 11. *Temporary sign (in lieu of permanent monument sign)*: A business identification A-frame, sandwich board or similar sign, is allowed on a temporary basis, not to exceed one hundred twenty (120) days, during approval and construction of any monument sign for a new business. Said sign shall not be larger than the monument sign that would be permitted per this title and shall be removed immediately when the permanent sign is installed. Subject to approval by an administrative determination by the planning and zoning director.
- L. Exempt Signs: The provisions and requirements of this chapter shall not apply to the following signs, except that no sign shall block ADA accessible sidewalk requirements or the sight vision area of an intersection as determined in chapter 3 of this title. Signs contained in this section are not subject to approval by the planning and zoning director:
1. *Address numbers*: Numbers and letters for address identification.
 2. *City entry signs*: Signage identifying City of Kuna or a particular district. Permanent city entry sign shall require a building permit and electrical permit.
 3. *Directional signs*: Shall not exceed six (6) square feet in area.
 4. *Drive thru menu board signs*: A wall or freestanding sign that lists the foods or other products available at drive through facilities.

5. *Door signs*: Door signs identifying the business, business hours, emergency phone numbers, shall be permitted up to a maximum of two (2) square feet.
6. *Emergency service signs*: Signs for emergency services such as police services, emergency rooms, fire departments, hospitals, etc.
7. *Flag signs*: The flag of the government or noncommercial institution.
8. *Flag sign (commercial)*: The flag of a commercial institution, except that no more than one (1) flag is permitted per business, the flag shall not exceed twenty (20) square feet in surface area, shall be left loose to fly in the breeze and shall be a maximum of fifteen (15) feet in height.
9. *Fuel island canopy signs*: Signs affixed to, mounted on or painted on a fuel island canopy.
10. *Interior signs*: Signs located in the interior of any building or within an enclosed lobby or court of any building or group of buildings, which signs are designed and located to be viewed exclusively by patrons such use or uses.
11. *Memorial signs*: Memorial signs or tablets, names or buildings and dates of erection of a building or structure.
12. *Name plate signs (professional)*: Professional nameplates not to exceed four (4) square feet in area.
13. *Neon window signs*: A sign containing glass tube lighting in which a gas and phosphorus are used in combination to create a colored light. Neon Signs shall be no larger than four (4) square feet. No more than two (2) neon window signs per street frontage shall be allowed.
14. *Person signs*: Signs worn or held by a person while walking the public ways of the city.
15. *Public convenience signs*: Signs not exceeding six (6) square feet in area, erected for the convenience of the public, such as signs identifying restrooms, public telephones, pathways and similar features or facilities.
16. *Seasonal decorations*: Reasonable seasonal decorations within the appropriate holiday season. Displays shall be removed at the end of the public holiday season within 10 calendar days.
17. *Traffic or other municipal signs (signs required by law)*: Temporary or permanent traffic signals, railroad crossings signs, legal notices, and temporary emergency or non-advertising signs.
18. *Utility company signs*: Signs of public utility companies indicating danger or which show the location of utility facilities.

19. *Warning signs:* Nonilluminated or externally illuminated, "no trespassing", "no parking", "no dumping" and other warning signs located on the lot to which the sign is appurtenant and not exceeding six (6) square feet.
 20. *Window signs:* Window signs are exempt as long as the total window covered does not exceed thirty (30) percent of the total window area of all windows facing public streets.
- M. Prohibited signs: The following signs and attention attracting devices shall be prohibited within the city, except as may otherwise be specifically stated within this subsection. These signs and other attention attracting devices are subject to removal by the city at the owner's or user's sole expense:
1. Any sign which blocks the Americans with Disabilities Act (ADA) minimum width required for handicap accessibility on a public sidewalk.
 2. Bubble machines except for grand openings and community events.
 3. Chasing lights, except as may be approved by the city as an integral part of a building or structure, and except for grand openings, community events and seasonal events.
 4. Polyurethane and polyvinyl chloride (PVC) style inflatable balloons and blimps, larger than twenty-four (24) inches in diameter, except for grand openings and community events.
 5. Reader board signs in excess of twenty (20) square feet.
 6. Roof signs.
 7. Searchlights, beacons, strobe lights, scintillating lights, and similar lights except for grand openings and community events.
 8. Signs which imitate or resemble an official traffic sign or signals.
 9. Signs which by reason of their size, location, movement, content, coloring or illumination that may be confused with or construed as a traffic control sign, the light of an emergency vehicle, radio equipment vehicle, or signs which obstruct the visibility of any traffic or street sign.
 10. Signs and posters that are tacked, pasted, taped or otherwise affixed in a similar manner upon walls of buildings, trees, poles, posts, fences, hydrants, bridges or other like structures.
 11. No sign shall be installed, erected or attached to a fire escape or door or window giving access to a fire escape.
 12. Signs in violation of this title.

13. Signs in violation of local, state, or federal law over which the city exercises jurisdiction.

14. Any sign whose permit or approval has expired.

N. Art Installations: All art installations including but not limited to sculptures, fountains, mosaics and murals shall be exempt from the provisions and requirements of this chapter provided that art does not incorporate advertising or identification.

1. No art installation shall block ADA accessible sidewalk requirements or the sight vision area of an intersection as determined in chapter 3 of this title.

2. Art installations are subject to approval by the City of Kuna Art Commission.

5-10-5: MEASUREMENT OF SIGNAGE:

A. The sign area shall be measured as follows:

1. The sign area shall be computed as the actual area of a sign face/copy (calculated as height multiplied by width, or 3.14 multiplied by radius squared, etc.)

2. In the case of individually applied lettering on walls, the area shall be computed by drawing straight lines to enclose the extremities of the letters or numbers.

3. Support structures of the sign shall not be included in calculating the sign area, but shall be included in the measurement of the height of the sign.

B. The height of all signs shall be measured from the top edge of the sign and/or support structure to the finished grade of the ground below the sign and/or supporting structure.

1. Signs located on a mound, berm, or other raised area for the sole purpose of increasing the height of the sign, the height of the mound, berm or other raised area shall be included in the height of the sign.

2. Upon planning and zoning director's administrative determination approval, architectural elements used above any sign area may be excluded from the maximum height measurement if it is determined that said architectural elements add to the character of the sign and do not create an overbearing appearance in relation to the sign, building and area.

5-10-6: SIGN APPROVAL PROCEDURE:

A. *Approval:* The planning and zoning director shall make an administrative determination and provide the applicant a written letter stating the reasons for the decision reached and if any, conditions of approval.

- B. *Maintenance*: It shall be the responsibility of the property owner to continually maintain any and all signs on his/her property. The sign, copy and materials shall be maintained and kept in good condition to guard against fading, decay, unsafe and poorly maintained signs. Should any sign be or become unsafe or be in danger of falling, the owner thereof or the person maintaining the sign shall proceed at once to put such sign in a safe and secure condition or remove the sign.

Maintenance shall be such that the signage continues to conform to any conditions imposed by this section, the sign permit or any applicable special use permits. Nothing in this Code shall relieve the owner or user of any sign or owner of property on which a sign is located from maintaining the sign in a safe condition and state of good repair.

- C. *Inspections*: The planning and zoning director, or the director’s designee may inspect, at any time deemed necessary, any sign regulated by this chapter to ensure that such sign conforms to this chapter and all other ordinances of the city.
1. All signs requiring a footing shall obtain a building permit and inspection(s) prior to the pouring of any concrete or covering of any footing. All requests for building permits and inspections shall be made directly to the building department.
 2. All signs containing electrical connections shall be required to obtain an electrical permit and inspection(s). All requests for electrical permits and inspections shall be made directly to the building department.

It is the responsibility of the sign contractor and/or sign applicant to ensure that full compliance is met with all requirements. Failure to comply may result in the removal, replacement and/or alteration of the noncompliant signs at the sole expense of the contractor and/or sign permit applicant.

5-10-7: APPEAL:

Any person aggrieved by the decision of the planning and zoning director may appeal the decision of the director within twenty (20) days after the written decision has been rendered by filing with the director a notice of appeal specifying the grounds upon which the appeal is being taken. The director shall transmit to the planning and zoning commission all papers constituting a record upon which the action appealed from was taken. The planning and zoning commission, after notice to the applicant, shall consider the appeal in a regularly scheduled public meeting. An appeal fee shall be required for an appeal. The planning and zoning commission’s decision is final.

5-10-8: NONCONFORMING SIGNS:

- A. A “Nonconforming Sign” is a sign and its supporting structure which does not conform to all or part of the provisions of the chapter, and;
1. Was in existence and lawfully erected prior to the effective date of this chapter; and

2. Was in existence and lawfully located and used in accordance with the provisions of the prior ordinance applicable thereto, or which was considered legally nonconforming thereunder, and has since been in continuous or regular use; or
 3. Was in existence, located, and used on the premises at the time it was annexed into the city limits or included in the City’s area of impact and has been in regular and continuous use.
- B. Any nonconforming sign and its supporting structure, which is destroyed, damaged, dilapidated or deteriorated, may be replaced or repaired providing:
1. The new sign does not have a nonconforming feature that the original did not have; and
 2. The new sign does not exceed the size of the original sign; and
 3. A nonconforming sign is not expanded or changed; and
 4. A sign permit for the replacement or repair is issued within six (6) months of the date of the damage. The planning and zoning director may approve requests for extensions within the original six (6) months.
- C. No sign or supporting structure which is lawfully reproduced, repaired, or renovated as a nonconforming sign shall be increased in area or height.
- D. Changing of a nonconforming sign’s face/copy is permitted in all cases.
- E. Relocation: Notwithstanding any other provision of this chapter, any legally existing nonconforming sign may be relocated on the same lot or tract of land, if the sign is required to be removed from its present location due to no fault of the owner. Such relocation of the sign shall be placed, insomuch as possible, to the original location of the sign.

5-10-9: VARIANCE:

If an owner or applicant desires to obtain a variance from the provisions in this subsection, it shall not be treated as variance pursuant to the provisions of KCC 5-11-4 of this title and the procedure for such variance shall not be governed by the aforementioned section. The special procedure for variances from this subsection shall be as follows:

- A. The owner or applicant shall file an application for a sign variance with the planning and zoning director or assignee, which application shall be provided by the City.
- B. Upon receipt of the sign variance application, the assignee shall review each application on a case-by-case basis to determine if the application is appropriate.
- C. Upon hearing the request for the sign variance, the director shall either approve, deny, or approve with conditions, the application for sign variance. No written findings of fact will be

required but a written decision shall be sent to the applicant and to any party requesting written notification of the decision at the hearing.

- D. Appeal: Any aggrieved party may appeal the decision of the director directly to the planning and zoning commission pursuant to section 5-11-2 of this title. Written notice of an appeal of the director's decision should be filed along with a nonrefundable fee to be established by resolution of the city council, with the city clerk within twenty (20) days after the decision of the director.

5-10-10: VIOLATIONS:

Any sign installed, erected, constructed or maintained in violation of any of the terms of this chapter shall be subject to penalties set forth in KCC 1-4-1. Nothing herein contained shall prevent the council or any other public official from taking such lawful actions as is necessary to restrain or prevent any violation of this chapter.

Section 5: Severability Provision

This ordinance is hereby declared to be severable. Should any portion of this ordinance be declared invalid by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect and shall be read to carry out the purpose(s) of the ordinance before the declaration of partial invalidity.

Section 6: Directing the City Clerk

The City Clerk is directed to file, this Ordinance in the official records of the City and to provide a conformed copy to the, Planning and Zoning Director.

Section 7: Effective Date

This Ordinance shall take effect and be in force from and after its passage, approval, and publication as required by law and at the discretion of the City Clerk and In lieu of publication of the entire ordinance, a summary thereof in compliance with Section 50-901 A, Idaho Code, may be published.

ADOPTED this ____ day of _____, 2020.

CITY OF KUNA

Joe L. Stear, Mayor

ATTEST:

Chris Engels, City Clerk

**ORDINANCE NO. 2020-23
CITY OF KUNA
ZONING ORDINANCE AMENDMENT**

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

- **MAKING CERTAIN FINDINGS; AND**
- **AMENDING SUBSECTION 2 OF SECTION 6, CHAPTER 1, TITLE 5
ADDING DEFINITIONS ASSOCIATED WITH SIGNAGE; AND**
- **REPEALING CHAPTER 10 OF TITLE 5; AND**
- **AMENDING TITLE 5 BY THE ADDITION OF A NEW CHAPTER 10;
AND**
- **PROVIDING A SEVERABILITY CLAUSE; AND**
- **DIRECTING THE CITY CLERK; AND**
- **PROVIDING AN EFFECTIVE DATE.**

Section 1: City Council findings: The City Council makes the following findings of its authority, purpose and the history of the enactment of this ordinance:

- 1.1 The City of Kuna, Idaho is a municipal corporation organized and operating under the laws of the state of Idaho and is authorized under the provisions of 67-6511, Idaho Code, to establish within its jurisdiction one or more zones or zoning districts where appropriate which zoning districts and zoning ordinances are established and codified in Title 5 of the Kuna City Code and are known and cited as the Kuna Zoning Regulations; and
- 1.2 The Planning and Zoning Commission of the City, pursuant to public notice as required by law, held a public hearing on June 9, 2020, as required by Sections 67-6511 and 67-6509, Idaho Code, made findings (approved by the Commission on June 9, 2020) where it was recommended to the Mayor and Council that this legislative proposal for amendments to the Kuna Zoning Regulations be approved; and
- 1.3 Kuna City Council, pursuant to public notice as required by law, held a public hearing on July 21, 2020, on the Legislative Proposal for Amendments to the Kuna Zoning Regulations, as required by Sections 67-6511 and 67-6509, Idaho Code, and in accordance with the provisions of Kuna City Code Section 5-1A-7 the City Council has made findings (approved on _____, 2020) and determined that the legislative proposal for amendments to the Kuna Zoning Regulations be approved; and
- 1.4 It is necessary that City Council adopt this Ordinance, as required by Section 67-6511(2) Idaho Code and Kuna City Code § 5-1A-7G, to complete the process of implementing the decision of the Kuna City Council to adopt and enact the legislative proposal for amendments to the Kuna Zoning Regulations.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Council of the City of Kuna, Idaho, as follows:

Section 2: Subsection 2 of Section 6, Article 2, Chapter 1 of Title 5 Kuna City Code be and the same is hereby amended to read as follows:

5-1-6-2: MEANINGS OF TERMS OR WORDS:

For the meanings of zoning terms or words not found in Kuna City Code 5-1-6-2, the city staff shall rely upon the latest A Planners Dictionary, edited by Michael Davidson and Fay Dolnick, American Planning Association and Planning Advisory Service, for interpretation purposes.

SIGNS:

AUTOMATED SIGN: Any sign or part of a sign that changes physical position by any movements or rotation that gives the visual impression of such movement.

BANNER SIGN: A sign constructed of fabric or paper that is supported along the sides by staples, tape, wire, ropes, strings, or other similar materials. Governmental flags or emblems shall not be considered banner signs.

CABINET SIGN: A sign that contains all the text and/or logo symbols within a single enclosed cabinet and may or may not be illuminated.

CITY ENTRY SIGN: A permanent sign identifying the City of Kuna or a particular district. No business advertising is permitted on city entry signage.

COMMUNITY EVENTS: Events sponsored by the city, chamber of commerce, school district, a church/religious institution, or non-profits that has a city approved site within Kuna city limits.

CONSTRUCTION SIGN: A temporary sign providing information about future development or current construction on a site and the parties involved.

DIGITAL SIGN: A changeable copy sign that uses a matrix of illumination elements, such as light emitting diodes (LED), liquid crystal display (LCD), plasma display, individual light bulbs, or other digital or analog electronic media to display or project copy which can be modified by electronic processes.

DIRECTIONAL SIGN: A temporary sign used to provide directional information for businesses, new subdivisions or buildings under construction or property for sale which is to be, or is being, developed pursuant to any approved application before the city.

FEATHER FLAG SIGN: A lightweight fabric that flows easily in the wind, and is attached to an aluminum pole. The pole can either be inserted into the ground or can be connected to a solid base.

FREE-HANGING SIGNBOARD: A sign attached underneath a canopy, awning or colonnade.

FREESTANDING SIGN: A single- or multiple-faced sign, supported from the ground by one (1) or more columns, uprights or braces, and not affixed to a building. Freestanding signs may be a pole or monument sign.

GRADE: The finished elevation or level of the ground at the base of sign.

GRAND OPENING SIGN: A temporary sign indicating a new business or new management informing public.

HEIGHT OF SIGN: The vertical distance measured from the highest point of the sign and/or support structure to the finished grade of the ground and/or supporting structure.

ILLUMINATION: A sign lighted by or exposed to artificial lighting either by artificial lighting or in the sign or directed toward the sign.

MONUMENT SIGN: A freestanding sign with a solid base, including rock signs and which incorporate architectural features which complement the sign construction. Pole-type supports are not permitted for monument signs, unless enclosed within the monument sign structure.

MURAL: A painting, other than a business advertising sign, on the outside wall of a building approved by the City's arts commission.

NONCONFORMING SIGN: A sign and its supporting structure which does not conform to all or part of the provisions of this chapter at the time of adoption.

OFF-PREMISES SIGN: Signs located on a separate parcel or a separate site from the place where the product, service, activity or business is located.

ON-PREMISES SIGN: Signs located on the same parcel or a site as the place where the product, service, activity or business is located.

POLE SIGN: A sign mounted on a freestanding pole or supported by one (1) or more poles that are not enclosed as in a monument sign structure.

PORTABLE SIGN: Any sign not designated to be permanently attached to a building or anchored to the ground such as A-frame sign, yard signs and sandwich boards intended to allow for business identification and other advertising promoted by the business.

READER BOARD: A sign or portion of a sign designated as visual display board, in which a wide variety of subjects, including advertising for products or services, travel, news or event information is displayed. Reader boards contains simple block letters that are physically manipulated to change the message.

REAL ESTATE SIGN: A temporary sign that relates to the sale, rental or lease of property or buildings, or construction activities on a site.

ROOF SIGN: A sign erected on a roof or parapet of a building. Signs mounted on mansard facades, eaves and architectural projections such as canopies or marquees shall not be considered to be roof.

SIGN AREA: The actual area of the sign face/copy, not including supporting structures.

SIGN FACE: The area or display surface used for the message.

SHOPPING CENTER: A "shopping center" is a group of commercial establishments, planned, developed, owned and/or managed as a unit related in location, size and type of shops to the trade area the unit serves. Shopping centers shall provide services for a neighborhood or for the community.

TEMPORARY SIGN: A nonpermanent sign intended for use for a limited period of time, as regulated within this chapter.

WALL SIGN: A sign mounted flat against and projecting less than 14 inches from, or painted on the wall of a building or structure with the exposed face of the sign in a plane parallel to the face of said wall.

WINDOW SIGN: A sign affixed to the interior or exterior of a window or placed immediately behind a window pane and may be viewed from the exterior of the building. This excludes merchandise in a window display.

YARD SIGN: A temporary sign made typically of plastic, fold-over cardboard or poster type material which are attached to the ground with wire or wooden stakes.

Section 3: Chapter 10 of Title 5 Kuna City Code be and the same is hereby repealed.

Section 4: Title 5 Kuna City Code be and the same is hereby amended by the addition thereto of a new Chapter 10 to read as follows:

5-10-1: INTENT:

The purpose of this chapter is to promote and protect the public health, welfare and safety by regulating existing and proposed signage. It is intended to protect property values, create an attractive community, while encouraging creative, readable, uncluttered and well-maintained signage. It is further intended to reduce sign or advertising distraction and obstructions that may contribute to traffic accidents, reduce hazards that may be caused by signage.

5-10-2: APPLICABILITY:

- A. All signs: Signs shall not be erected or maintained in any district as established by the zoning ordinance except those signs specifically set forth in this chapter. No sign shall be placed within a vision triangle (KCC 5-3-1:E.5), nor shall any sign be placed a minimum of five (5) feet from any public right-of-way and all site property lines, unless otherwise noted in this chapter.
- B. Historical Signage: Existing signs pertaining to any business within the design review overlay district which business is found by the planning and zoning director to be of local historical significance are exempt from the provisions of this chapter.

- C. Undefined or unclassified signs: To determine applicable regulations for any sign not specifically defined herein, the planning and zoning director shall use a definition or classification within this title which most closely defines or classifies any such sign.
- D. Materials and appearance: Sign materials and appearance shall be complementary to the building's architecture colors.
- E. Change of face/copy: A permit shall not be required for a change of face and/or copy on any sign, repainting, cleaning or other normal maintenance or repair of a sign or sign structure for which a permit has previously been issued in accordance with this code, provided that the cabinet and/or structure is not altered.
- F. When any part of this chapter conflicts with another provision of federal, state or local law, the provision that establishes the stricter standard shall control.
- G. All signs shall be subject to approval by the planning and zoning director, unless otherwise noted within this chapter.

5-10-3: PROCESS:

Application required: For projects requiring administrative approval, the applicant shall submit a sign application. It shall be unlawful for any person to erect, construct, enlarge, move or convert any sign in the city, or cause the same to be done, without the approval of a sign application.

1. The application and fees, shall be submitted to the planning and zoning director on forms provided by the planning department.
2. The planning and zoning director shall apply standards listed in this chapter to review the sign permit request.
3. The City Engineer shall review the proposed location of the sign to ensure the sign does not impede any easements.

5-10-5: REQUIREMENTS FOR SPECIFIC SIGN TYPES:

The regulations contained in this section shall apply to all signs used within any district:

A. Digital Signs:

1. Digital signs may be permitted as part of a monument sign and shall be prohibited in all other types of signs if the city determines the sign does not comply with the following:
 - a. The lighting shall be harmonious with and in accordance with the general objectives, or with any specific objective of chapter 4 of this title;
 - b. The lighting shall be installed, operated and maintained to be harmonious and appropriate in appearance with the existing and intended character of the general vicinity and shall not change the essential character of the area; and

- c. The lighting shall not be intrusive to existing or future neighboring uses.
2. All digital signs that utilize light to create change may change frame content through dissolve, fade or scroll features only. No sign shall be operated in a manner which the sign, sign structure, design or pictorial segment of the sign shows full animation, glowing, flashing, rotating content, or otherwise create an illusion of movement, except for single color text only message displays scrolling or traveling across the sign area.
3. The signs shall only change frame content not more than every eight (8) seconds. The change of content must change immediately within a period of less than one (1) second.
4. Based on brightness measured in NIT (an illuminative brightness measurement equivalent to one (1) candela per square meter measured perpendicular to the rays of the source); digital signs that utilize light to change frames shall contain an auto dimmer allowing for no more than five thousand (5,000) NIT illumination between sunrise and sunset and up to one-hundred (100) NIT illumination between sunset and sunrise.
5. The digital sign portion of any sign should be constructed in a manner in which it is subordinate to the overall design of the sign. The digital sign portion of any sign shall not exceed twenty-five (25) percent of the face of any sign.
6. Where more than one (1) sign is allowed, only one (1) sign may contain a digital sign.
7. The addition of a digital sign to any nonconforming sign is prohibited.

B. Free-Hanging Signs:

1. Free-hanging signs shall not exceed eight (8) square feet, nor shall any such sign extend beyond the porch or canopy to which it is attached.
2. A minimum distance of seven (7) feet six (6) inches shall be required between a walkway or required front yard and the lowest part of any free-hanging sign.

C. Monument Signs:

1. Single-tenant buildings which are not within the central business district (CBD district), the monument signs shall not exceed eight (8) feet in height and the sign area shall not exceed seventy (70) square feet per side.
2. Single-tenant buildings which are within the CBD district, the monument signs shall not exceed five (5) feet in height with a maximum sign area of forty (40) square feet.
3. Multi-tenant buildings which are not within the CBD district or within a "shopping center", the monument signs shall not exceed twenty (20) feet at the highest point and the sign area shall not exceed one hundred fifty (150) square feet per side.
4. Multi-tenant buildings which are within the CBD district, the monument signs shall not exceed seven (7) feet in height with a maximum sign area of sixty (60) square feet. There

- shall only be one (1) freestanding monument sign for each building regardless of the number of businesses located in that building.
5. A “Shopping Center” located on a site less than twenty (20) acres shall be allowed one monument sign per abutting street. “Shopping centers” located on a site twenty (20) acres or greater shall be allowed two (2) signs per classified roadway.
 - a. “Shopping center” signs adjacent to a roadway not designated as a state highway shall not exceed twenty (20) feet in height and one hundred fifty (150) square feet per side.
 - b. “Shopping center” signs adjacent to roadways designated as a state highway shall not exceed thirty (30) feet in height and two hundred (200) square feet per side.
 - c. If the “shopping center” has a single address, the address shall be located on the monument sign and shall be a size that is readable from the street.
 - d. Any single-tenant building within a shopping center shall be permitted one (1) monument sign. The height of any such sign shall not Exceed eight (8) feet in height. The sign area shall not exceed seventy (70) square feet per side.
 6. Residential subdivisions may be permitted one (1) monument sign on each side of any entry road into a subdivision, or within the landscape median if approved by ACHD and the planning and zoning director.
 - a. Subdivision monument signs shall not exceed seven (7) feet in height and the sign area shall not exceed sixty (60) square feet per side.
 - b. Subdivision monument signs shall comply with clear vision sight triangle standards under KCC 5-3-1: E.
 - c. No residential subdivision monument sign shall contain electronic message centers (EMCs).
 7. The minimum distance between monument signs on a single parcel, shall be one hundred (100) feet.
 8. No monument sign shall be any closer than fifty (50) feet from a monument sign, or other freestanding sign, on an adjacent property.
 9. Monument signs are permitted to be double-faced.

D. Pole Signs.

1. Pole sign (on-premises and less than thirty (30) feet in height): A freestanding sign (on-premises and up to thirty (30) feet in height) with a maximum sign area of one hundred (100) square feet may be installed to serve a group of business establishments, provided it is placed no closer than ten (10) feet to any street right-of-way or adjoining lot line.

There shall be only one (1) freestanding sign for each site, regardless of the number of businesses located in that building or on location.

2. Pole signs (on-premises and more than thirty (30) feet in height): A freestanding sign (on-premises and over thirty (30) feet in height) with a maximum sign area of one hundred (100) square feet may be installed to serve a group of business establishments, provided it is placed no closer than ten (10) feet to any street right-of-way or adjoining lot line through acquisition of a special use permit. There shall be only one (1) freestanding sign for each site, regardless of the number of businesses located in that building or location, unless it is a corner lot in which case you may have one (1) freestanding sign per street

E. Billboard Signs:

Billboard signage: Billboards are limited to the A, M-1 and M-2 zoning districts and permitted there by way of a special use permit.

1. The city considers any sign with more than two hundred (200) square feet of surface area a billboard sign, no billboard sign shall exceed six-hundred (600) total square feet.
2. Billboard signs shall conform to the zoning district's yard and height regulation.
3. Billboard signs within the highway overlay district are not allowed regardless of the zoning district.
4. A nonconforming billboard sign may change the face of the signage only. Any other alterations or upgrades requires the billboard signage to be brought into compliance with current signage standards.

F. Portable Advertising Signs (on-premises):

1. Commercial portable advertising signs (on-premises):
 - a. One (1) portable advertising sign (on-premises) shall be permitted per business. Except that, if the business abuts more than one (1) street it shall be permitted one (1) portable advertising sign (on-premises) per street that it abuts as long as the signs are a minimum of seventy-five (75) feet apart.
 - b. Portable advertising sign (on-premises), except for feather flag signs, shall be a maximum of sixteen (16) square feet along roadways with three (3) or less travel lanes and twenty-four (24) square feet along roadways with more than three (3) travel lanes.
 - c. Portable advertising sign (on-premises), shall only be permitted on the parcel where the business is located, or on the adjacent sidewalk (as described below in subsection d), and shall not be permitted on any other parcel except that any multi-tenant site shall have the sign on the site and not on any other site.

- d. Portable advertising sign (on-premises), on a public sidewalk abutting the business's parcel may be permitted if a minimum of five (5) feet of unobstructed walkway, or ADA required minimum width/aisle, remains for pedestrians. The sign shall be located so as to not interfere with the flow of pedestrians.
 - e. If a feather flag sign is used as a portable advertising sign (on-premises), the maximum height shall be twelve (12) feet and maximum width shall be four (4) feet.
 - f. Vendors and temporary merchants shall comply with all portable advertising sign (on-premises) requirements. However, any such sign shall be allowed only for the length of time that the vendor or temporary merchant is in operation.
 - g. The display of all portable advertising signs (on-premises) shall be limited to the hours of operation associated with the advertising business; all signs shall be displayed and removed daily.
2. Residential subdivision portable advertising signs (on-premises):
- a. Signage installed along a residential subdivision's street frontage for advertising purposes shall be limited to the installation of four (4) in ground signs.
 - b. Signs shall not exceed twelve (12) square feet in area and ten (10) feet in height.
 - c. Signs shall only advertise the names of owners, trade names, products sold and/or the business or activity conducted on the premises where such sign is located.
 - d. If a feather flag sign is used as a portable advertising sign (on-premises) the maximum height shall be twelve (12) feet and maximum width shall be four (4) feet.
 - e. Signs shall be removed when ninety-five (95) percent of the subdivision's lots have been sold.
3. The sign, copy and materials shall be maintained and kept in good condition and repair to guard against decay, fading, unsafe and poorly maintained signs.

G. Directional Signs (off-premises):

1. Commercial Directional Signs (off-premises):

- a. Shall only be permitted for businesses which are not located on any street designated as an arterial street on the Street Circulation Map in the Kuna Comprehensive Plan.
- b. Portable directional signs (off-premises) are allowed only when a change in direction is required to lead customers to the business site.
- c. Portable directional signs (off-premises) shall be a maximum of two and one-half (2½) feet in height and four (4) square feet along roadways with three (3) or less

travel lanes and three (3) feet in height and six (6) square feet along roadways with more than three (3) travel lanes.

d. Portable directional signs (off-premises) on a public sidewalk may be permitted if ADA required minimum width/aisle, remains for pedestrians of unobstructed walkway. The sign shall be located to not interfere with the flow of pedestrians.

2. Residential Subdivision Directional Sign (off-premises):

a. Shall not exceed twelve (12) square feet in area.

b. Shall advertise only the names of the owners, trade names, products sold and/or the business or activity conducted within the subdivision.

c. Residential Subdivision Directional signs (off-premises) shall be removed when ninety-five (95) percent of the subdivision's lots have been sold.

3. The sign, copy and materials shall be maintained and kept in good condition and repair to guard against decay, fading, unsafe and/or poorly maintained signs.

4. No portable directional sign (off-premises) shall have any exclusive right to any location within a public right-of-way, nor shall any sign be permitted to be placed within any congested area where the signage might impede or inconvenience the public, nor shall any sign be placed within a vision triangle (KCC 5-3-1:E.5). For the purpose of this paragraph, the judgment of the planning department, or ACHD official, or ITD official, exercised in good faith, shall be deemed conclusive as to whether the area is congested or the public is impeded or inconvenienced.

5. Portable directional signs (off-premises) shall not be illuminated or animated.

6. All portable directional signs (off-premises) placed on property not of applicant's ownership shall have property owner's written permission.

H. Signs on City-Owned Property:

No person shall erect a sign upon any property owned or controlled by the city without first having procured prior written permission from the planning and zoning director.

I. Sign Illumination:

1. The city must find that any illuminated sign permitted under the specific regulations within this article is designed such that brightness levels are controlled to assure a soft, subtle effective light in accordance with other city regulations intended to create and maintain the Kuna architecture theme, while encouraging energy efficient lighting.

2. Floodlighting is permitted only through the use of incandescent and high-pressure sodium light sources. Floodlights are required to face downward and be fully shielded.

3. Exposed neon is permitted when used to create the sign letter(s) or as an architectural element as part of the sign design. A clear covering may be permitted for protection of the neon element.
4. Halo illumination is permitted.
5. Metal halide is not permitted as a light source for signage.
6. Internal illumination is permitted.

J. Wall Signs:

1. For wall signs within commercial and industrial districts, the total area shall not exceed ten percent (10%) of the area of the building face to which it is attached. The total square footage of allowed wall signage may be split into multiple signs; however, no business shall have more than three signs per side of the building.
2. Projection of parallel signage shall not exceed a maximum of twelve (12) inches from the face of the building.
3. Projection of perpendicular signage shall not exceed a maximum of two (2) feet measured from the face of the main building and minimum distance of seven (7) feet six (6) inches shall be required between public rights-of-way or required front yard and the bottom of sign.
4. No wall sign shall extend above a structure's roof line.

K. Permitted Temporary Signs: Written city approval shall not be required for the temporary signs as described and regulated within this subsection unless otherwise noted. Additionally, signs listed under "prohibited signs" of this chapter are also prohibited as temporary signs.

1. *Banner signs:* Banner signs used for limited timeframe promotions of special events, grand openings, or sales of products or services. Said banner signs shall be securely attached to a building, structure or similar permanent fixture and shall not be permitted to be displayed for more than thirty (30) consecutive calendar days with a minimum of sixty (60) consecutive days between placements. Banner signs may be placed on temporary posts inserted into the ground, but posts must be placed in a fashion and location approved by city staff. No banner sign shall exceed thirty-two (32) square feet. If a banner sign is desired beyond thirty (30) days a sign application shall be submitted to the planning and zoning director for administrative determination.
2. *Construction signs:* Shall be placed on the construction site only between the time that a development application has been filed with the city and final issuance of certificate of occupancy. Contractors' signs may include banks, realtors, subcontractors, etc., and shall not exceed sixteen (16) square feet, except that thirty-two (32) square feet may be permitted along state highways, unless legally required by governmental contract to be larger, and seven (7) feet shall be the maximum height.

3. *Event signs:* Community events signs shall be permitted for a maximum of thirty (30) days in any calendar year. No requirement within this article shall apply to temporary community event signs; except however, no temporary community event sign shall block ADA accessible sidewalk requirements or violate the sight visibility triangle of any intersection as determined by ACHD or planning and zoning director. (See chapter 3 of this title, subsection 1.E (5) for clear sight triangle standards.)
4. *Government signs:* Government or other legally required posters, notices or signs.
5. *Grand Opening signs:* All signs, except for prohibited signs as regulated in this chapter, are allowed for a grand opening of a new business or enterprise or for a grand opening for a business or enterprise under new management for a maximum period of sixty (60) calendar days.
6. *Holiday signs:* Temporary signs commemorating and/or recognizing a holiday as defined herein, shall be allowed during the time the holiday is typically recognized. Holiday signs shall not advertise a business, product or service. No requirement within this article shall apply to temporary holiday signs; except however, no temporary holiday sign shall block ADA accessible sidewalk requirements or violate the sight visibility triangle of any intersection as determined by ACHD or planning and zoning director (See chapter 3 of this title, subsection 1.E.(5) for clear sight triangle standards.)
7. *Political signs:* Political signs, freestanding or wall sign providing information relating to a local, state or national election, shall not be posted in any place or in any manner that is destructive to public property upon posting or removal. No political sign shall be posted in public rights-of-way, on public property, nor shall any such sign be posted on a utility or regulatory pole. No political sign shall be posted more than sixty (60) days before an election. All candidates for public office, their campaign committees, or other persons responsible for the posting a sign or campaign material shall remove such material within two (2) weeks following election day.
8. *Real Estate signs (on and off-premises):* On and off-premises signs used for real estate open houses. Said signs shall not exceed six (6) square feet, shall only be used during the open house, and shall be removed immediately after the open house.
9. *Subdivision Advertising signs:* Signage installed along a residential subdivision's street frontage for advertising purposes shall be limited to the installation of eight (8) in ground signs that do not exceed twelve (12) square feet in area or ten (10) feet in height. The signs shall advertise only the names of the owners, trade names, products sold and/or the business or activity conducted on the premises where such sign is located. The signs shall be maintained in good condition and removed when ninety-five (95) percent of the subdivision's lots have been sold.
10. *Temporary wall sign (in lieu of permanent wall sign):* A business identification banner, or similar sign, is allowed on a temporary basis, not to exceed one hundred twenty (120) days, during approval and construction of any wall sign for a new business. Said sign shall not be larger than the wall sign that would be permitted per this title, shall

- only be located on the face of the building where the wall sign would be permitted per this title, and shall be removed when the permanent sign is installed. Subject to approval by an administrative determination by the planning and zoning director.
11. Temporary sign (in lieu of permanent monument sign): A business identification A-frame, sandwich board or similar sign, is allowed on a temporary basis, not to exceed one hundred twenty (120) days, during approval and construction of any monument sign for a new business. Said sign shall not be larger than the monument sign that would be permitted per this title and shall be removed immediately when the permanent sign is installed. Subject to approval by an administrative determination by the planning and zoning director.
- L. Exempt Signs: The provisions and requirements of this chapter shall not apply to the following signs, except that no sign shall block ADA accessible sidewalk requirements or the sight vision area of an intersection as determined in chapter 3 of this title. Signs contained in this section are not subject to approval by the planning and zoning director:
1. Address numbers: Numbers and letters for address identification.
 2. City entry signs: Signage identifying City of Kuna or a particular district. Permanent city entry sign shall require a building permit and electrical permit.
 3. Directional signs: Shall not exceed six (6) square feet in area.
 4. Drive thru menu board signs: A wall or freestanding sign that lists the foods or other products available at drive through facilities.
 5. Door signs: Door signs identifying the business, business hours, emergency phone numbers, shall be permitted up to a maximum of two (2) square feet.
 6. Emergency service signs: Signs for emergency services such as police services, emergency rooms, fire departments, hospitals, etc.
 7. Flag signs: The flag of the government or noncommercial institution.
 8. Flag sign (commercial): The flag of a commercial institution, except that no more than one (1) flag is permitted per business, the flag shall not exceed twenty (20) square feet in surface area, shall be left loose to fly in the breeze and shall be a maximum of fifteen (15) feet in height.
 9. Fuel island canopy signs: Signs affixed to, mounted on or painted on a fuel island canopy.
 10. Interior signs: Signs located in the interior of any building or within an enclosed lobby or court of any building or group of buildings, which signs are designed and located to be viewed exclusively by patrons such use or uses.

11. Memorial signs: Memorial signs or tablets, names or buildings and dates of erection of a building or structure.
12. Name plate signs (professional): Professional nameplates not to exceed four (4) square feet in area.
13. Neon window signs: A sign containing glass tube lighting in which a gas and phosphorus are used in combination to create a colored light. Neon Signs shall be no larger than four (4) square feet. No more than two (2) neon window signs per street frontage shall be allowed.
14. Person signs: Signs worn or held by a person while walking the public ways of the city.
15. Public convenience signs: Signs not exceeding six (6) square feet in area, erected for the convenience of the public, such as signs identifying restrooms, public telephones, pathways and similar features or facilities.
16. Seasonal decorations: Reasonable seasonal decorations within the appropriate holiday season. Displays shall be removed at the end of the public holiday season within 10 calendar days.
17. Traffic or other municipal signs (signs required by law): Temporary or permanent traffic signals, railroad crossings signs, legal notices, and temporary emergency or non-advertising signs.
18. Utility company signs: Signs of public utility companies indicating danger or which show the location of utility facilities.
19. Warning signs: Nonilluminated or externally illuminated, "no trespassing", "no parking", "no dumping" and other warning signs located on the lot to which the sign is appurtenant and not exceeding six (6) square feet.
20. Window signs: Window signs are exempt as long as the total window covered does not exceed thirty (30) percent of the total window area of all windows facing public streets.

M. Prohibited signs: The following signs and attention attracting devices shall be prohibited within the city, except as may otherwise be specifically stated within this subsection. These signs and other attention attracting devices are subject to removal by the city at the owner's or user's sole expense:

1. Any sign which blocks the Americans with Disabilities Act (ADA) minimum width required for handicap accessibility on a public sidewalk.
2. Bubble machines except for grand openings and community events.

3. Chasing lights, except as may be approved by the city as an integral part of a building or structure, and except for grand openings, community events and seasonal events.
4. Polyurethane and polyvinyl chloride (PVC) style inflatable balloons and blimps, larger than twenty-four (24) inches in diameter, except for grand openings and community events.
5. Reader board signs in excess of twenty (20) square feet.
6. Roof signs.
7. Searchlights, beacons, strobe lights, scintillating lights, and similar lights except for grand openings and community events.
8. Signs which imitate or resemble an official traffic sign or signals.
9. Signs which by reason of their size, location, movement, content, coloring or illumination that may be confused with or construed as a traffic control sign, the light of an emergency vehicle, radio equipment vehicle, or signs which obstruct the visibility of any traffic or street sign.
10. Signs and posters that are tacked, pasted, taped or otherwise affixed in a similar manner upon walls of buildings, trees, poles, posts, fences, hydrants, bridges or other like structures.
11. No sign shall be installed, erected or attached to a fire escape or door or window giving access to a fire escape.
12. Signs in violation of this title.
13. Signs in violation of local, state, or federal law over which the city exercises jurisdiction.
14. Any sign whose permit or approval has expired.

N. Art Installations: All art installations including but not limited to sculptures, fountains, mosaics and murals shall be exempt from the provisions and requirements of this chapter provided that art does not incorporate advertising or identification.

1. No art installation shall block ADA accessible sidewalk requirements or the sight vision area of an intersection as determined in chapter 3 of this title.
2. Art installations are subject to approval by the City of Kuna Art Commission.

5-10-5: MEASUREMENT OF SIGNAGE:

A. The sign area shall be measured as follows:

1. The sign area shall be computed as the actual area of a sign face/copy (calculated as height multiplied by width, or 3.14 multiplied by radius squared, etc.)
 2. In the case of individually applied lettering on walls, the area shall be computed by drawing straight lines to enclose the extremities of the letters or numbers.
 3. Support structures of the sign shall not be included in calculating the sign area, but shall be included in the measurement of the height of the sign.
- B. The height of all signs shall be measured from the top edge of the sign and/or support structure to the finished grade of the ground below the sign and/or supporting structure.
1. Signs located on a mound, berm, or other raised area for the sole purpose of increasing the height of the sign, the height of the mound, berm or other raised area shall be included in the height of the sign.
 2. Upon planning and zoning director’s administrative determination approval, architectural elements used above any sign area may be excluded from the maximum height measurement if it is determined that said architectural elements add to the character of the sign and do not create an overbearing appearance in relation to the sign, building and area.

5-10-6: SIGN APPROVAL PROCEDURE:

- A. Approval: The planning and zoning director shall make an administrative determination and provide the applicant a written letter stating the reasons for the decision reached and if any, conditions of approval.
- B. Maintenance: It shall be the responsibility of the property owner to continually maintain any and all signs on his/her property. The sign, copy and materials shall be maintained and kept in good condition to guard against fading, decay, unsafe and poorly maintained signs. Should any sign be or become unsafe or be in danger of falling, the owner thereof or the person maintaining the sign shall proceed at once to put such sign in a safe and secure condition or remove the sign.

Maintenance shall be such that the signage continues to conform to any conditions imposed by this section, the sign permit or any applicable special use permits. Nothing in this Code shall relieve the owner or user of any sign or owner of property on which a sign is located from maintaining the sign in a safe condition and state of good repair.

- C. Inspections:
The planning and zoning director, or the director’s designee may inspect, at any time deemed necessary, any sign regulated by this chapter to ensure that such sign conforms to this chapter and all other ordinances of the city.
1. All signs requiring a footing shall obtain a building permit and inspection(s) prior to the pouring of any concrete or covering of any footing. All requests for building permits and inspections shall be made directly to the building department.

2. All signs containing electrical connections shall be required to obtain an electrical permit and inspection(s). All requests for electrical permits and inspections shall be made directly to the building department.

It is the responsibility of the sign contractor and/or sign applicant to ensure that full compliance is met with all requirements. Failure to comply may result in the removal, replacement and/or alteration of the noncompliant signs at the sole expense of the contractor and/or sign permit applicant.

5-10-7: APPEAL:

Any person aggrieved by the decision of the planning and zoning director may appeal the decision of the director within twenty (20) days after the written decision has been rendered by filing with the director a notice of appeal specifying the grounds upon which the appeal is being taken. The director shall transmit to the planning and zoning commission all papers constituting a record upon which the action appealed from was taken. The planning and zoning commission, after notice to the applicant, shall consider the appeal in a regularly scheduled public meeting. An appeal fee shall be required for an appeal. The planning and zoning commission's decision is final.

5-10-8: NONCONFORMING SIGNS:

- A. A "Nonconforming Sign" is a sign and its supporting structure which does not conform to all or part of the provisions of the chapter, and;
 1. Was in existence and lawfully erected prior to the effective date of this chapter; and
 2. Was in existence and lawfully located and used in accordance with the provisions of the prior ordinance applicable thereto, or which was considered legally nonconforming thereunder, and has since been in continuous or regular use; or
 3. Was in existence, located, and used on the premises at the time it was annexed into the city limits or included in the City's area of impact and has been in regular and continuous use.

- B. Any nonconforming sign and its supporting structure, which is destroyed, damaged, dilapidated or deteriorated, may be replaced or repaired providing:
 1. The new sign does not have a nonconforming feature that the original did not have; and
 2. The new sign does not exceed the size of the original sign; and
 3. A nonconforming sign is not expanded or changed; and
 4. A sign permit for the replacement or repair is issued within six (6) months of the date of the damage. The planning and zoning director may approve requests for extensions within the original six (6) months.

- C. No sign or supporting structure which is lawfully reproduced, repaired, or renovated as a nonconforming sign shall be increased in area or height.
- D. Changing of a nonconforming sign's face/copy is permitted in all cases.
- E. Relocation: Notwithstanding any other provision of this chapter, any legally existing nonconforming sign may be relocated on the same lot or tract of land, if the sign is required to be removed from its present location due to no fault of the owner. Such relocation of the sign shall be placed, insomuch as possible, to the original location of the sign.

5-10-9: VARIANCE:

If an owner or applicant desires to obtain a variance from the provisions in this subsection, it shall not be treated as variance pursuant to the provisions of KCC 5-11-4 of this title and the procedure for such variance shall not be governed by the aforementioned section. The special procedure for variances from this subsection shall be as follows:

- A. The owner or applicant shall file an application for a sign variance with the planning and zoning director or assignee, which application shall be provided by the City.
- B. Upon receipt of the sign variance application, the assignee shall review each application on a case-by-case basis to determine if the application is appropriate.
- C. Upon hearing the request for the sign variance, the director shall either approve, deny, or approve with conditions, the application for sign variance. No written findings of fact will be required but a written decision shall be sent to the applicant and to any party requesting written notification of the decision at the hearing.
- D. Appeal: Any aggrieved party may appeal the decision of the director directly to the planning and zoning commission pursuant to section 5-11-2 of this title. Written notice of an appeal of the director's decision should be filed along with a nonrefundable fee to be established by resolution of the city council, with the city clerk within twenty (20) days after the decision of the director.

5-10-10: VIOLATIONS:

Any sign installed, erected, constructed or maintained in violation of any of the terms of this chapter shall be subject to penalties set forth in KCC 1-4-1. Nothing herein contained shall prevent the council or any other public official from taking such lawful actions as is necessary to restrain or prevent any violation of this chapter.

Section 5: Severability Provision

This ordinance is hereby declared to be severable. Should any portion of this ordinance be declared invalid by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect and shall be read to carry out the purpose(s) of the ordinance before the declaration of partial invalidity.

Section 6: Directing the City Clerk

The City Clerk is directed to file, this Ordinance in the official records of the City and to provide a conformed copy to the, Planning and Zoning Director.

Section 7: Effective Date

This Ordinance shall take effect and be in force from and after its passage, approval, and publication as required by law and at the discretion of the City Clerk and In lieu of publication of the entire ordinance, a summary thereof in compliance with Section 50-901 A, Idaho Code, may be published.

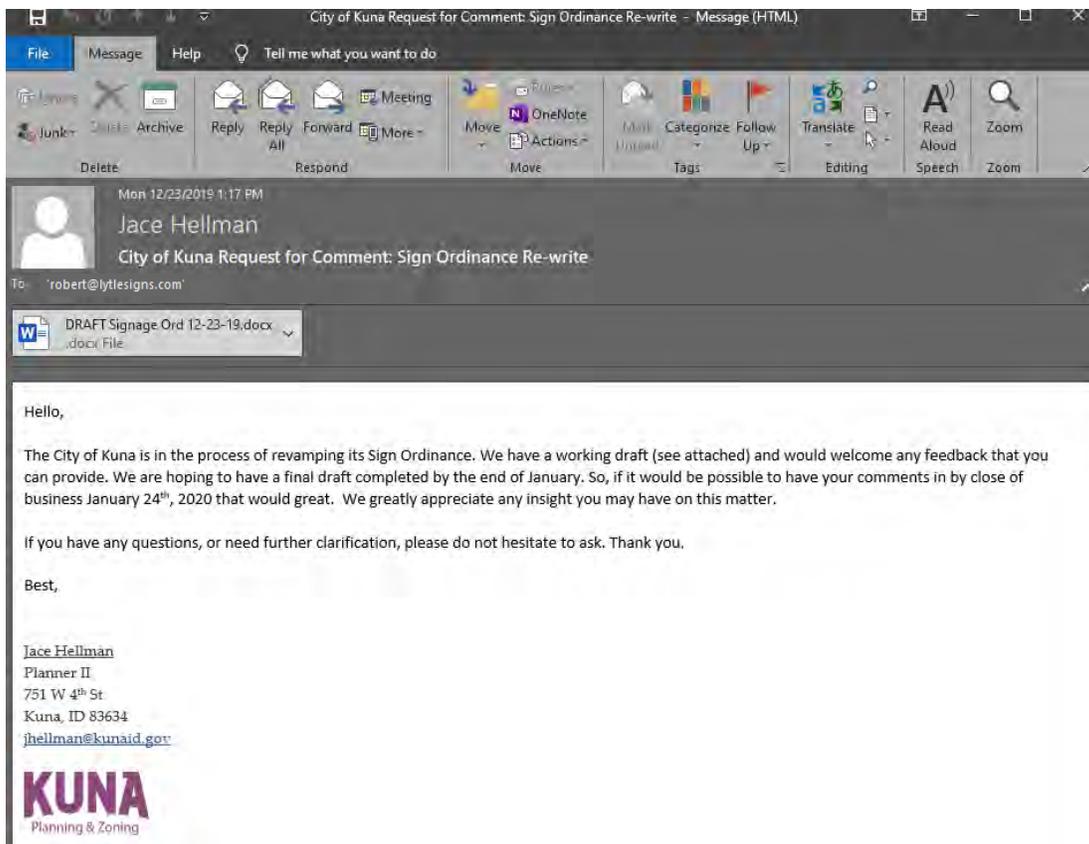
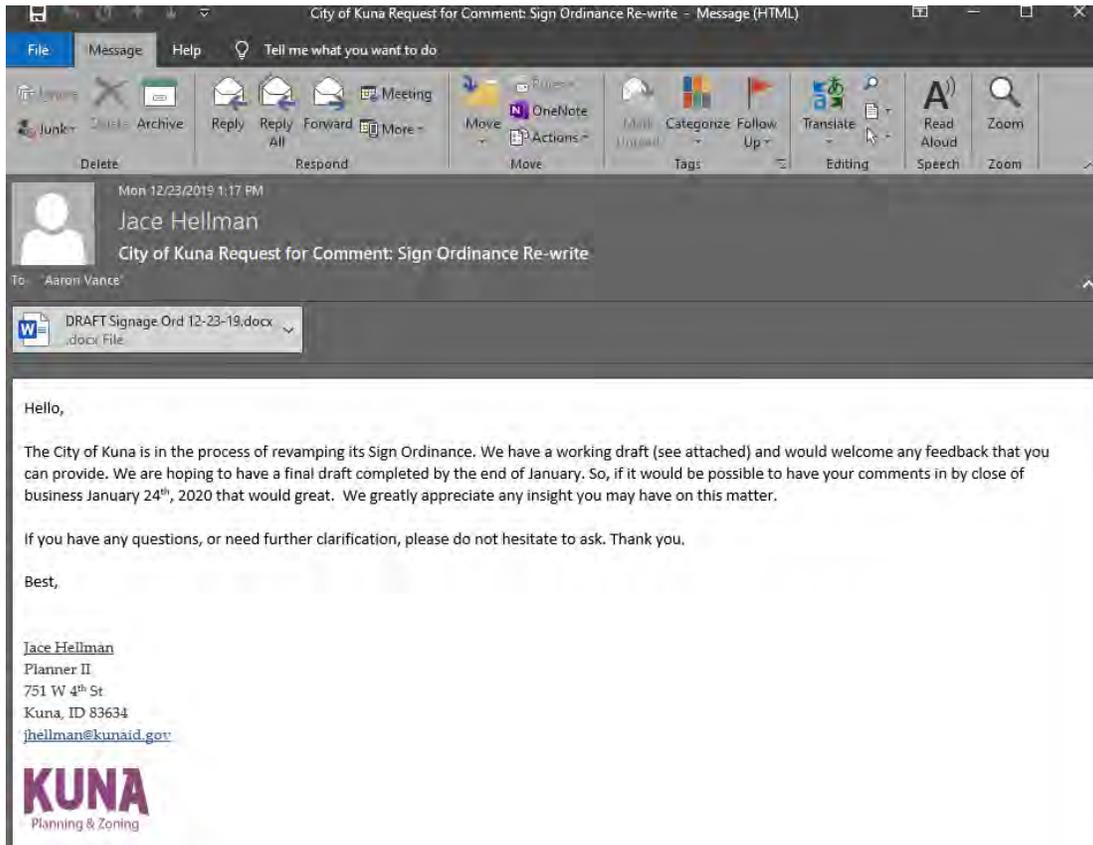
ADOPTED this ____ day of _____, 2020.

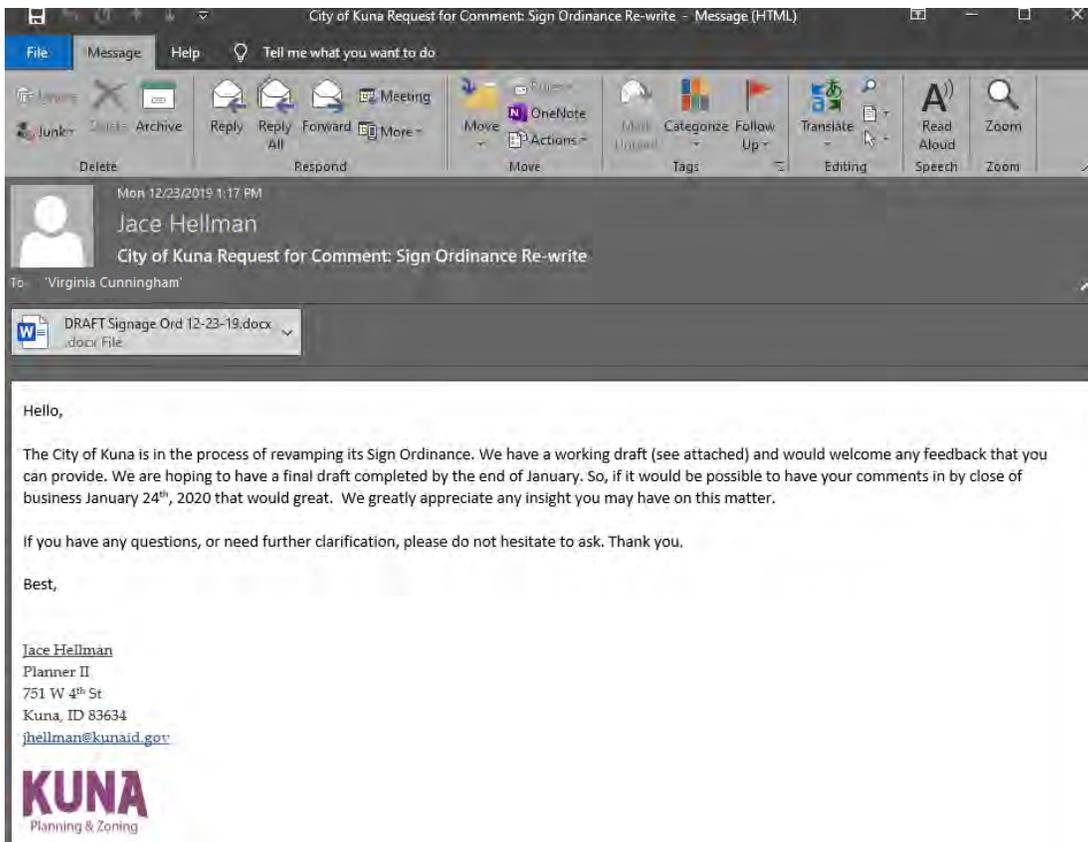
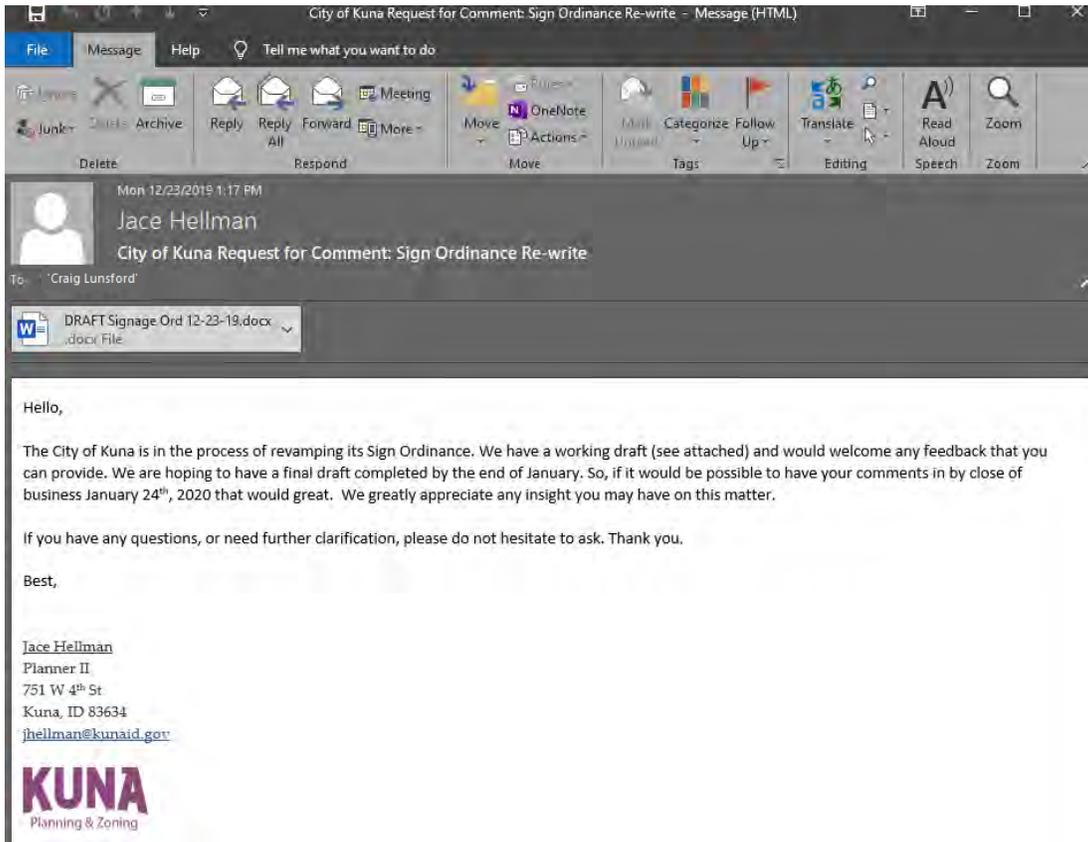
CITY OF KUNA

Joe L. Stear, Mayor

ATTEST:

Chris Engels, City Clerk





City of Kuna Request for Comment: Sign Ordinance Re-write - Message (HTML)

File Message Help Tell me what you want to do

Delete Respond Move Actions Move Tags Editing Read Aloud Speech Zoom

Mon 12/23/2019 1:17 PM

Jace Hellman
City of Kuna Request for Comment: Sign Ordinance Re-write

To: 'support@iesign.com'

DRAFT Signage Ord 12-23-19.docx
.docx File

Hello,

The City of Kuna is in the process of revamping its Sign Ordinance. We have a working draft (see attached) and would welcome any feedback that you can provide. We are hoping to have a final draft completed by the end of January. So, if it would be possible to have your comments in by close of business January 24th, 2020 that would great. We greatly appreciate any insight you may have on this matter.

If you have any questions, or need further clarification, please do not hesitate to ask. Thank you.

Best,

Jace Hellman
Planner II
751 W 4th St
Kuna, ID 83634
jhellman@kunaid.gov

KUNA
Planning & Zoning

City of Kuna Request for Comment: Sign Ordinance Re-write - Message (HTML)

File Message Help Tell me what you want to do

Delete Respond Move Actions Move Tags Editing Read Aloud Speech Zoom

Mon 12/23/2019 1:17 PM

Jace Hellman
City of Kuna Request for Comment: Sign Ordinance Re-write

To: 'dave@aimsign.com'

DRAFT Signage Ord 12-23-19.docx
.docx File

Hello,

The City of Kuna is in the process of revamping its Sign Ordinance. We have a working draft (see attached) and would welcome any feedback that you can provide. We are hoping to have a final draft completed by the end of January. So, if it would be possible to have your comments in by close of business January 24th, 2020 that would great. We greatly appreciate any insight you may have on this matter.

If you have any questions, or need further clarification, please do not hesitate to ask. Thank you.

Best,

Jace Hellman
Planner II
751 W 4th St
Kuna, ID 83634
jhellman@kunaid.gov

KUNA
Planning & Zoning

5-1-6-2, Meaning of terms or works

Directional sign: as described can it be listed as a directional sign off premises or temporary? Add a definition for a permanent directional sign, (which is allowed as an exempt sign not to exceed 6 square feet)

Wall signs: are they allowed to break the plain or extend above a roof line. This is not defined in either the definition of wall signs, or the section of wall sign allowances.

5-10-54

The sign descriptions that are being eliminated in section B, (IE- Drivethu/Drive up signs, Directional signs, Etc.). Can these be listed in the exempt sign section, or prohibited signs, depending on what is allowed? It would make it easier to determine if a sign is allowed or requires a permit.

Fuel canopy signs being eliminated in section E, would these now qualify as wall signs, with their own allowance (8% of fuel canopy). I think that this is understood, but since at one time they had their own criteria, this may be something that should be mentioned in the code for clarification.

Section I

Pole Signs: There does not appear to designate the difference on what the requirements are for a Pole sign 30' or less and a Pole sign over 30' other than taller than 30' requires a special use permit. In other words, if I want a sign over 30' tall, is there any other restrictions other than a special use permit?

Section N

Sign illumination: Are internally illuminated signs allowed? I think it should state either way.

Wall signs: Section 3, I think the word "project" should be "projection"

Vision triangle is mentioned in the code under portable off premise signs, however it is not defined, or if it is defined in another part of the code, it would be helpful to mention the code number for reference. Also I do not see vision triangles mentioned in any of the setbacks. (I see a 5' setback from property lines, but is there also a vision triangle for monument or pole signs near driveways or intersections?)

Jace Hellman

From: Jace Hellman
Sent: Monday, March 16, 2020 11:28 AM
To: Ada County Engineer; Ada County Highway District; Adam Ingram; Becky Rone - Kuna USPS Addressing; Bob Bachman; Bobby Withrow; Boise Project Board of Control (TRitthaler@boiseproject.org); Brent Moore (Ada County); Cable One t.v.; Central District Health Dept. CDHD; COMPASS; David Reinhart; DEQ (Alicia.martin@deq.idaho.gov); Eric Adolfson; Idaho Power; Idaho Power Easements; Idaho Power Easments 2; Intermountain Gas; ITD; J&M Sanitation - Chad Gordon; Jim Obert; jmcDaniel@adaweb.net; Julie Stanely - Regional Address Mgmt.; Kuna Postmaster - Marc C. Boyer; Lisa Holland; Megan Leatherman; Nampa Meridian Irrigation District; New York Irrigation; Paul Stevens; Phil Roberts; Planning Mgr: Ada County Development Services; Wendy Howell
Subject: City of Kuna Request for Comment - Case No. 20-01-OA (Ordinance Amendment); Signage
Attachments: DRAFT Signage Ord 3-13-20.pdf

March 16, 2020

Notice is hereby given by the City of Kuna that the following action is under consideration by the Planning and Zoning Commission and City Council for:

FILE NUMBER	20-01-OA (Ordinance Amendment)
PROJECT DESCRIPTION	<ul style="list-style-type: none"> • MAKING CERTAIN FINDINGS; AND • AMENDING SUBSECTION 2 OF SECTION 6, CHAPTER 1, TITLE 5 ADDING DEFINITIONS ASSOCIATED WITH SIGNAGE; AND • REPEALING CHAPTER 10 OF TITLE 5; AND • AMENDING TITLE 5 BY THE ADDITION OF A NEW CHAPTER 10; AND • PROVIDING A SEVERABILITY CLAUSE; AND • DIRECTING THE CITY CLERK; AND • PROVIDING AN EFFECTIVE DATE.
APPLICANT/ REPRESENTATIVE	City of Kuna PO Box 13 Kuna, ID 83634
SCHEDULED HEARING DATE	Tuesday, April 14, 2020 at 6:00 pm
STAFF CONTACT	Wendy I. Howell, Planning & Zoning Director whowell@kunaid.gov Phone: 208- 922-5274 Fax: 208-922-5989 -OR- Jace Hellman, Planner II jhellman@kunaid.gov Phone : 208-922-5274 Fax : 208-922-5989

Attached is the ordinance for your consideration and response. We would appreciate any information you can supply us as to how this action would affect the service you provide. The public hearing is at 6:00 pm located at Kuna City Hall, 751 W. 4th Street, Kuna, Idaho 83634.

Jace Hellman
Planner II
751 W 4th St
Kuna, ID 83634
jhellman@kuna.id.gov



IDAHO PRESS-TRIBUNE
EMMETT MERIDIAN KUNA BOISE WKLY
C/O ISJ PAYMENT PROCESSING CENTER
PO BOX 1570
POCATELLO ID 83204
(208)467-9251
Fax (208)475-2321

ORDER CONFIRMATION

Salesperson: LEGALS Printed at 06/25/20 08:26 by sje14

Acct #: 345222 Ad #: 2022798 Status: New

1 KUNA, CITY OF Start: 07/01/2020 Stop: 07/08/2020
P.O. BOX 13 Times Ord: 2 Times Run: ***
KUNA ID 83634 LEG 2.00 X 49.00 Words: 315
Total LEG 98.00
Class: 0006 GOVERNMENT NOTICES
Rate: L2 Cost: 157.73
Affidavits: 1

Contact: CHRIS ENGLES Ad Descrpt: #20-01-0A
Phone: (208)387-7727 Given by: JACE HELLMAN
Fax#: P.O. #: 10219
Email: awelker@kunaaid.gov; gsmith@k Created: sje14 06/24/20 15:33
Agency: Last Changed: sje14 06/25/20 08:26

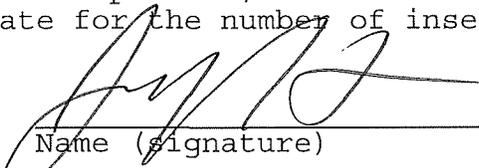
PUB ZONE EDT TP RUN DATES
KMN A 96 S 07/01,08

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Jace Hellman

Name (print or type)



Name (signature)

(CONTINUED ON NEXT PAGE)

Jace Hellman

From: Jace Hellman
Sent: Wednesday, June 24, 2020 11:17 AM
To: 'IDAHO PRESS-TRIBUNE'
Subject: City of Kuna, Request for Legal Publication - Sign Ordinance Amendment
Attachments: CC KMN Notice 20-01-OA.docx

Greetings:

We would like to request that you publish the attached legal notification in the July 1, 2020 and July 8, 2020 cycle of the Kuna Melba News on behalf of the City of Kuna, Planning and Zoning Department. This notification needs to be published in both cycles.

The Kuna P.O. for this request is #10219 (if you need it).
Thank you!

Jace Hellman
Planner II
751 W 4th St
Kuna, ID 83634
jhellman@kunaid.gov



CITY OF KUNA
PO Box 13 - Kuna, ID 83634
Phone: 208-922-5274

File # 20-01-OA – City of Kuna, Zoning Ordinance Amendment

NOTICE IS HEREBY GIVEN that Kuna City Council will hold a public hearing on **Tuesday, July 21, 2020 at 6:00 pm**, or as soon as can be heard at Kuna City Hall, 751 W. 4th St, Kuna, ID. The public hearing is for the purpose of gaining input on the following ordinance amendment:

- MAKING CERTAIN FINDINGS; AND
- AMENDING SUBSECTION 2 OF SECTION 6, CHAPTER 1, TITLE 5
ADDING DEFINITIONS ASSOCIATED WITH SIGNAGE; AND
- REPEALING CHAPTER 10 OF TITLE 5; AND
- AMENDING TITLE 5 BY THE ADDITION OF A NEW CHAPTER 10;
AND
- PROVIDING A SEVERABILITY CLAUSE; AND
- DIRECTING THE CITY CLERK; AND
- PROVIDING AN EFFECTIVE DATE.

Under the authority of the Governor's partial Open Meeting Law Suspension Proclamation dated March 13, 2020, and due to required social distancing protocol, **the Council Chambers Audience Occupancy Capacity is 15**. The first 15 persons who appear, in addition to the City Council and staff, will be allowed in Council Chambers. Virtual participation/testimony via Zoom and the submittal of written testimony are available as alternative forms of public testimony. Written testimony received by the close of business on **July 14, 2020** will be included in the packet that is distributed to the governing body prior to the hearing. Please submit written testimony via mail, email or the City's website (<http://kunacity.id.gov/FormCenter/City-Clerk-13/Public-Testimony-Form-121>). Late submissions will be presented to the governing body at time of the hearing. Mail written comments to PO Box 13, Kuna, ID 83634 or hand deliver them to City Hall. All other persons may access the meeting via live streaming on the City of Kuna's Facebook page.

If you have questions or require special accommodations, contact the Planning & Zoning Department prior to the meeting at (208) 922-5274.

Kuna Planning & Zoning Department

(No need to print anything below this line.)

Please publish one time each on July 1, 2020 and July 8, 2020.
(Sent 06/24/2020)

Kuna P.O. #10219



PLANNING & ZONING COMMISSION MINUTES

Tuesday, June 9, 2020 6:00 PM

*Under authority of the Governor’s partial Open Meeting Law Suspension Proclamation dated March 13, 2020, and due to social distancing protocol, the **Council Chambers Audience Occupancy Capacity is 15.** Social Distancing was required.*

Public testimony was received on the cases listed under Public Hearings within this Agenda via email, letter or virtual attendance

1. CALL TO ORDER AND ROLL CALL 6:03 PM

COMMISSIONERS:

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

CITY STAFF PRESENT:

Wendy Howell, Planning and Zoning Director
Troy Behunin, Senior Planner
Doug Hanson, Planner I
Jessica Reid, Customer Service Representative III

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

A. Planning and Zoning Commission Meeting Minutes

I. May 26, 2020

Commissioner Cathy Gealy moved to approve the Consent Agenda. Seconded by Commissioner Dana Hennis. Approved by the following roll call vote:

Voting Aye: Chairman Lee Young, Commissioner Dana Hennis, Commissioner Cathy Gealy and Commissioner John Laraway.

Voting No: None

Absent: 1

Motion carried: 4-0-1

3. PUBLIC HEARING:

A. Case No. 20-01-CPF (Combined Preliminary & Final Plat) – Ensign No. 1 Combo Replat - ACTION ITEM

Troy Behunin: Good evening Commissioners. For the record, Troy Behunin, 751 W. 4th Street here in Kuna, Planner III of the Planning and Zoning Department. The application we have for you is a re-plat of Block 1 of the Ensign Subdivision. Staff recommends that this be tabled to the next available Planning and Zoning Commission meeting due to a noticing infraction (*no Neighborhood Meeting held*); that is why it is not in your packets for you to review. We are asking that you table this to a date certain. **C/Young:** Will the 23rd work? **Unintelligible. C/Gealy:** I think the question is, does that give sufficient noticing time? **TB:** Yes.

Commissioner Cathy Gealy moved to table 20-01-CPF to July 14, 2020. Seconded by Commissioner Dana Hennis. Motion carried 4-0-1.

B. Case No. 19-09-S (Preliminary Plat) & 19-33-DR (Design Review) Corbin's Cove**Subdivision – ACTION ITEM**

Troy Behunin: Hello, once again for the record, Troy Behunin, Planner III...

Technical difficulties with recording beginning at Timestamp 00:04:23. Troy Behunin presented the project as stated on meeting agenda, Commission asked questions, and Applicant Gary McAllister spoke on project. Sound recovers at Timestamp 00:12:50.

Gary McAllister: ...but it doesn't come to issue with ACHD...*unintelligible*...I think it will

be a real nice subdivision because it has a number of different sized lots and different priced homes. There will be an HOA with CCR's about storing stuff and bad cars that don't run and weed control and stuff like that around the area. I think Troy told you as well that it will

be real diverse area. *Unintelligible*. Any questions? **C/Young:** Looking at your landscape plan, is there fencing that is proposed for along the canal that we know? **GM:** Well we have people to work with what they want. Sometimes they ask for certain things and sometimes they don't; if they ask for certain fencing. *Unintelligible*. We're working to see if that is what they want.

C/Young: If they want wrought fencing or something along the canal bank?

GM: Right. **C/Young:** This question is probably for staff, the easements that I read in the Board of Control's letter, there's 30-foot easements from the center line, are they on the canal?

GM: They are on the Plat. I don't think that...*unintelligible*. **C/Young:** Are there any other questions?

C/Gealy: I have one question. Can you tell me if you have any plans for amenities in your designated open space? **GM:** I know we talked about a little gazebo and a barbeque and stuff like that. We're probably going to do a little more research on that to see what people are interested in but something like that for the time being. Something where people can come hang out and get out of the sun.

C/Young: Are there any other questions?

C/Gealy: I have no other questions. **C/Young:** Ok, then we'll go ahead and open up the testimony at this time, 6:20 PM. Each person has three minutes to let us know your thoughts and at that time please let the next person comment. When everyone is done, then we have a chance to respond and ask questions. With that, the first person on the sign-up sheet is Dave;

please come up. **Dave Szplett:** My name is Dave Szplett and I live at 970 Ashwood Court and I have 45 years' experience on these properties, I probably can't get this done in three minutes. I sent you guys a four-page comment about the problems existing with the application and that it's not following your own code. There is one big issue that I didn't put

in the letter because it would take hours to explain; back in '95 I bought one of the two lots at the end of Ashwood Court and they were not part of the Ashwood Manor Subdivision as per the records of survey. I bought the two lots, bought one and auctioned the other to build a small PUD (Planned Unit Development). The City rejected my PUD and the comments were, the adjacent property may be R-6 but that is a maximum and not a guaranteed

minimum. They said I would have to repeat the existing lot lines and lot sizes before the City would look at my application. The annexation for this project actually occurred many years ago and there was an agreement with conditions for their annexation which I don't think anyone around here knows about; which limited both the number of lots and the lot sizes. They told me, the letter says, my PUD should match those densities in that agreement.

I am asking you tonight to read my long letter then to talk about it at your convenience and to consider lot sizes and capabilities and to comply with the City's previous agreement. See, I made it in under two minutes. I've got 50 years but it's up to you if you want to ask me or not. **C/Young:** Are there any questions for Mr. Szplett? **C/Hennis:** No, not at this time; I have read his letter so I'm considering that. **DS:** I don't think Troy brought up the part of the annexation, I don't know if you want some history on Sharp Lane. There's an agreement, I know it's there. **C/Hennis:** That predates all of this so it is kind of.... **C/Young:** Moot?

C/Hennis: Yes, I guess that's the best word for it as I understand it. **DS:** Except that on the

lots which was part of that agreement. *Unintelligible*.... I understand the Commissioners point of view. **C/Young:** Any questions at this time? Thank you. **C/Gealy:** Thank you. **C/Young:** That is all that I have seen here, is there anybody that has signed up online or anything I'm missing? Is there anybody present that has not signed up to testify on this application that would like to do so? Ok. Is there anything else that the applicant would like to add? Are there any questions? *Unintelligible*. With that I will close the testimony at 6:25 PM and that brings us up to our discussion. Question for you Troy, is the City aware of any agreements that mandated parcels for a future subdivision? Anything that mandated future lot sizes? **TB:** At this point in time staff is unaware of any formalized agreement that there was a condition of approval on an application outside of the scope on these properties or something general that says this area should be reserved for lots of this size or of that size. Unless there is a formal agreement in the catacomb's downstairs, I am not aware of that. I have been through the Development Agreement Booklet that the City has formalized agreements with developers that stretches back to the late ninety's and I cannot recall coming across anything on Sharp Lane. If there is something, it is likely not a formal agreement where it was voted on by the city council and was something that was recorded by the county recorders office; this is the first I'm hearing about it. **C/Laraway:** If Mr. Szpletts brings in some paperwork? **TB:** Again, staff would have to verify that it was recorded with the county or that there was something for these particular parcels, something that took place; a past letter of application cannot hold this application hostage. **C/Gealy:** Mr. Behunin, I heard Mr. Szpletts say that it was part of the annexation I think, that limited the lot size. Would that be something different that an application or a development agreement? An annexation agreement? **TB:** If that annexation had a preliminary plat tied to it or there was something else, we would have to take a look at that. I am unaware of any kind of lot size requirements on this property from another action. **C/Gealy:** Thank you. **TB:** Staff is willing to look it up and invest the time. **J/Laraway:** I think we need to look it up. **C/Young:** Are there any other questions? **C/Hennis:** I did have a couple of questions based on the letter as well. There was an indication, and I did not have a chance to actually look at the code on this myself but, do we know if the road length can be done on this public road? I know in Mr. Szpletts letter here it indicated that there was a certain length we exceeded in our code. Is that correct? **TB:** We do have that roadways are less than 500 feet however with that, there is something that if they are over a certain length that there is a terminus of sufficient radius so that emergency vehicles can get in there and do what they need to do. **C/Hennis:** And that's the 45 feet? I know that I saw that somewhere else; ok. And what about the code that specifies a minimum frontage? **TB:** I went back to look at the plat just to make sure that I didn't miss anything or on intake on the project; staff was unable to find any lots that were less than three to four feet above the minimum requirement. There were only two that were close, everything else was fine. **C/Young:** What I got out of Mr. Szpletts letter was that the minimum lot frontage for R-6 is 45 feet, and looking at the preliminary plat I think it falls within 48 feet or.... **TB:** It's over 48 feet. **C/Hennis:** Ya, I saw 47 or something like that. **TB:** And I believe there was only two lots that were under 50. And all of the lot sizes conform to the R-6 standard lot sizes, or R-3. **C/Hennis:** Now you also indicated that staff recommended possibly expanding the open space? **TB:** Correct, it's small for 21 lots. This is Winfield subdivision, by all definitions, this is Winfield 100%; it is bound by development on every side. Chances are there are going to be small children and they should have an area that's sufficient size where they can do what children do; run, play, throw a ball. **C/Hennis:** I've got a landscape plan but it cuts off half way through the cul-de-sac. **C/Young:** I think it is because of those areas and the narrow entry; there is landscaping at the entry and there is landscaping for the open space. **C/Hennis:** So, it just wasn't all included because of that. **TB:** They did not have sufficient room at the inlet from School

Avenue for anything. **C/Hennis:** I understand that but it's cut off so I wasn't sure. *Unintelligible.* Ok. **C/Gealy:** I just had a clarification; because you said it is not more than 30 homes, it's doesn't meet the threshold requiring second access given the length of the cul-de-sac. **TB:** Correct. **C/Gealy:** Regardless of the length of the cul-de-sac. **TB:** Yes, if the cul-de-sac was 200 feet long and there were 30 homes, not that that would be possible but just for ease of discussion; regardless of how long the cul-de-sac is, if there are 30 homes, they have to have permanent secondary access. **C/Gealy:** But it could be permanent but perhaps with the ballasts to... **TB:** Actually, that is not considered full time permanent. **C/Gealy:** Ok, thank you. **C/Young:** Any other questions? **C/Gealy:** I have no other questions. **C/Hennis:** None right now. **C/Young:** *Unintelligible*.... the size of the open space and also the location I think could be a little more centralized, perhaps lots 5, 6 or 7; somewhere in there and if it was just a little bit larger and moved closer to the center. It would be more easily accessible than lot 2 and 3. **C/Gealy:** Mr. Chairman, I am concerned about the length of the cul-de-sac but it sounds like the Kuna Rural Fire District is satisfied and that's the main concern. And again, the two things that I look for in new development is transitions between existing development and amenities for the people that will be living there. Where this is one street, it makes transitions difficult but I am concerned that there are large lots to the north of Sharp Lane and large lots in the adjoining subdivision and it looks like most of the density for R-6 is being made up, at least in this application, along the south side of Sharp Lane. This one lot here has 5 neighbors adjoining it and that's really not a reasonable transition I don't think. As you suggest, the open space might be moved to the south side of Sharp Lane, that might relieve that congestion and relieve some of that pressure to the south. I would also be interested in seeing and adding amenities to that open space and I would like that to be included. **C/Hennis:** I tend to think she's right. If you just look at this by the numbers you gain an R-6 designation within the R-6's around it but only have it with another 3.4 *unintelligible*. It's kind of a little misleading on that south side of Sharp Lane, it's not even 5 neighbors, it's 6 on the one. When you start looking at how it compares to the neighborhood around it, it's very congested compared to the neighborhood on Ashwood Court. **C/Young:** You look at minimum lot sizes for R-6 versus R-4, to me the minimum lot size in R-4 is 6,600; a majority of these lots will exceed the size for R-4. I agree with the area of smaller lots, which would be another reason to move that open space to kind of break up some of the smaller lots. It would be a better transition. **C/Hennis:** I think those two larger lots really skew it; one lot is 32,000 square feet; it really skews the whole numbers. **C/Young:** I think there are two lots near the minimum but the rest are all well over and in the R-4 range. **C/Hennis:** There are nine. **C/Young:** That meet the requirements for R-6? **C/Hennis:** Yes, that meet the R-6. **C/Young:** Would the applicant like to provide comment? **DS:** Does that mean we get to comment too? **C/Young:** We closed the public hearing; we would have to reopen the public hearing to do that. **Wendy Howell:** If he doesn't speak (referring to Gary McAllister) then you haven't reopened the public hearing. **C/Young:** Then if there is nothing new from the applicant then we will continue our discussion. Another question I had to help narrow it down a bit, if there was motion to approve having that indicated on the landscape plan, I would like to have.... **C/Hennis:** Well, I know the board (Boise Project Board of Control) usually has their own requirement what they want to see on that canal. **C/Young:** I didn't see any fencing along the north where the other boundaries of the subdivision indicated. **C/Hennis:** Yes. **C/Young:** I have a question for the applicant. Was it the intention of the HOA that the HOA will be responsible for maintaining the ditch outside the scope of the easement and not each individual parcel? **GM:** Yes. **C/Hennis:** I think one of the things that it's kind of goes back to is, like we discussed tonight, possible past annexation agreement that I think needs to be researched by the city and possibly Mr. Szplett. If there is indication of a prior agreement

then they need to speak in order to see if it's legitimate. It's not necessarily something that we can entertain here tonight, we don't have the verification of that which the city will need to have. We are not downplaying what was discussed earlier we just don't have a way to verify that tonight; that there was not a previous annexation agreement. This would be a recommendation to city council. **C/Young:** Yup. **C/Hennis:** And we're ok with that lane? **TB:** Staff did have a verbal conversation with the Fire Chief about the length of the cul-de-sac, he focused on if there was a proper turnaround. He asked if there was a proper turnaround and I said there will be if they don't; he said that's all I'm asking. **C/Hennis:** So that is something that needs to be proper too because that's the only way they are going to get around. **C/Gealy:** That is included in the conditions of approval, it's number fourteen. **C/Hennis:** The other thing I want to make a point is the public versus private roads; we have determined that will be a public road correct? **TB:** Staff has recommended that be a public road. **C/Gealy:** The public roads are under condition thirteen. I might suggest we strike the beginning that says staff recommends and just make it a condition that all roads are improved and dedicated as public roads. **C/Hennis:** Another point brought up in the letter is one we've always had, is there availability of services on the south side? It's a priority of the city to figure something out with fire and ACHD. **C/Gealy:** If we do want to condition an increase in the size and location of the open space, how much open space would we like to see? I believe what is there now is 2.5% open space. Mr. Behunin, could you remind me what our standard is on the last Comp Plan for open space please. **TB:** The answer is that a project of this size should have 7% open space which this is a challenging parcel; I don't know how they will make it work. I'm not advocating either way for it, the Commission will have to decide what they would like to see. **C/Young:** We need to try to find that balance because it is such an odd shape and it is under the threshold. I think a larger area is in order. **C/Hennis:** How bound are we by that number. **TB:** Is 7% the target? If this project had been submitted 30 days later it would not meet the current requirement but it was in prior to that. **C/Young:** If this was in before the new requirement adopted by the city, do we try to find the middle? Something near 5% maybe? **C/Dennis:** Ideally, I would like to see something more but it doesn't have to conform to the present standard; I think a happy medium would be good. **C/Gealy:** I would like to see 7%. I have a question that is procedural, could we include as a condition that staff and applicant discuss the limit on lot sizes that could have part of a previous agreement then continue with are other conditions and make a decision whether we can make approval or not? **C/Young:** I think we can make our recommendations and have that as a condition that prior to our recommendation of approval, the city verify the conditions of lot size. **TB:** Yes, the Commission can make that a condition of approval that staff verify prior to it going to city council. If it is part of your recommendation then it will make it into their packets along with the minutes. It is the choice of the Commission. **C/Hennis:** Again, in regards to procedural here, since the open space is more occurring in the Design Review which is out decision scope, we are the governing body there. **C/Young:** *Unintelligible...* work with the irrigation district around the canal bank/**Hennis:** I agree. What do you want to do with open space, we need to set a guideline? I respect Commissioner Gealys opinion on that but we can meet a happy medium. We can't necessarily hit them with an ordinance that wasn't in effect at the time but we need to realistically request an increase in open space. **C/Gealy:** With those kinds of questions can we realistically make a decision on the Design Review? **C/Young:** I think we would have to come up with a number on the open space. **C/Gealy:** And the location. **C/Hennis:** I agree. If we can set some guidelines on how much open space and where we want it, we could make a decision. I think we could comfortably give guidelines in the conditions if we set some guidelines. **C/Young:** A better location would be south where the current parcel 5, 6,7; somewhere in that area, it centralizes that open space. **C/Hennis:** I was looking at 6 and 7

myself; I think they are the harder lots to do something with because they are smaller and have the little jig in it. It would be more advantageous in making that open space. **C/Young:** If there are no other questions can we have a motion. **C/Gealy:** I would like to review the conditions we will be setting. **C/Hennis:** We can start with that one. **C/Gealy:** We could include a condition regarding the limited lot sizes; that the HOA manage the landscape and maintenance of the common spaces and the ditch; that they would work with staff and the irrigation district for fencing along the canal; that they would work with staff to increase the amount of open space and its location. Again, I would like to see some amenities in the open space; the applicant indicated that they would like to do some research. **C/Young:** I think a small barbeque area and playground equipment can sometimes be harder to maintain. **C/Gealy:** So, applicant would work with staff on the types of amenities based on their research. I think with all those conditions we can approve the Design Review.

Commissioner Dana Hennis moved to recommend approval for Case No. 19-09-S (Preliminary Plat) to city council with the conditions as outlined in the staff report as well as the following conditions: applicant to work with staff to provide amenities in the open space areas such as barbeque areas and gazebo as discussed; to increase open space to near 5% and to move it preferably near the center of the project, such as lots 5, 6 and 7; to form an HOA that governs the land and maintenance of the area as well as open space and the canal bank; to revise condition 13 of the staff report to read “specify the streets be designed and dedicated as public roads”; for staff to verify if there is a previous agreement that governs the lot size for this project prior to moving toward city council; and applicant to work with staff to comply code for fencing around the project and with the Board of Control for fencing along the canal. Seconded by Commissioner John Laraway. Motion carried 4-0-1.

Commissioner Dana Hennis moved to approve 19-33- DR (Design Review) with the conditions as outlined in the staff report well as the following conditions: applicant to work with staff to provide amenities in the open space areas such as barbeque areas and gazebo as discussed; to increase open space to near 5% and to move it preferably near the center of the project, such as lots 5, 6 and 7; to form an HOA that governs the land and maintenance of the area as well as open space and the canal bank; to revise condition 13 of the staff report to read “specify the streets be designed and dedicated as public roads”; for staff to verify if there is a previous agreement that governs the lot size for this project prior to moving toward city council; and applicant to work with staff to comply code for fencing around the project and with the Board of Control for fencing along the canal. Seconded by Commissioner John Laraway. Motion carried 4-0-1.

C. Case No. 20-02-SUP (Special Use Permit) Brauneisen In Home Daycare – ACTION ITEM

C/Young: Next up we have a Special Use Permit. **Jace Hellman:** Could you please verify that we can hear the applicant. **Jessica Reid:** Karla, can you hear us? **Karla Brauneisen:** Yes. **JR:** We have sound. **Doug Hanson:** Good evening Mr. Chairman and members of the Commission; for the record, Doug Hanson, Kuna Planning and Zoning staff, 751 W. 4th Street, Kuna, Id, 83634. Applicant Karla Brauneisen seeks Special Use Permit approval in

order to operate an In-Home Childcare Facility in an existing residence located at 727 North Katie Way, Kuna, ID 83634. Staff has determined that application complies with Title 5 of Kuna City Code and Idaho Code. There was a late submittal which is not in your packet so I will read it into the record:

Planning and Zoning Committee, I have enclosed 8 copies of Spicewood Subdivision CC and R's showing that article V. Section 5.01 states that "Lots shall be used only for residential purposes." Therefore, the request for an in-home day care at 727 N. Katie Way needs to be denied. Thank You, Spicewood Home Owner.

With that I shall stand for any questions. **C/Hennis:** There was no name on that? **DH:** No name accompanied the letter. **C/Young:** As the city goes, we cannot enforce an HOA matter? **DH:** That is correct. **C/Young:** Are there any questions for staff at this time? **C/Gealy:** I have two questions and one is in regards to the parking; is there sufficient parking for up to six infants to be dropped off. **DH:** They will be dropped off using the driveway and the frontage of the house. Mrs. Brauniesen will be the only employee so she will park in the driveway. There isn't anything in code regarding in-home daycare for a drop-off. **C/Gealy:** My second question, I attempted to find out for myself, there is something that I seem to recall that there be a limit on the number of infants allowed in a care facility based on the number of staff? **DH:** There is a point system based on Idaho Code 39.11, I believe is the exact number, and children three years are counted as 1.5 points per child and infants up to three years are counted as 2.5 points per child; each staff member is allowed a total of 12 points. **C/Gealy:** Thank you, I have no other questions. **C/Hennis:** One quick question, this is one of the things where the SUP must be in place in order for the state to do the required inspections but we want the inspection to happen before the SUP; all that must work in concert though. **DH:** Yes, in the conditions we will not award the Special Use Permit until the state signs off. The city clerk will not sign the business license until the state has granted the license. **C/Young:** The applicant may speak now. **JR:** Karla, you may speak now; please state your name and address for the record. **KB:** Karla Braunisen, 727 N Katie Way in Kuna, Idaho. **C/Young:** Is there anything that you would like to add? **JR:** Karla, do you have anything to add to what staff presented? **KB:** No. **JR:** She does not. **C/Young:** I will open up the public hearing at 7:20 PM. I do not see anybody listed on the sign-up sheet, is there anybody signed up online? **JR:** No, there are no persons. **C/Young:** With that I will close the public hearing at 7:21 PM. **C/Hennis:** Do we need to make her aware of the late comment? **C/Young:** No, it was read into record and she was listening, correct? **JR:** Karla, did you hear the letter that was read into the record? **KB:** Yes. **JR:** Yes, she has. **C/Hennis:** Does she have any comments? **JR:** Karla, do you have any comments on the letter? **KB:** I operated a daycare 22 years ago in this same house and there were no issues at that time. **C/Young:** Has the applicant seen and read the staffs conditions of approval? **JR:** Karla, have you seen and read the staffs conditions of approval? **KB:** Yes. **JR:** She has. **C/Hennis:** And she doesn't have any issues with them? **JR:** Do you have any issues with those? **KB:** No. **JR:** No, she does not. **C/Young:** As far as out discussion goes, I agree with the conditions set by staff and I have no issues with this. **C/Hennis:** As long as she complies with the Fire Marshalls inspections and the state inspections then I see no issue.

Commissioner Dana Hennis moved to approve 20-02-SUP (Special Use Permit) for in-home daycare at 727 N. Katie Way with conditions as outlined in the staff report. Seconded by Commissioner Cathy Gealy. Motion carried 4-0-1.

D. Case No. 20-01-OA (Ordinance Amendment) – ACTION ITEM

Jace Hellman: Good evening Chairman, Commissioners. For the record, Jace Hellman, Planning and Zoning staff, 751 W. 4th Street, Kuna, Idaho, 83634. The application before you this evening is for the amendment of the sign ordinance in Kuna City Code. Staff is proposing to repeal the existing chapter 10 of title 5 and provide a new an entirely new chapter 10. With this proposal, staff has removed definitions from chapter 10 and added them to Kuna City Code 5-1-6 which is home to definitions for all of title 5. Staff proposes to expand the height and area maximum to allow for more creativity in sign development as well as reduce brightness of signs with digital electronic message centers between sunset and sunrise. Additionally, throughout the proposed chapter, staff has modified the existing materials allowed and removed all contradictory sections within the code; one of the biggest issues was how signs were measured on the outside and that contradiction has been removed. The last item staff is proposing is a new process for the approval of signs. Previously, wall signs, monument signs, pole signs, and shopping center signs were subject to Design Review approval by the Planning and Zoning Commission. Under the new proposal, signs will no longer be subject to approval by the Planning and Zoning Commission but rather approval by the Planning and Zoning Director; this was staffs attempt to streamline sign approval as most signs are not included in the original Design Review application for the structure. As a reminder, this body is making a recommendation that will be taken to city council for final determination. With that I will stand for any questions you may have. **C/Young:** Is there anything pertaining to temporary signs? Do we specify how long a sign is considered a temporary sign? **C/Gealy:** I thought it was 30 days? **JH:** I believe you are correct; it is located in the definition of the temporary sign. After that 30 days they would have to return to Planning and Zoning Director for an extension. **C/Gealy:** In my packet on page 205, there's permitted temporary signs and under banners signs it says shall not be displayed for more than 30 calendar days; then there's other signs and constructions signs. **JH:** That is a condition that the Commission can add that we add a specific number of days or a more generalized timeframe. **C/Young:** I just know that sometimes temporary signs are not always temporary and have stayed up for a year and a half. **C/Gealy:** I think it's appropriate that a time frame is associated with the type of the sign; there are eleven different types of signs and they each have a timeframe. **C/Hennis:** Not all of them, like subdivision temporary signs, construction signs; some do but we might want to add some. **C/Young:** But some subdivisions have a twenty year build out so how do you justify making them come back every thirty days? I understand signs on a building about a Grand Opening but stay up for a year. What about public notice signs? **Wendy Howell:** Subdivision code states three days after the public hearing the sign must be removed; we are aware there is a current issue with that. **C/Gealy:** I think it is appropriate for the sign to be approved by the Director and not as part of the Design Review. **C/Young:** Ok, we'll open up the public testimony at 7:32 PM. Nobody has signed up on the sheet, is there anybody signed up online? **Jessica Reid:** There isn't anybody signed up online. **C/Young:** Ok, we will close testimony at 7:33 PM.

Commissioner Dana Hennis moved to recommend approval for Case No. 20-01-OA (Ordinance Amendment). Seconded by Commissioner Cathy Gealy. Motion carried 4-0-1.

E. Northern Boundary Area of City Impact Expansion – ACTION ITEM

Wendy Howell: Staff is requesting that this be tabled until June 23rd.

Commissioner Cathy Gealy moved to table the Northern Area of City Impact Expansion until June 23, 2020. Seconded by Commissioner Dana Hennis. Motion carried 4-0-1.

4. BUSINESS ITEMS:

A. Case No. 20-06-DR (Design Review) & 20-04-SN (Sign) Malaspina Ranch Monument Sign – ACTION ITEM

Doug Hanson: Good evening Mr. Chairman and members of the Commission. For the record, Doug Hanson, Planning and Zoning Staff, 751 W. 4th Street, Kuna, Idaho, 83634. The applicant request sign and design review approval for an approximately 32 square foot monument sign. The subject site is located at W. Walker Lane, Kuna, ID 83634 (APN# R3785270042). The sign complies with Title 5 of Kuna City Code and Idaho State Code; with that I will stand for any questions you may have. **C/Hennis:** Is the applicant present? **DH:** The applicant did not respond to the request to testify. **C/Young:** *Unintelligible....* the materials. **C/Hennis:** The materials are written out in the letter of intent. **C/Young:** I have no issues. **C/Hennis:** I assume the HOA is required to take care of this? It's wood so it needs upkeep; staff do you have any input on that? **JH:** Mr. Chairman, members of the Commission, for the record, Jace Hellman, Kuna Planning and Zoning Staff, 751 W. 4th Street, Kuna, Idaho, 83634. Currently in the sign ordinance and the new sign ordinance you heard tonight, there is a clause for maintenance of the sign. The owner of the sign is responsible for the maintenance, additionally, it is in their CC&R's, we have not received a final plat for this project yet. Basically, it is covered on both sides.

Commissioner Dana Hennis moved to approve Case No. 20-06-DR (Design Review) and 20-04-SN (Sign) as outlined with the conditions of approval. Seconded by Commissioner Dana Hennis. Motion carried 4-0-1.

5. ADJOURNMENT: 7:34 PM

Commissioner Dana Hennis moved to adjourn. Seconded by Commissioner John Laraway. Motion carried 4-0-1.



J-U-B ENGINEERS, INC.

J-U-B COMPANIES



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

MEMORANDUM

DATE: July 21, 2020

TO: City of Kuna Mayor and City Council

CC: Chris Engels; Bob Bachman; Paul Stevens, P.E.; Tim Blair, P.E. (J-U-B); Mike Cole (Knife River)

FROM: Lisa Bachman, AICP, PCED, Grant Administrator

SUBJECT: Public Hearing - Progress of Downtown Revitalization for CDBG-funded activities

Mayor and Council,

This public hearing is required by the Idaho Department of Commerce to fulfill the requirements of the Idaho Community Development Block Grant (CDBG) for Phase 2 of the Downtown Revitalization project. If you recall, we held a public hearing just before submitting the grant application, and now this is the second public hearing, which is to be held during construction.

Project Activities

To date, the south side of Main Street is pretty much complete. Crews are now focusing attention on the north side of Main Street. Business owners and tenants have been really good to work with, and their patience has been very much appreciated, as construction right up to their storefronts has been a bit disruptive.

The final outcome is reflective of the input from the Downtown Revitalization Steering Committee and Downtown Revitalization Plan. Also, all of the underground structural components are included with the project for a future “Welcome to Downtown Kuna”-type archway near Avenue A.

Construction is expected to be complete late-August, and no construction contract change orders have occurred to-date.



CDBG Budget

The CDBG budget of \$500,000 has remained on track. To date, 81% of the funds have been expended through the first two Request for Funds. The upcoming Request for Funds (no. 3) will exhaust 100% of the CDBG construction funds. The table below provides a snapshot of the CDBG budget to-date.

	ICDBG Budget	Total of Previous Requests	Total CDBG Funds Dispersed	Unexpended Balance of CDBG Fund Requested
Administration	\$41,500	\$11,620	\$9,454	\$29,880
Construction	\$458,500	\$392,400	\$103,086	\$66,100
Total CDBG Funds Remaining				\$ 95,980

This budget reflects only the CDBG dollars. Other federal-aid grant dollars from ITD, LHTAC and ACHD are being tracked separately, along with the city's required match of 7.34%.



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

MICHAEL L. BORZICK
GIS MANAGER

Telephone (208) 287-1726
Email: mborzick@KunaID.gov

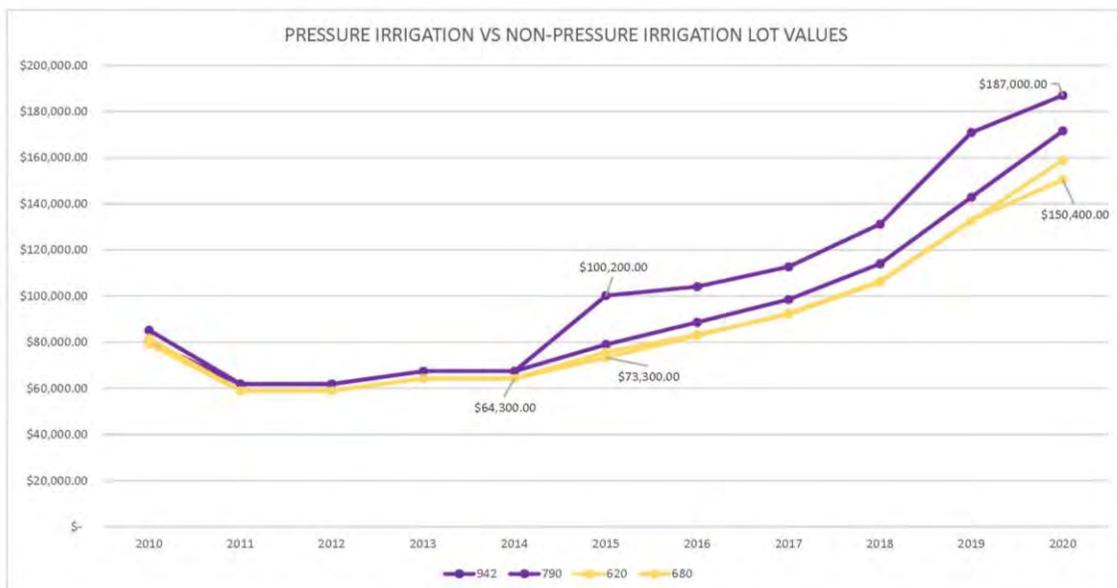
MEMORANDUM

TO: Mayor and City Council
FROM: Mike Borzick, GIS Manager
RE: Old Town Pressure Irrigation and Gravity Irrigation customers
DATE: June 11, 2020

Mayor & Council,

For some time now the residents in the older parts of town on streets like; Franklin, Elm Marteeson, parts of 4th Street and some residents in subdivisions like; Liberty, Oasis, Butler Sunview, Marteeson Manor, Prospector, ETAL have had access to Pressurized Irrigation (PI) but many haven't had the funds to pay the associated connection fees (+/- \$860 typical).

In several of these areas where the homeowners have paid to connect, the home values have gone up and in my opinion as a direct result of being able to economically and safely irrigate their land. You see improvements in landscaping, home repairs, updates and overall curb appeal and pride in ownership in some of these previously blighted areas of our City.



1.1 In this figure the purple lines represent 2 homes that connected to PI and the yellow lines represent 2 homes that haven't connected to PI.

Many of the areas mentioned have had access to PI mains that were constructed by ACHD, Developers and even the City of Kuna as far back as the mid-90's but still some residents refuse to pay connection fees that many say they were promised for free in the 90's.

Waiving this fee would allow these residents to connect today and then this fall we would subsequently charge them for PI water in 2021. This will eliminate irrigating with Potable Water which has a 3:1 use when using potable water as an irrigation source. Meaning every home that uses potable water to irrigate uses 3 homes of worth of well water which taxes our aquifer, requires more wells, expensive maintenance and chemicals to treat water that is being dumped on lawns. Every home that we can limit from using potable water as a means to irrigate will further extend our wells longevity and potentially eliminate many of the gravity irrigation supply ditches in these areas. These ditches/laterals are maintenance issues for our crews and accounts for much of the Comp Time accrued by Public Works employees, in addition they typically result in several tort claims annually due to plugged piping, washouts, overflows and improper gating by users.

Chambers Math:

+/-105 lots are in this discussion item - \$860 would be an average connection fee = \$90,300 in connection fees would be lost.

Subsequently:

+/-105 lots * 2 freed up water connections per waived PI connection = 310 freed up water connections
* \$2508 water connection fee = \$777,480 in water connection fees that can now be charged to new homes that need that potable water. In addition to those fees we are saving approximately one third the capacity of a new well or one third of approximately \$1,000,000 which is the cost to drill a new well.

Recommended motion:

Appropriate lots in the older parts of town which are annexed into City Limits and have access to a pressurized irrigation as of today have their connection fees waived. This motion does not include new construction or infill developments.

Sincerely,

Michael L Borzick

Michael L Borzick
GIS Manager



City of Kuna

City Council Staff Memo

751 W 4th Street
Kuna, ID 83634
Phone : (208) 922-5274
Fax: (208) 922-5989
Kunacity.Id.gov

To: City Council

Case Numbers: 20-03-LLA (Lot Line Adjustment); Kelleher No. 2

Location: 1585 & 1595 W. Hubbard Road, Kuna, ID 83634

Planner: Jessica Reid, Planning & Zoning Staff

Meeting Date: July 21, 2020

Owner: *Open Door Rentals, LLC*
1977 E. Overland Road
Meridian, ID 83642

Applicant: *Trilogy Development*
9839 Cable Car St, Suite 101
Boise, ID 83709
208.895.8858
shawn@trilogyidaho.com

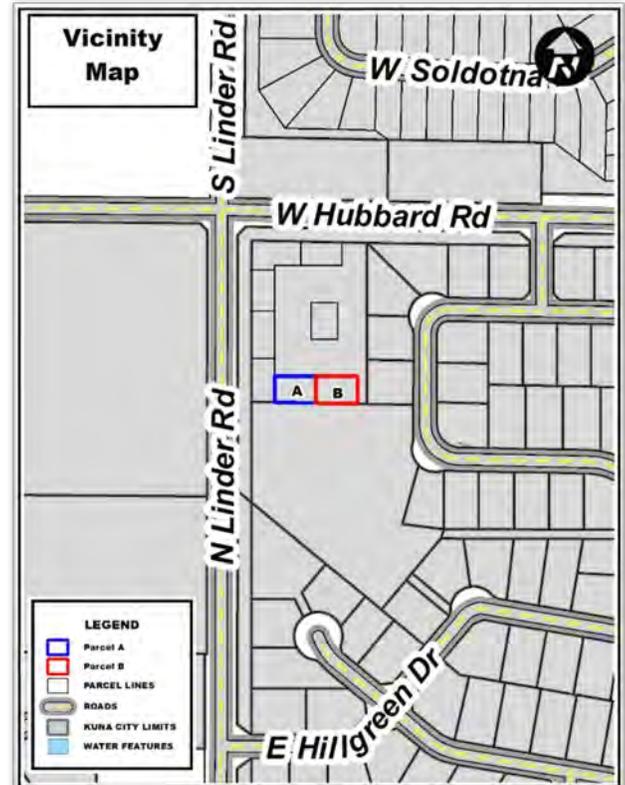


Table of Contents:

- | | |
|--------------------------|-------------------------------------|
| A. Course Proceedings | F. Staff Analysis |
| B. Applicant Request | G. Applicable Standards |
| C. Concept Maps | H. Comprehensive Plan Analysis |
| D. History | I. Proposed Decision by the Council |
| E. General Project Facts | |

A. Course of Proceedings:

1. A Lot Line Adjustment (LLA) is designated in Kuna City Code (KCC) 1-14-3, as a public meeting, with the City Council as the decision-making body. As a public meeting, this application does not require public notice as set forth in Idaho Code, Chapter 65; Idaho Local Land Use Planning Act. The guidelines for decision making by the City Council as outlined in KCC 1-14-3 have been adhered to.

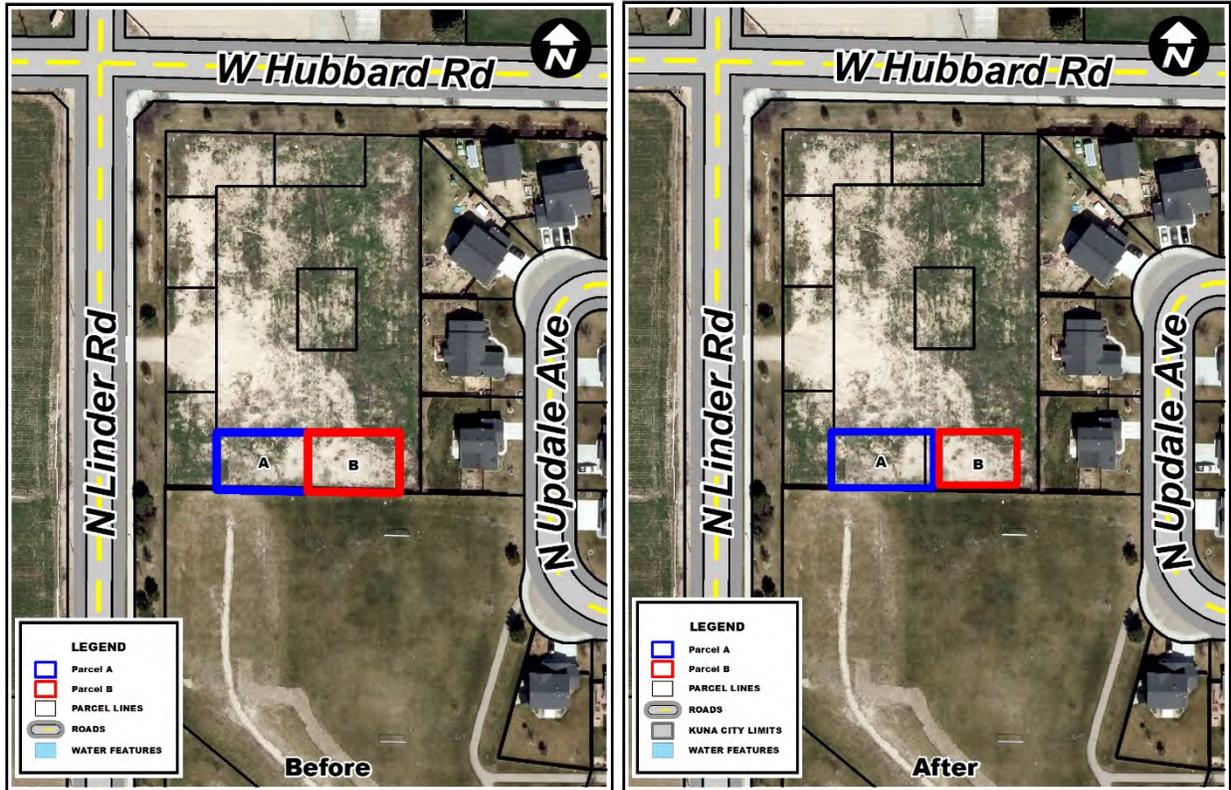
a. Notifications

- | | |
|-------------------------------|---------------|
| i. Public Works/City Engineer | June 18, 2020 |
| ii. Completeness Letter | June 18, 2020 |
| iii. Agenda | July 21, 2020 |

B. Applicants Request:

Trilogy Development seeks Lot Line Adjustment approval. The subject properties are located at 1585 & 1595 W. Hubbard Road, Kuna ID 83634.

C. Concept Before and After:



D. History:

This parcel is lot 8 block 1 of Kelleher Subdivision. The original final plat for Kelleher Subdivision was recorded on October 12, 2006. In 2017, a previous owner went through the public hearing process in order to rezone the property from R-4 (medium-density residential) to C-1 (neighborhood commercial). City Council approved the rezone on December 19, 2017. The Preliminary Plat for Kelleher Subdivision No. 2 was approved on November 7, 2018 and the Final Plat recorded June 26, 2019.

E. General Project Facts:

1. **Comprehensive Plan Designation:** The approved Comprehensive Plan Future Land Use Map indicates a *Commercial* designation for these parcels. The two subject parcels are currently zoned C-1 (Neighborhood Commercial).

2. **Surrounding Current Land Uses:**

Direction	Current Zoning	
North	C-1	Neighborhood Commercial – Kuna City
South	R-4	Medium Density Residential – Kuna City
East	R-4	Medium Density Residential – Kuna City
West	A	Agriculture – Kuna City

3. **Parcel Numbers:** R4865430140 (Parcel A), R4865430160 (Parcel B).
4. **Parcel Sizes and Current Zoning:**

Parcel	Current Size (Acres)	Zoning
1585 W. Hubbard Road (Parcel A)	0.113	C-1 (Neighborhood Commercial)
1595 W. Hubbard Road (Parcel B)	0.118	C-1 (Neighborhood Commercial)

5. **Services:**

Fire Protection – Kuna Rural Fire District
 Police Protection – Kuna City Police (Ada County Sheriff)
 Sanitary Sewer– City of Kuna
 Potable Water – City of Kuna
 Irrigation District – Kuna Municipal Irrigation District
 Sanitation Services – J&M Sanitation

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

All site improvements that were required as a part of the Preliminary Plat approval in terms of the common parking area, sidewalks, and landscaping are nearing completion. The site is relatively flat with an estimated average slope of 0% to 2%. According to the USDA Soil Survey for Ada County, bedrock depth is estimated to be greater than 60 inches on the northern half of the property and between 20 inches and 40 inches on the southern half of the property.

7. **Transportation / Connectivity:** Access to the parcels is via an existing access drive from W. Hubbard Road.

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

F. Staff Analysis:

The goal of the Lot Line Adjustment is to facilitate in maintaining the required building setbacks and easements. The structure being erected on Lot 31, previously approved via Design Review, will encroach on the existing setback and easement by two feet. Moving said lot line east towards Lot 32 by five feet will provide each lot the ability to have correct setbacks and easements. This proposed lot line adjustment request has been determined to be consistent with the surrounding uses and in accordance with KCC 5-3-2, staff views this Lot Line Adjustment request to be consistent with the Future Land Use map. Staff recommends, if City Council approves Case No. 20-03-LLA, that the applicant be subject to the recommended conditions of approval listed in Section “I” of this report.

G. Applicable Standards:

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

H. Comprehensive Plan Analysis:

The Kuna City Council may (accept or reject) the Comprehensive Plan components, and has determined the proposed lot line adjustment for the site (*is/is not*) consistent with the following Comprehensive Plan components as described below:

Goal Area 3: Kuna's Land Uses will Support a Desirable, Distinct and Well-Designed Community.

- Goal 3.G: Respect and protect private property rights
 - Objective 3.G.1: Ensure land use policies, restrictions, and fees do not violate private property rights.
 - Policy 3.G.1.b: Ensure City land use actions, decisions, and regulations will not cause an unconstitutional regulatory taking of private property, and do not effectively eliminate all economic value of the subject property.
 - Policy 3.G.1.c: Ensure City land use actions, decisions, and regulations do not prevent a private property owner from taking advantage of a fundamental property right. Ensure city actions do not impose a substantial and significant limitation on the use of the property.

I. Proposed Decision by the Council:

Note: This proposed motion is for approval/conditional approval/denial of this request. However, if the Council wishes to approve or deny specific parts of the request as detailed in the staff report, those changes must be specified.

Based on the facts outlined in staff's report, the case file and discussion during the public meeting, the City Council of Kuna, Idaho, hereby (*approves/conditionally approves/denies*) Case No. 20-03-LLA, a Lot Line Adjustment request by Trilogy Development; with the following conditions of approval:

1. Have the applicant's representative engineer-surveyor record the following documents:
 - a. Record of Survey,
 - b. Execute and record the necessary deeds to accomplish the property boundary adjustments as approved,
 - c. Provide copies of the **recorded** record of survey and recorded new deeds, to the Planning and Zoning Department as evidence of compliance.
2. Applicant and/or owners shall complete the aforementioned conditions **within one (1) year of the City Council's Order of Decision** for this application; otherwise any approvals will be considered null and void.
3. The applicant shall adhere to all agency and city staff recommendations.
4. The applicant shall comply with all federal, state and local laws.

DATED: this 21st day of July, 2020

From: noreply@civicplus.com
To: [Jessica Reid](#); [Doug Hanson](#)
Subject: Online Form Submittal: Lot Line Adjustment
Date: Tuesday, June 9, 2020 3:53:43 PM

Lot Line Adjustment

Step 1

Please complete each section of application in full
NOTE: Engineering fees shall be paid by the applicant if required.

Date & Time 5/27/2020 4:30 PM

(Section Break)

Contact/Applicant Information

Owner(s) of Record Open Door Rentals, LLC

Phone: 208.991.4931

Email: shawn@trilogyidaho.com

Address1 1977 E. Overland Rd

Address2 *Field not completed.*

City Meridian

State ID

Zip 83642

Applicant (Developer): Shawn Brownlee

Applicant (Developer) Company: Trilogy Development

Phone: 208.895.8858

Email: shawn@trilogyidaho.com

Address1 9839 Cable Car St.

Address2 Suite 101

City Boise

State ID

Zip	8.709
Engineer/Representative:	Travis Foster
Engineer/Representative Company:	NV5 (formerly WHPacific, Inc.)
Phone:	208-275-8703
Email:	tfoster@whpacific.com
Address1	690 S Industry Way
Address2	Suite 10
City	MERIDIAN
State	Idaho
Zip	83642

(Section Break)

Subject Property Information

Site Address:	1585 & 1595 W Hubbard Rd, Apartment 201
Nearest Cross Streets:	Linder Rd & Hubbard Rd
Parcel Number(s):	R4865430140, R4865430160
Section, Township, Range:	S13, T2N, R1W
Property Size:	.113 ac and .118ac
Current Land Use:	Multi-Family under Construction
Current Zoning District:	C-1
Proposed Land Use:	Multi-Family (Fourplexes)
Proposed Zoning District	Same

(Section Break)

Project Description

Project/Subdivision Name:	Kelleher Subd. No. 2 Lots 31 & 32, Block 1
---------------------------	--

General description of proposed project/request:	Adjust the common lot line between Lots 31 & 32 to accommodate a different Building footprint that what was originally designed.
Type of Use Proposed - Check all that apply:	Residential
If Other has been selected, please provide a description:	<i>Field not completed.</i>
Amenities provided with this development:	Common area's per the plat of Kelleher Subd. No. 2.
(Section Break)	
Residential Project Summary (if applicable):	
Are there existing buildings?	Yes
Please describe existing buildings:	New Four-plexes are under construction
Any existing buildings to remain?	Yes
Number of Residential Units:	8
Number of buildable lots:	2
Number of common lots and/or other lots:	1
Type of dwellings proposed - Check all that apply:	Multi-Family
Minimum square footage of structures:	Foundation envelope footprint of each four-plex being constructed is 70' x 36'8".
Gross Density (DU/Acre - Total Property):	<i>Field not completed.</i>
Net Density (DU/Acre - Excluding Roads):	<i>Field not completed.</i>
% of Open Space provided:	<i>Field not completed.</i>

Acreeage of Open Space: *Field not completed.*

Type of Open Space provided? Driveway / Drive Isle / Tenant Parking

(Section Break)

Non-Residential Project Summary (if applicable):

Number of building lots: *Field not completed.*

Other lots: *Field not completed.*

Gross floor area square footage: *Field not completed.*

Existing: *Field not completed.*

Hours of Operation: *Field not completed.*

Building Height: *Field not completed.*

Total Number of Employees: *Field not completed.*

Max. Number of Employees at one time? *Field not completed.*

Number & ages of students/children: *Field not completed.*

Seating Capacity: *Field not completed.*

Existing fencing? Type? Will it remain? *Field not completed.*

Fencing type, size & location? *Field not completed.*

Handicapped parking spaces: *Field not completed.*

Total parking spaces: *Field not completed.*

Width of driveway aisle: *Field not completed.*

Proposed lighting: *Field not completed.*

Proposed landscaping: *Field not completed.*

Step 2

Submittal Letter	LTR Kuna P and Z LLA App 6-4-20.pdf
Legal Description	Kelleher No 2_LLA Lots 31-32 Legal-Exhibit-Closure.pdf
Proof of Ownership	Proof of Ownership and Affidavit of Legal Interest-Signed.pdf
Sketch of Proposed Lot Line Adjustment	Proposed LLA Exhibits.pdf

(Section Break)

By checking the "I agree" box below, you agree and acknowledge that 1) Your application will not be signed in the sense of a traditional paper document, 2) By signing in this alternate manner, you authorize your electronic signature to be valid and binding upon you to the same force and effect as a handwritten signature, and 3) You may still be required to provide a traditional signature at a later date.

First Name	Travis
Last Name	Foster
Electronic Signature Agreement	I Agree
Date & Time	6/9/2020 4:00 PM

Step 3

Affidavit of Legal	Click here
--------------------	----------------------------

Email not displaying correctly? [View it in your browser.](#)



June 4, 2020

City of Kuna Planning & Zoning Department
P.O.Box 13
Kuna, Idaho 83634

RE: Kelleher Subdivision No. 2- Lot's 31 & 32 Lot Line Adjustment Application

Dear Kuna P&Z Commission,

This letter is prepared to support the completed Commission and Council Review Application included hereon for the request of a Lot Line Adjustment of the common lot line between Lots 31 and 32 of the Kelleher Subdivision No. 2 plat recorded in Book 116 at Page 17543, Ada County Records.

The purpose of the request is to slide said common lot line 5 feet to the east which will expand the width of Lot 31 by 5 feet and reduce the width of Lot 32 by the same 5 feet. The driving force behind the request is the multi-family four-plex foundation dimensions that were modified for the structures that are planned to be built on said Lots 31 and 32. In order to maintain the required set-backs from the buildings to the property line and between the buildings themselves, it is necessary to adjust said common lot line as proposed and shown in the application package attached hereon.

All of the site improvements in terms of the common drive access from W. Hubbard Road, common parking area, sidewalks and landscaping either has been or will be installed per the approved Construction Plan Documents for Kelleher Subdivision No. 2.

Thank you for your time in reviewing application for this project. If you have any questions or additional comments please feel free to contact me.

Sincerely,

Travis Foster, PLS
Operations Manager / Survey Director

Enc.



Date: June 4, 2020

**LOT LINE ADJUSTMENT – LOTS 31 & 32, KELLEHER SUBDIVISION NO. 2
LEGAL DESCRIPTION**

A parcel of land being Lots 31 and 32 of Kelleher Subdivision No. 2, being recorded in Book 116, Page 17543, Ada County Recorder’s Office, Ada County, Idaho, situated in the Northwest 1/4 of the Northwest 1/4, of Section 13, Township 2 North, Range 1 West, Boise Meridian, more particularly described as follows:

COMMENCING at the Northwest corner of said Section 13, monumented by a 3.25" aluminum cap (Corner Record No. 2017-094753), from which the North 1/16th corner on the West line of said Section 13, monumented by a 1.5" aluminum cap (Corner Record No. 105100196) bears South 00°03'29" West, a distance of 1321.91 feet;

Thence South 00°03'29" West, coincident with said West line of said Section 13, a distance of 411.49 feet;

Thence leaving said West line, South 88°53'10" East, a distance of 65.01 feet to the southwest corner of Lot 30, Block 1, of said Kelleher Subdivision No. 2;

Thence South 88°53'10" East, coincident with the southerly boundary line of said Lot 30, a distance of 49.18 feet, to the common southerly corner to lots 30 and 31 and the **POINT OF BEGINNING**;

Thence North 00°03'29" East, coincident with the westerly line of said Lot 31, a distance of 55.25 feet, to the northwest corner of said Lot 31;

Thence South 89°56'31" East, coincident with the northerly boundary line of said Lot 31 and Lot 32, a distance of 177.00 feet, to the northeast corner of said Lot 32;

Thence South 00°03'29" West, coincident with the easterly boundary line of said Lot 32, a distance of 58.51 feet, to the southeast corner of said Lot 32 and the southerly exterior boundary of said Kelleher Subdivision No. 2;

Thence North 89°53'10" West, coincident with said southerly boundary line, a distance of 177.03 feet to said **POINT OF BEGINNING**.

The above described parcel contains 10,067 square feet or 0.23 acres, more or less.

Together with and subject to covenants, easements, and restrictions of record.

The basis of bearings for this parcel is South 00°03'29" West between the Northwest corner of said Section 13 and the North 1/16th corner common to Sections 13 and 14.

Travis P. Foster, P.L.S.
End of Description

License No. 10729



Lot Line Adjustment – Lots 31 & 32, Kelleher Subdivision No. 2 – Closure Report

6/4/2020

Mapcheck 10: LLA-L31-L32

Distance: 58.51'

Closure Summary

Easting: 2454177.273'

Precision, 1 part in: 224475.05'

Northing: 674910.973'

Error distance: 0.00'

Side 4: Line

Error direction: N01°38'02"E

Direction: N88°53'10"W

Area: 10068 Sq. Ft.

Angle: [-088°56'39"]

Square area: 10067.576

Deflection angle: [091°03'21"]

Perimeter: 467.79'

Distance: 177.03'

Point of Beginning

Easting: 2454000.277'

Easting: 2454000.277'

Northing: 674914.415'

Northing: 674914.413'

Side 1: Line

Direction: N00°03'29"E

Angle: [-179°56'31"]

Deflection angle: [000°03'29"]

Distance: 55.25'

Easting: 2454000.333'

Northing: 674969.663'

Side 2: Line

Direction: S89°56'31"E

Angle: [-090°00'00"]

Deflection angle: [090°00'00"]

Distance: 177.00'

Easting: 2454177.333'

Northing: 674969.483'

Side 3: Line

Direction: S00°03'29"W

Angle: [-090°00'00"]

Deflection angle: [090°00'00"]



TitleOne
a title & escrow co.

ADA COUNTY RECORDER Christopher D. Rich	2017-098673
BOISE IDAHO Pgs=3 CHE FOWLER	10/17/2017 01:21 PM
TITLEONE BOISE	\$15.00

ACCOMMODATION
RECORDING

Order Number: 17300802

WARRANTY DEED

For Value Received,

JRL Properties L.P., an Idaho limited partnership and Glasgow Enterprises, L.L.C., an Idaho limited liability company, the Grantor, does hereby grant, bargain sell and convey unto, Open Door Rentals, LLC, an Idaho limited liability company, whose current address is 1977 E. Overland Rd., Meridian, ID 83642, the Grantee, the following described premises, in Ada County, Idaho, To Wit:

Lot 8 in Block 1 of Kelleher Subdivision, according to the official plat thereof, filed in Book 96 of Plats at Page(s) 11979 through 11982, official records of Ada County, Idaho.

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee, its heirs and assigns forever. And the said Grantor does hereby covenant to and with the said Grantee, that Grantor is the owner in fee simple of said premises; that they are free from all encumbrances EXCEPT those to which this conveyance is expressly made subject and those made, suffered or done by the Grantee; and subject to all existing patent reservations, easements, right(s) of way, protective covenants, zoning ordinances, and applicable building codes, laws and regulations, general taxes and assessments, including irrigation and utility assessments (if any) for the current year, which are not due and payable, and that Grantor will warrant and defend the same from all lawful claims whatsoever. Whenever the context so requires, the singular number includes the plural.

Dated: 10/16/17

JRL Properties L.P., an Idaho limited partnership
By: [Signature]
John A. Laude Sr., General Partner

Glasgow Enterprises, L.L.C., an Idaho limited liability company
By: Signed in Counterpart
Lloyd W. Glasgow, Manager

State of Idaho, County of Ada, ss.

On this 16 day of October in the year of 2017, before me, the undersigned, a Notary Public in and for said State, personally appeared John A. Laude Sr., known or identified to me to be the General Partner of the partners in the partnership of JRL Properties L.P. and the partner(s) who subscribed said partnership's name to the foregoing instrument, and acknowledged to me that he/she/they executed the same in said partnership name.

[Signature] Notary Public
Residing at: Boise ID
My Commission Expires: 9/6/2019
(seal)



State of Idaho, County of Ada, ss.

On this _____ day of October, 2017, before me, the undersigned, a Notary Public in and for said State, personally appeared Lloyd W. Glasgow, known or identified to me to be a Manager of the limited liability company that executed the within instrument and acknowledged to me that he executed the same for and on behalf of said limited liability company and that such limited liability company executed it.

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

Notary Public for Idaho
Residing in: _____
My Commission Expires: _____



City of Kuna AFFIDAVIT OF LEGAL INTEREST

City of Kuna
P.O. Box 13
Kuna, Idaho 83634
Phone: (208) 922-6274
Fax: (208) 922-6989
Web: www.cityofkuna.com

State of Idaho)
) ss.
County of Ada)

I, Open Door Rentals (Conroy Barton) 1977 E. Overland
Name Address
Medidian Id 83642
City State Zip Code

being first duly sworn upon oath, depose and say:

(If Applicant is also Owner of Record, skip to B)

A. That I am the record owner of the property described on the attached, and I grant my permission to _____ Address _____ to submit the accompanying application pertaining to that property.

B. I agree to indemnify, defend and hold City of Kuna and its employees harmless from any claim or liability resulting from any dispute as to the statements contained herein or as to the ownership of the property which is the subject of the application.

C. I hereby grant permission to the City of Kuna staff to enter the subject property for the purpose of site inspections related to processing said application(s).

Dated this 8th day of June, 2020

[Signature]
Signature

Subscribed and sworn to before me the day and year first above written.



Adam Koltes
Notary Public for Idaho
Residing at: Nampa, ID
My commission expires: 6-05-22



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

Paul A. Stevens, P.E.
Kuna City Engineer
208-287-1727

LOT LINE ADJUSTMENT MEMORANDUM

Date: 14 July 2020
From: Paul A. Stevens, P.E.
To: Wendy Howell, Planning and Zoning Director
RE: Kelleher No. 2 lot line adjustment 19-01-LLA

The Kelleher No. 2 lot line adjustment request by WH Pacific dated June 4, 2020 has been reviewed. The lot line adjustment will not negatively affect the City of Kuna Public Works Department.

1. General

- a) The lot line adjustment appears necessary to accommodate a revised building location/footprint.
- b) Access to and from the properties is unchanged.
- c) Utilities to and from the properties is unchanged.
- d) Property use is unchanged.

2. Property Description

- a) The applicant provided a warranty deed, affidavit of legal interest, legal descriptions, figures, and illustrative photographs for the described properties.
- b) The proposed lot line adjustment resolves a building change or mis measurement during construction.
- c) The lot line is the centerline of a City of Kuna 10' side lot easement. Five feet of the easement goes to each lot.
- d) In no case shall the building encroach into the City of Kuna's side lot easement.
- e) ***Approval of the lot line adjustment is contingent on the City of Kuna side lot easement moving with the lot line.***

**ORDINANCE NO. 2020-24
CITY OF KUNA**

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

- **AMENDING CHAPTER 8, TITLE 3; AND**
- **PROVIDING FOR ADDITIONAL DEFINITIONS; AND**
- **MAKING TECHNICAL CHANGES; AND**
- **PROVIDING FOR SPECIAL EVENTS REGULATIONS AND PERMITS;**
- **AND PROVIDING FOR PARADE SPECIAL EVENT REGULATIONS AND PERMITS; AND**
- **PROVIDING FOR BLOCK EVENT REGULATIONS; AND**
- **PROVIDING FOR TECHNICAL CORRECTIONS TO THE ATTENDEE PROJECTION GOOD FAITH ESTIMATE SPECIAL APPLICATION REGULATIONS; AND**
- **PROVIDING FOR PERMIT DENIAL AND PROCEDURE; AND**
- **PROVIDING FOR LIBERAL CONSTRUCTION OF ADMINISTRATIVE REGULATORY POWERS AND AUTHORITY PROVIDED; AND**
- **DIRECTING THE CITY CLERK; AND**
- **PROVIDING AN EFFECTIVE DATE.**

The Mayor and City Council make the following findings:

1. That Article XII, Section 2 of the Idaho Constitution and Idaho Code Section 50-302 allow municipal corporations to adopt regulations which are not contrary to the general laws; and
2. Idaho Code Section 50-302 grants to cities the power to make ordinances to promote the health, safety and general welfare and provides for enforcement of such ordinances by criminal penalty; and
3. The Kuna City Council finds Special Events which are offered to the public that attract large gatherings of people which may cause adverse public health and safety conditions requiring municipal regulation to ensure adequate protection of public health and safety; and
4. Subsequent to the adoption of Chapter 8 of Title 3 Kuna City Code, Special Events Regulations, the City Council appointed a committee to review it, which committee completed its review and submitted its recommendations for amendments to said Chapter 8; and
5. It is therefore the intent of the Kuna City Council that Chapter 8 of Title 3 Kuna City Code be amended to further protect and promote the health, welfare and safety of the residents, property owners, and visitors to the City of Kuna, and to amend the regulations of Special Events for the benefit and protection of public health and safety; and
6. To provide that Special Event applicants, promoters and sponsors whose Special Events require the use of extraordinary City resources, as a result of their anticipated attendance or heightened security concerns, will pay for those extraordinary resources.
7. It is the further intent of the Kuna City Council that Chapter 8 of Title 3 Kuna City Code be construed liberally in favor of protecting and promoting the health, welfare and safety of the residents of and visitors to the City of Kuna.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the City of Kuna, Ada County, Idaho:

Section 1: Chapter 8 of Title 3, titled “Special Events” of the Kuna City Code be and the same is hereby amended to read as follows:

CHAPTER 8 - SPECIAL EVENTS

SECTION:

3-8-1: DEFINITIONS:

As used in this chapter, each of the terms in all capital letters defined in this section shall have the meaning given in this section and include the plural form depending upon the context of the term in this Chapter.

ACHD: The Ada County Highway District organized and existing pursuant to chapter 14 of title 40 Idaho Code.

APPLICANT: Person making application to the City of Kuna for a special event permit to plan and operate a special event within the City of Kuna. As used herein, applicant also includes the terms promoter or sponsor and said terms may be used interchangeably.

ATTENDEE PROJECTION: The Applicant’s estimated number of persons who are expected and/or reasonably likely to attend or participate in the special event.

BLOCK EVENT: A special event that requires the use of a street sponsored solely by persons who are owners, residents, or tenants of properties fronting the street and which special event requires the closure of the entire street, or a portion thereof, to vehicular traffic.

CITY PROPERTY: All property including the greenbelt that is owned, operated, leased or maintained by the City of Kuna.

DEADLY WEAPON: Includes the definition of “deadly weapon” as defined by Idaho Code §18-3302(2)(b).

EXTRAORDINARY RESOURCES: Any government, public health and safety personnel, equipment or other resources which would not, in the absence of the special event, be required or expended.

INSURANCE: A general liability policy and, if necessary, an automobile liability policy for each permitted event in the amount designated within this chapter written by an insurer authorized by the State of Idaho to write insurance policies, and continuously in force for the full term of the permit.

ORGANIZATION: An organized body of persons which has a written statement of organization identifying its purpose and defining its membership.

PARADE: Any organized dash, demonstration, march, marathon, meeting, motorcade, parade, procession, race, rally, gathering, or like activity consisting of persons, animals, or vehicles, or a combination thereof, upon the streets within the City that interferes with or has a potential to interfere with the normal flow or regulation of vehicular and or pedestrian use of a street or streets.

PERMITTEE: Person having received a City special event permit that is in full force and effect, and issued hereunder, to plan and operate a special event within the City of Kuna.

PROHIBITED ACTIVITIES: No sales of tobacco, tobacco product, item to ingest tobacco or other substance, including any paraphernalia, or any item depicting any nudity, sexual act or profanity shall be sold on any city property.

PERSON: Includes any natural person, legal entity under law and an organization.

PUBLIC ASSEMBLY: Any meeting, demonstration, rally, or gathering of more than twenty-five (25) persons for a common purpose that interferes with the normal flow or regulation of vehicular and or pedestrian use of a street or streets.

SIDEWALK: Any area or way set aside or open to the general public for purpose of pedestrian traffic use.

STREET: Any public highway that is a part of the ACHD 's Highway System or the State highway system.

SPECIAL EVENT: A gathering or event that is planned to occur on a day, consecutive days, or a recurring schedule that is expected to draw a gathering of persons where;

1. The event is held on a street or city property and/or
2. Alcohol available for consumption and a catering permit is required, and/or
3. A deadly weapon is available for sale or trade, excluding a private sale, and/or
4. The event requires a permit from any other jurisdiction or agency, such as ACHD or the fire district; and/or
5. The event is of an entertainment, cultural, recreational, educational, or sporting nature.

Examples of special events include, by way of illustration and without limitation, public assembly, block events, concerts, dances, parades, circuses, fairs, festivals, retail sales, community events, mass participation sports (such as, marathons and running events, bicycle races or tours, sports tournaments), other organized activity conducted for a

common or collective use. A special event does not include a gathering or event that is private and not open to the general public.

SPECIAL EVENT APPLICATION FEES: Special event application fees under this chapter as established and adopted by resolution of the Kuna City Council.

3-8-2: SPECIAL EVENT PERMIT REQUIRED:

- A. No person or entity shall hold any special event within the City, as defined by this chapter, without first obtaining a special event permit from the city clerk or the city clerk's designee and paying any application fees. The requirements for permitting under this chapter shall not apply to:
1. First Amendment events, where the expressive or associative activity being exercised is protected by the Idaho Constitution and the First and Fourteenth Amendments to the United States Constitution;
 2. Funeral processions;
 3. Spontaneous events for the purpose of expressive activity that occur in response to breaking or emerging news;
 4. Lawful picketing on sidewalks;
 5. School sponsored events for the benefit of the school on school property; unless weapons are offered for sale;
 6. Church sponsored events for the benefit of the church held exclusively on church property; unless alcohol is available for consumption and a catering permit is required, excluding alcohol consumed during religious services, or a deadly weapon or weapons is/are offered for sale or as a prize, if the weapon is displayed during the event;
 7. Public Events on private property, unless KCC 3-8-2(B) is applicable.
- B. An event on private property shall require a special event permit if:
1. Alcohol is being served and a catering permit is required; and/or
 2. Weapons are being offered for sale; and/or
 3. Attendance is estimated to exceed five hundred (500) persons and the event has the potential to impact traffic, safety or public services as determined by the city clerk or other city department or pertinent agency.
- C. In determining whether an event is exempt, no consideration shall be given to the content of any constitutionally-protected expression connected with the planned activity. No

permit shall be required under this chapter, nor any condition imposed on any permit, if requiring a permit or imposing the condition would violate rights protected by the Constitution of the United States or by the Constitution of the State of Idaho.

- D. The Attendee Projection shall be provided and shall be based upon the type of special event, format, size, location, and history if annual or part of a series of special events.
- E. No fee, extraordinary resource cost, or insurance requirement shall be imposed when prohibited by the First and Fourteenth Amendments to the United States Constitution. Political or religious activity intended primarily for the communication or expression of ideas shall be presumed to be a constitutionally protected event. First Amendment events include those for the exercise of the right to speech, press, assembly and the right to petition, but does not include commercial advertising. Factors that may be considered in evaluating whether or not an event or an activity is constitutionally protected and therefore exempt include the nature of the event, the extent of commercial activity, the extent of any advertising or promotion of goods or services, the sales of food, goods, and services, any other business participation in the event, the use or application of any funds raised, and, if part of any annual tradition or series, previous events in the sequence.
- F. Conditions of Special Event Permits for Parades, Public Assemblies, and Block Events on Streets and Sidewalks:

Special event permits for parades, public assemblies, and block events occurring on streets and/or sidewalks shall include conditions that:

1. Assure that emergency services such as police, fire, and ambulance services are available for a parade, public assembly, or block event taking place within the corporate limits of the City of Kuna;
2. Assure that emergency services such as police, fire, and ambulance services are not unreasonably inhibited in their ability to travel on and cross public streets and sidewalks by parades, public assemblies, or block events; at a minimum, an emergency access twenty feet (20') wide shall be required to all parts of the event;
3. Assure that business activities in the City are not unreasonably impacted by parades, public assemblies, or block events; and
4. Assure that traffic is not unreasonably disturbed by parades, public assemblies, or block events.

3-8-3: PERMIT APPLICATION; FEES; INSURANCE AND INDEMNIFICATION:

- A. All persons holding an event that requires a special event permit shall first obtain a special event application from the city clerk.
- B. The completed special event permit application shall be submitted to the city clerk.

The application for special event permit shall be submitted no later than twenty (20) days and no earlier than one (1) year prior to the date of commencement of the special event. Upon good cause shown, a late application may be submitted less than twenty (20) days prior to the event, however, in such a case, there is no guarantee that the permit will be issued.

- C. The application for a special event permit shall contain the required information as determined by the city clerk.

Special events involving parades, public assemblies and block events applications shall include:

1. The full name, street address, telephone number, e-mail address, and facsimile number, if any, of the person sponsoring the special event;
2. The name, street address, telephone number, e-mail address, and facsimile number, if any, of the person with operational authority over the special event;
3. The date when the special event is to be conducted;
4. The name of the special event, if any;
5. The time the special event will begin to form, and the time the special event will begin to proceed;
6. The anticipated duration in hours and minutes of the special event;
7. The place the special event will form or be held;
8. The route or location of the special event;
9. The attendee projection, the maximum number who will be allowed to participate, and the estimated number of spectators;
10. The approximate number of animals, floats, automobiles, or other vehicles in the special event;
11. The place the special event will end and disband;
12. The prior special event history of the applicant and sponsor, including the number of permits previously applied for;
13. All drivers shall be required to be age 18 years or older and to provide proof of their valid motor vehicle driver's license

14. A public safety plan which shall include a detailed plan for controlling disorderly or violent conduct for public safety, maintaining traffic flow to commercial, other establishments, for sanitary and medical facilities, and for cleanup;
 15. The information may be requested in the permit application form, through written instructions available from the City Clerk or by written or oral inquiries addressed to the applicant. The time for considering the permit shall be extended by the time taken by the applicant in responding satisfactorily to any inquiry. The required public safety plan, or parts thereof, may be waived by the Chief of Police, and/or their designees.
 16. Any other relevant and necessary information as required by the city clerk.
- D. The permit application fees shall be set by resolution of the Kuna City Council and published on the Kuna City Clerk fee schedule.
 - E. Upon submission of the completed application for the special event permit, the city clerk shall review the application for completeness. If any additional information is needed, the city clerk shall advise the applicant of the additional information that is required.
 - F. When the application is deemed complete, the applicant and the city clerk shall schedule a pre-permit issuance hearing if needed by the city clerk to review the information contained in the application. The city clerk, the city attorney, the Kuna Police Department, and any other party that the city clerk deems necessary, shall be responsible for reviewing the application.
 - G. Public safety plans for parades, public assemblies and block events shall be submitted and approved by Kuna Police Department and ACHD prior to and as a condition of the issuance of a permit. The public plan, as required by the Kuna City Police and/or the ACHD may include:

A transportation plan that will establish and define measures and means by which the applicant intends to accommodate the movement of people to, from, and around the special event.
 - H. The applicant for any parade or block event must have a traffic control plan approved by the Kuna Police Department and Ada County Highway District and shall be solely responsible for obtaining, placing, and removing any required barricades or traffic control devices.
 - I. Approval by the Kuna Police Department of a transportation plan is subject to the availability of police officers of the city to properly police the special event without jeopardizing normal police protection of the city.
 - J. At the pre-permit issuance meeting, the parties shall determine what requirements or conditions are necessary before the special event permit will be issued; the requirements to be considered, include but are not limited to:

1. Event security plan that provides for emergency and contingency plans to ensure that the event is conducted in a safe and secure manner.
 2. Emergency personnel needed.
 3. Any sanitary facilities, such as porta-potties and trash removal that may be required by local, state or federal regulation or law.
 4. Any other condition or conditions, as recommended by the City or other governmental agency.
 5. The amount of the special event fee to be charged.
 6. Any damage deposits that may be required after reviewing the event plan.
- K. In addition to the application, separate licenses and/or permits and/or permissions may be required for the following;
1. Sale and/or consumption of alcoholic beverages on public or private property, as required by Idaho law, or the applicable laws, policies, and procedures of Kuna City Code. (Applications for events which provide for the sale and/or consumption of alcohol or alcoholic beverages may require a transportation plan to be submitted with the application).
 2. Use of any portion of the public right-of-way (road, sidewalk or street parking area) requires a use permit, pursuant to Idaho law, or the applicable laws, policies, and procedures of the Ada County Highway District, Idaho Transportation Department and/or Kuna City Code.
 3. Any use permits that may be required.
 4. Firework permits.
- L. If the event is held on City property, applicants shall provide a copy of the comprehensive general liability insurance policy in the amount of one million dollars (\$1,000,000.00) with the City of Kuna or Ada County Highway District (or both, depending upon the location of the special event) named as a certificate holder, and written by a company authorized to write insurance policies within the State of Idaho, and filed with the Kuna City Clerk's Office. Applicants must also execute indemnification and hold harmless provisions contained within the application.

3-8-4: ISSUANCE OF PERMIT; EXTRAORDINARY RESOURCES; CONDITIONS OF APPROVAL; GROUNDS FOR DENIAL:

- A. Within ten (10) business days of the receipt of an application, the city clerk shall provide a written notice to the applicant for any additional items that may be required before the

permit will be issued. The applicant has ten (10) business days to provide the additional requested information unless the city clerk and the applicant agree on the amount of additional time. Upon receipt of the items as specified by the city clerk, the city clerk shall within five (5) business days, either approve a permit with standard or special conditions, or a combination of each, or deny a permit.

- B. An applicant, whose special event may require the use of extraordinary city resources as a result of anticipated attendance or increased security demands, shall be required to pay for those extraordinary resources, as determined by the city or affected agency prior to the event. If there is additional extraordinary expenses or damages, the applicant shall pay for the same within fifteen (15) days following the conclusion of the special event, and as condition of approval, the city may require a cash deposit, as a security for any additional extraordinary resources or damage.

- C. Special event application may be denied or revoked if the city clerk determines:
 - 1. The applicant has made any false material representation in the application;
 - 2. The applicant fails to provide any of the items or information required by this chapter;
 - 3. The applicant failed to pay for extraordinary resources or potential estimated damages attributable to the event as specified in subsection 3-8-4-B of this chapter or to pay costs associated with extraordinary resources or damage to city property for a previously-permitted event.
 - 4. The applicant failed to gain required licenses, permits, conditions, or permissions from the police department, fire department, central district health department, ACHD, City Planning and Zoning and/or City Clerk's Office.
 - 5. The special event will substantially interfere with a special event where the other special event has applied for a special event permit and its fee and any other costs have been paid for in full.

- D. The city clerk may condition the issuance of a special event permit by imposing reasonable requirements concerning the time, place, and manner of the event, and such requirements as are necessary to protect the safety and rights of persons and property, and the control of traffic as recommended by City staff or external agencies.

- E. The following conditions apply to all special event permits:
 - 1. The time, place and manner of the event proposed on the application may not be altered or modified;
 - 2. The area of the event or the facility must be returned immediately to its original pre-event condition, reasonable wear and tear excluded, including:

- a. Removal and appropriate disposal of trash and/or recyclables generated by event activities and by the event's spectators and attendees in coordination with the city's designated trash service company;
 - b. Removal of vehicles, equipment, portable toilets, and other support equipment which are used for the event; and
 - c. Removal of facilities, cones, barricades, and markings along a route.
3. Special conditions as recommended by the City or other agencies.
- F. If a special event permit is denied, the applicant has the right to appeal to the Kuna City Council pursuant to KCC 1-15-1.

3-8-5: PARADE SPECIAL EVENT REGULATIONS

- A. Parade special event permits shall contain the following conditions:
- 1. Licenses. All drivers must be at least 18 years of age and shall be required to provide proof of a valid driver's license to operate a motor vehicle in the state of Idaho.
 - 2. Debris removal. Following the conclusion of the parade, organizers shall plan or agree to pay the City for cleaning of debris left by participants or observers in the areas through which the parade passes.
 - 3. Applicants shall identify on maps and in written documentation the locations for assembly and disassembly of participants. If loading docks, truck routes, or highways are impacted, the organizer shall notify affected businesses by certified mail at least 60 days prior to the event of such impact.
 - 4. Throwing from floats. No candy, pamphlets, trinkets, or other items shall be tossed to viewers of parades from parade floats. Violation of this provision is cause for the Kuna City Police Department to ask the violator to pull out of the parade formation or halt the event.
- B. The Kuna Police have the authority, when reasonably necessary, to prohibit or restrict the parking of vehicles along any street or part thereof constituting a part of the route of a parade.

3-8-6: REVOCATION OR SUSPENSION OF PERMIT:

The city clerk, with the approval of the city attorney, may summarily suspend or revoke a permit issued under this chapter for violation of any provision of this chapter; for violation by the applicant of any federal, state or local laws or ordinances during the special event; for a violation of the conditions of the permit; or for making any material false representation in an application for a permit or for an exemption certificate. In the event of a suspension or revocation, the appeal provisions shall apply, commencing upon the date of the suspension or revocation notice. If a

permit is revoked or suspended, the applicant has the right to appeal to the Kuna City Council pursuant to KCC 1-15-1.

3-8-7: PUBLIC CONDUCT DURING PARADES:

- A. Interference: It shall be unlawful for any person to interfere, block, obstruct or impede, or interfere with conduct of the Parade.
- B. No person (except participants of the parade) shall drive any vehicle, walk, run, or ride a bicycle, skateboard or similar device between participants, vehicles or animals in a parade.
- C. No person shall drop, throw or roll any object toward, among or between participants, vehicles or animals in a parade, which object could cause injury or damage to a person, animal or vehicle struck by such object.
- D. No person shall grab at, take hold of, hit, pull or push any participant, vehicle or animal in a parade or anything in the possession of any participant in a parade.

3-8-8: BLOCK EVENT REGULATIONS:

Local streets not exceeding one City block or one intersection may be temporarily closed for block events provided that the following requirements are met:

- A. At least two-thirds ($\frac{2}{3}$) of the area abutting the street or intersection to be closed is residentially zoned and the block event is consistent with purposes of the residential zoning district;
- B. The applicant agrees to indemnify and hold harmless the City and its officers and employees from any and all claims, damages, or suits that may arise or in any way be occasioned by the granting of a special event permit for the block event; and
- C. The applicant agrees to clean all debris and litter from the street and sidewalks within four (4) hours after the block event.
- D. Proof of mailing of written notice to all abutting or adjacent property owners, as well as the property owners on the corner lots immediately across the intersection on the opposite side of the street closure, of the date, time and purpose of the block event and of their right to file with the City Clerk a written objection to the block event 10 business days prior to the issuance of the special event permit..
- E. The applicant for any block event must have an approved traffic control plan from Kuna Police Department and Ada County Highway District and shall be solely responsible for obtaining, placing, and removing any required barricades or traffic control devices.

3-8-9: PROHIBITIONS AND PENALTIES:

It shall be unlawful for any person to:

- A. Conduct, present, or stage a special event without a permit.
- B. Violate any provision of this chapter.
- C. Serve or cause to be served alcohol in violation of Idaho Code or Kuna City Code.
- D. Violate any condition of a special event permit. A permittee may, by virtue of a lawful special event permit, utilize or allow performers to utilize sound amplification equipment that would otherwise violate City Code and/or state law.
- E. Conduct an event that violates the approved use or is outside the permitted or licensed use of a premise, facility, or location.

3-8-10: ATTENDANCE AND PARTICIPANT GOOD FAITH ESTIMATE:

Attendee projections shall be a good faith estimate provided by the applicant, promoter, or sponsor which shall accompany the special event application. The applicant shall provide a short, written statement explaining the basis for the attendee projection. The statement shall include all the relevant factors known at the time, the price of admission and the extent of advertising and promotion contemplated.

3-8-11: SPECIAL EVENT PERMIT GENERAL RESTRICTIONS:

- A. Vendors must keep the area of operation free of debris. Vendors selling food or beverages must provide trash receptacles and waste removal adjacent to or as a part of their operations. All spilled food, beverages, grease, or other trash or debris accumulating within twenty (20) feet of vending unit shall be cleaned and collected by the vendor and deposited in the vendor's trash receptacle.
- B. The vendor is prohibited from depositing its waste, ice, and any grey or wastewater into sidewalk waste receptacles, privately owned dumpster, City planters, gutters or the street drainage system.
- C. All grey water shall be disposed of at the dump station at the City park. No grey water shall be disposed of in any unapproved location such as the curb, gutter or anywhere else on public property.

3-8-12: BASIS FOR PERMIT DENIAL; OR HALTING OF PARADE, PUBLIC ASSEMBLY OR BLOCK EVENT:

A permit may be denied where the City Clerk determines, based upon probable cause from the police department or ACHD that the parade, public assembly, or block event would unreasonably

disrupt traffic, vehicular or pedestrian, or public services, or where there is substantial evidence that the applicant, the applicant's agents, or participants in the parade, public assembly, or block event intend to engage in violence. A parade, public assembly, or block event may be halted by the Chief of Police if at any time the participants fail to comply with the requirements of the permit or violate the law.

3-8-13: REVOCATION OF PERMIT; NOTICE OF HEARING:

Any violation of the provisions of this chapter or a violation of any local, state or federal law committed and connected to the use of the permit issued pursuant to this chapter shall be grounds for the city clerk to revoke the permit. If a permit is revoked, the applicant has the right to appeal to the Kuna City Council pursuant to KCC 1-15-1.

3-8-14: UNLAWFUL CONDUCT:

No temporary permit holder hereunder shall:

- A. Fail to comply with any of the requirements and restrictions set forth in this chapter.
- B. Misrepresent the purpose of, or affiliation of, those engaged in vending or make any false statement on the application.

3-8-15: APPEAL FROM DENIAL OR REVOCATION OF A LICENSE:

Any person aggrieved by any action of the city clerk according to the provisions of this chapter shall have a right to appeal pursuant to KCC 1-15-1.

3-8-16: CRIMINAL CODE VIOLATIONS AND PENALTY:

Any person, business, firm, company or corporation who shall violate any of the provisions of this chapter shall be punished according KCC 1-4-1.

3-8-17: GRANT OF REGULATORY ADMINISTRATIVE POWERS AND AUTHORITY TO BE LIBERALLY CONSTRUED

The grant of regulatory administrative powers and authority provided in this chapter to the city clerk and the other City of Kuna officials and agents; shall be liberally construed, as a broad and general grant of administrative powers and authority to the end that special events are authorized and conducted in a manner that protects the health, safety and welfare of persons and property within the boundaries of the City of Kuna. The enumeration of certain powers that for the free and efficient exercise of powers expressly granted in this Chapter.

3-8-18: SEVERANCE CLAUSE:

If any clause, sentence, paragraph, section, or any part of this chapter, shall be declared and adjudged to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect, invalidate, or nullify the remainder of this chapter.

Section 2: Directing the City Clerk

The City Clerk is directed to file, this Ordinance in the official records of the City and to provide the same to the City’s codifier for inclusion and publication in the Kuna City Code as Chapter 8 of Title 3.

Section 3: Effective Date

This Ordinance shall take effect and be in force from and after its passage, approval, and publication as required by law and at the discretion of the City Clerk and in lieu of publication of the entire ordinance, a summary thereof in compliance with Section 50-901A, Idaho Code, may be published.

DATED this ____ day of _____, 2020

CITY OF KUNA

Joe L. Stear, Mayor

ATTEST:

Chris Engels, City Clerk

**ORDINANCE NO. 2020-24
CITY OF KUNA**

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

- **AMENDING CHAPTER 8, TITLE 3; AND**
- **PROVIDING FOR ADDITIONAL DEFINITIONS; AND**
- **MAKING TECHNICAL CHANGES; AND**
- **PROVIDING FOR SPECIAL EVENTS REGULATIONS AND PERMITS;**
- **AND PROVIDING FOR PARADE SPECIAL EVENT REGULATIONS AND PERMITS; AND**
- **PROVIDING FOR BLOCK EVENT REGULATIONS; AND**
- **PROVIDING FOR TECHNICAL CORRECTIONS TO THE ATTENDEE PROJECTION GOOD FAITH ESTIMATE SPECIAL APPLICATION REGULATIONS; AND**
- **PROVIDING FOR PERMIT DENIAL AND PROCEDURE; AND**
- **PROVIDING FOR LIBERAL CONSTRUCTION OF ADMINISTRATIVE REGULATORY POWERS AND AUTHORITY PROVIDED; AND**
- **DIRECTING THE CITY CLERK; AND**
- **PROVIDING AN EFFECTIVE DATE.**

The Mayor and City Council make the following findings:

1. That Article XII, Section 2 of the Idaho Constitution and Idaho Code Section 50-302 allow municipal corporations to adopt regulations which are not contrary to the general laws; and
2. Idaho Code Section 50-302 grants to cities the power to make ordinances to promote the health, safety and general welfare and provides for enforcement of such ordinances by criminal penalty; and
3. The Kuna City Council finds Special Events which are offered to the public that attract large gatherings of people which may cause adverse public health and safety conditions requiring municipal regulation to ensure adequate protection of public health and safety; and
4. Subsequent to the adoption of Chapter 8 of Title 3 Kuna City Code, Special Events Regulations, the City Council appointed a committee to review it, which committee completed its review and submitted its recommendations for amendments to said Chapter 8; and
5. It is therefore the intent of the Kuna City Council that Chapter 8 of Title 3 Kuna City Code be amended to further protect and promote the health, welfare and safety of the residents, property owners, and visitors to the City of Kuna, and to amend the regulations of Special Events for the benefit and protection of public health and safety; and
6. To provide that Special Event applicants, promoters and sponsors whose Special Events require the use of extraordinary City resources, as a result of their anticipated attendance or heightened security concerns, will pay for those extraordinary resources.
7. It is the further intent of the Kuna City Council that Chapter 8 of Title 3 Kuna City Code be construed liberally in favor of protecting and promoting the health, welfare and safety of the residents of and visitors to the City of Kuna.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the City of Kuna, Ada County, Idaho:

Section 1: Chapter 8 of Title 3, titled “Special Events” of the Kuna City Code be and the same is hereby amended to read as follows:

CHAPTER 8 - SPECIAL EVENTS

SECTION:

3-8-1: - DEFINITIONS:

As used in this chapter, each of the terms in all capital letters defined in this section shall have the meaning given in this section and include the plural form depending upon the context of the term in this Chapter.

ACHD. The Ada County Highway District organized and existing pursuant to chapter 14 of title 40 Idaho Code.

APPLICANT: Person making application to the City of Kuna for a special event permit to plan and operate a special event within the City of Kuna. As used herein, applicant also includes the terms promoter or sponsor and said terms may be used interchangeably.

ATTENDEE PROJECTION: The Applicant’s estimated number of persons who are expected and/or reasonably likely to attend or participate in the special event.

BLOCK EVENT: A special event that requires the use of a street sponsored solely by persons who are owners, residents, or tenants of properties fronting the street and which special event requires the closure of the entire street, or a portion thereof, to vehicular traffic.

CITY PROPERTY: All property including the greenbelt that is owned, operated, leased or maintained by the City of Kuna.

DEADLY WEAPON: Includes the definition of “deadly weapon” as defined by Idaho Code §18-3302(2)(b).

EXTRAORDINARY RESOURCES: Any government, public health and safety personnel, equipment or other resources which would not, in the absence of the special event, be required or expended.

INSURANCE: A general liability policy and, if necessary, an automobile liability policy for each permitted event in the amount designated within this chapter written by an insurer authorized by the State of Idaho to write insurance policies, and continuously in force for the full term of the permit.

ORGANIZATION: An organized body of persons which has a written statement of organization identifying its purpose and defining its membership.

PARADE: Any organized dash, demonstration, march, marathon, meeting, motorcade, parade, procession, race, rally, gathering, or like activity consisting of persons, animals, or vehicles, or a combination thereof, upon the streets within the City that interferes with or has a potential to interfere with the normal flow or regulation of vehicular and or pedestrian use of a street or streets.

PERMITTEE: Person having received a City special event permit that is in full force and effect, and issued hereunder, to plan and operate a special event within the City of Kuna.

PROHIBITED ACTIVITIES: No sales of tobacco, tobacco product, item to ingest tobacco or other substance, including any paraphernalia, or any item depicting any nudity, sexual act or profanity shall be sold on any city property.

PERSON: Includes any natural person, legal entity under law and an organization.

PUBLIC ASSEMBLY: Any meeting, demonstration, rally, or gathering of more than twenty-five (25) persons for a common purpose that interferes with the normal flow or regulation of vehicular and or pedestrian use of a street or streets.

SIDEWALK: Any area or way set aside or open to the general public for purpose of pedestrian traffic use.

STREET: Any public highway that is a part of the ACHD 's Highway System or the State highway system.

SPECIAL EVENT: A gathering or event that is planned to occur on a day, consecutive days, or a recurring schedule that is expected to draw a gathering of persons where;

1. The event is held on a street or city property and/or
2. Alcohol available for consumption and a catering permit is required, and/or
3. A deadly weapon is available for sale or trade, excluding a private sale, and/or
4. The event requires a permit from any other jurisdiction or agency, such as ACHD or the fire district department; and/or
5. The event is of an entertainment, cultural, recreational, educational, or sporting nature.

Examples of special events include, by way of illustration and without limitation, public assembly, block events, concerts, dances, ~~assemblages~~, parades, circuses, fairs, festivals, retail sales, community events, mass participation sports (such as, marathons and running events, bicycle races or tours, sports tournaments), other organized activity conducted for a common or collective use.

A special event does not include a gathering or event that is private and not open to the general public.

SPECIAL EVENT APPLICATION FEES: Special event Application fees under this chapter as established and adopted by resolution of the Kuna City Council.

3-8-2: - SPECIAL EVENT PERMIT REQUIRED:

- A. No person or entity shall hold any special event within the City, as defined by this chapter, without first obtaining a special event permit from the city clerk or the city clerk's designee and paying any application fees. The requirements for permitting under this chapter shall not apply to:
 - 1. First Amendment events, where the expressive or associative activity being exercised is protected by the Idaho Constitution and the First and Fourteenth Amendments to the United States Constitution;
 - 2. Funeral processions;
 - 3. Spontaneous events for the purpose of expressive activity that occur in response to breaking or emerging news;
 - 4. Lawful picketing on sidewalks;
 - 5. School sponsored events for the benefit of the school on school property; ~~or~~unless weapons are offered for sale;
 - 6. Church sponsored events for the benefit of the church held exclusively on church property; unless alcohol is available for consumption and a catering permit is required, excluding alcohol consumed during religious services, or a deadly weapon or weapons is/are offered for sale or as a prize, if the weapon is displayed during the event;
 - 7. Public Events on private property, unless KCC 3-8-2(B) is applicable.
- B. An event on private property shall require a special event permit if:
 - 1. Alcohol is being served and a catering permit is required; and/or
 - 2. Weapons are being offered for sale; and/or
 - 3. Attendance is estimated to exceed five hundred (500) persons and the event has the potential to impact traffic, safety or public services as determined by the city clerk or other city department or pertinent agency.
- C. In determining whether an event is exempt, no consideration shall be given to the content of any constitutionally-protected expression connected with the planned activity. No

permit shall be required under this chapter, nor any condition imposed on any permit, if requiring a permit or imposing the condition would violate rights protected by the Constitution of the United States or by the Constitution of the State of Idaho.

D. The Attendee Projection shall be provided and shall be based upon the type of special event, format, size, location, and history if annual or part of a series of special events. ~~In determining the estimated attendance of a special event, all special events occurring during the event time period shall be used in the attendance calculation.~~

E. No fee, extraordinary resource cost, or insurance requirement shall be imposed when prohibited by the First and Fourteenth Amendments to the United States Constitution. Political or religious activity intended primarily for the communication or expression of ideas shall be presumed to be a constitutionally protected event. First Amendment events include those for the exercise of the right to speech, press, assembly and the right to petition, but does not include commercial advertising. Factors that may be considered in evaluating whether or not an event or an activity is constitutionally protected and therefore exempt include the nature of the event, the extent of commercial activity, the extent of any advertising or promotion of goods or services, the sales of food, goods, and services, any other business participation in the event, the use or application of any funds raised, and, if part of any annual tradition or series, previous events in the sequence.

F. Conditions of Special Event Permits for Parades, Public Assemblies, and Block Events on Streets and Sidewalks:

Special event permits for parades, public assemblies, and block events occurring on streets and/or sidewalks shall include conditions that:

1. Assure that emergency services such as police, fire, and ambulance services are available for a parade, public assembly, or block event taking place within the corporate limits of the City of Kuna;
2. Assure that emergency services such as police, fire, and ambulance services are not unreasonably inhibited in their ability to travel on and cross public streets and sidewalks by parades, public assemblies, or block events; at a minimum, an emergency access twenty feet (20') wide shall be required to all parts of the event;
3. Assure that business activities in the City are not unreasonably impacted by parades, public assemblies, or block events; and
4. Assure that traffic is not unreasonably disturbed by parades, public assemblies, or block events.

3-8-3: - PERMIT APPLICATION; FEES; INSURANCE AND INDEMNIFICATION:

A. All persons holding an event that requires a special event permit shall first obtain a special event application from the city clerk.

B. The completed special event permit application shall be submitted to the city clerk.

‡ The application for special event permit shall be submitted no later than twenty (20) days and no earlier than one (1) year prior to the date of commencement of the special event. Upon good cause shown, a late application may be submitted less than twenty (20) days prior to the event, however, in such a case, there is no guarantee that the permit will be issued.

Formatted: Indent: Left: 1.05", No bullets or numbering

C. The application for a special event permit shall contain the required information as determined by the city clerk.

‡ ~~Special events involving parades, public assemblies and block events applications~~ The information shall include:

Formatted: Indent: Left: 0.75", No bullets or numbering

1. ~~The name of the person or entity submitting the application; The full name, street address, telephone number, e-mail address, and facsimile number, if any, of the person sponsoring the special event;~~
2. ~~The event dates; The name, street address, telephone number, e-mail address, and facsimile number, if any, of the person with operational authority over the special event;~~
3. ~~Event times; The date when the special event is to be conducted;~~
4. ~~Contact information; The name of the special event, if any;~~
5. ~~Number of attendees; The time the special event will begin to form, and the time the special event will begin to proceed;~~
6. ~~Event specifics to include but not limited to boundaries, vendor locations, seating areas, fenced areas, accommodations for disabled, traffic blockades, vehicle parking, unloading and loading locations, locations of portable restrooms and locations of alcohol areas; The anticipated duration in hours and minutes of the special event;~~
7. ~~The estimated number of vendors and type of vending who will be operating at the special event. The applicant shall provide a list of actual vendors who are participating prior to the event; The place the special event will form or be held;~~
8. ~~Any other relevant and necessary information as required by the city clerk; The route or location of the special event;~~

9. The attendee projection, the maximum number who will be allowed to participate, and the estimated number of spectators;
 10. The approximate number of animals, floats, automobiles, or other vehicles in the special event;
 11. The place the special event will end and disband;
 12. The prior special event history of the applicant and sponsor, including the number of permits previously applied for;
 13. All drivers shall be required to be age 18 years or older and to provide proof of their valid motor vehicle driver's license
 14. A public safety plan which shall include a detailed plan for controlling disorderly or violent conduct for public safety, maintaining traffic flow to commercial, other establishments, for sanitary and medical facilities, and for cleanup;
 15. The information may be requested in the permit application form, through written instructions available from the City Clerk or by written or oral inquiries addressed to the applicant. The time for considering the permit shall be extended by the time taken by the applicant in responding satisfactorily to any inquiry. The required public safety plan, or parts thereof, may be waived by the Chief of Police, and/or their designees.
 16. Any other relevant and necessary information as required by the city clerk.
- D. The permit application fees shall be set by resolution of the Kuna City Council and published on the Kuna City Clerk fee schedule.
- E. Upon submission of the completed application for the special event permit, the city clerk shall review the application for completeness. If any additional information is needed, the city clerk shall advise the applicant of the additional information that is required.
- F. When the application is deemed complete, the applicant and the city clerk shall schedule a pre-permit issuance hearing if needed by the city clerk to review the information contained in the application. The city clerk, the city attorney, the Kuna Police Department, and any other party that the city clerk deems necessary, shall be responsible for reviewing the application.
- ~~1. At the pre-permit issuance meeting, the parties shall determine what requirements or conditions are necessary before the special event permit will be issued; the requirements to be considered, include but are not limited to:~~

~~a. A safety plan, as recommended by the Kuna City Police which may include:~~

~~(1) A transportation plan that will establish and define measures and means by which the applicant intends to accommodate the movement of people to, from, and around the event.~~

~~(2) Event security plan that provides for emergency and contingency plans to ensure that the event is conducted in a safe and secure manner.~~

~~b. Emergency personnel needed.~~

~~c. Any sanitary facilities, such as porta-potties and trash removal that may be required by local, state or federal regulation or law.~~

~~d. Any other condition or conditions, as recommended by the city or other governmental agency.~~

~~e. The amount of the special event fee to be charged.~~

~~f. Any damage deposits that may be required after reviewing the event plan.~~

G. Public safety plans for parades, public assemblies and block events shall be submitted and approved by Kuna Police Department and ACHD prior to and as a condition of the issuance of a permit. The public plan, as required by the Kuna City Police and/or the ACHD may include:

A transportation plan that will establish and define measures and means by which the applicant intends to accommodate the movement of people to, from, and around the special event.

G In addition to the application, separate licenses and/or permits and/or permissions may be required for the following;

1. ~~Sale and/or consumption of alcoholic beverages on public or private property, as required by Idaho law, or the applicable laws, policies, and procedures of Kuna City Code. (Applications for events which provide for the sale and/or consumption of alcohol or alcoholic beverages may require a transportation plan to be submitted with the application).~~

2. ~~Use of any portion of the public right-of-way (road, sidewalk or street parking area) requires a use permit, pursuant to by Idaho law, or the applicable laws, policies, and procedures of the Ada County Highway District, Idaho Transportation Department and/or Kuna City Code.~~

3. ~~Any use permits that may be required.~~

4. ~~Firework permits.~~

H. The applicant for any parade or block event must have a traffic control plan approved by the Kuna Police Department and Ada County Highway District and shall be solely responsible for obtaining, placing, and removing any required barricades or traffic control devices.

~~H. If the event is held on city property, applicants shall provide a copy of the comprehensive general liability insurance policy in the amount of one million dollars (\$1,000,000.00) with the City of Kuna or Ada County Highway District (or both, depending upon the location of the special event) named as a certificate holder, and written by a company authorized to write insurance policies within the State of Idaho, and filed with the Kuna City Clerk's office. Applicants must also execute indemnification and hold harmless provisions contained within the application.~~

I. Approval by the Kuna Police Department of a transportation plan is subject to the availability of police officers of the city to properly police the special event without jeopardizing normal police protection of the city.

J. At the pre-permit issuance meeting, the parties shall determine what requirements or conditions are necessary before the special event permit will be issued; the requirements to be considered, include but are not limited to:

1. Event security plan that provides for emergency and contingency plans to ensure that the event is conducted in a safe and secure manner.
2. Emergency personnel needed.
3. Any sanitary facilities, such as porta-potties and trash removal that may be required by local, state or federal regulation or law.
4. Any other condition or conditions, as recommended by the City or other governmental agency.
5. The amount of the special event fee to be charged.
6. Any damage deposits that may be required after reviewing the event plan.

K. In addition to the application, separate licenses and/or permits and/or permissions may be required for the following:

1. Sale and/or consumption of alcoholic beverages on public or private property, as required by Idaho law, or the applicable laws, policies, and procedures of Kuna City Code. (Applications for events which provide for the sale and/or consumption of alcohol or alcoholic beverages may require a transportation plan to be submitted with the application).

2. Use of any portion of the public right-of-way (road, sidewalk or street parking area) requires a use permit, pursuant to Idaho law, or the applicable laws, policies, and procedures of the Ada County Highway District, Idaho Transportation Department and/or Kuna City Code.
 3. Any use permits that may be required.
 4. Firework permits.
- L. If the event is held on City property, applicants shall provide a copy of the comprehensive general liability insurance policy in the amount of one million dollars (\$1,000,000.00) with the City of Kuna or Ada County Highway District (or both, depending upon the location of the special event) named as a certificate holder, and written by a company authorized to write insurance policies within the State of Idaho, and filed with the Kuna City Clerk's Office. Applicants must also execute indemnification and hold harmless provisions contained within the application.

3-8-4: - ISSUANCE OF PERMIT; EXTRAORDINARY RESOURCES; CONDITIONS OF APPROVAL; GROUNDS FOR DENIAL:

- A. Within ten (10) business days of the receipt of an application, the city clerk shall provide a written notice to the applicant for any additional items that may be required before the permit will be issued. The applicant has ten (10) business days to provide the additional requested information unless the city clerk and the applicant agree on the amount of additional time. Upon receipt of the items as specified by the city clerk, the city clerk shall within five (5) business days, either approve a permit with standard or special conditions, or a combination of each, or deny a permit.
- B. An applicant, whose special event may require the use of extraordinary city resources as a result of anticipated attendance or increased security demands, shall be required to pay for those extraordinary resources, as determined by the city or affected agency prior to the event. If there is additional extraordinary expenses or damages, the applicant shall pay for the same within fifteen (15) days following the conclusion of the special event, and as condition of approval, the city may require a cash deposit, as a security for any additional extraordinary resources or damage.
- C. Special event application may be denied or revoked if the city clerk determines:
 1. The applicant has made any false material representation in the application;
 2. The applicant fails to provide any of the items or information required by this chapter;
 3. The applicant failed to pay for extraordinary resources or potential estimated damages attributable to the event as specified in subsection 3-8-4-B of this chapter or to pay costs

associated with extraordinary resources or damage to city property for a previously-permitted event.

4. The applicant failed to gain required licenses, permits, conditions, or permissions from the police department, fire department, central district health department, ACHD ~~Ada County Highway District~~, City Planning and Zoning and/or City Clerk's Office.
 5. The special event will substantially interfere with a special event where the other special event has applied for a special event permit and its fee and any other costs have been paid for in full.
- D. The city clerk may condition the issuance of a special event permit by imposing reasonable requirements concerning the time, place, and manner of the event, and such requirements as are necessary to protect the safety and rights of persons and property, and the control of traffic as recommended by City staff or external agencies.
- E. The following conditions apply to all special event permits:
1. The time, place and manner of the event proposed on the application may not be altered or modified;
 2. The area of the event or the facility must be returned immediately to its original pre-event condition, reasonable wear and tear excluded, including:
 - a. Removal and appropriate disposal of trash and/or recyclables generated by event activities and by the event's spectators and attendees in coordination with the city's designated trash service company;
 - b. Removal of vehicles, equipment, portable toilets, and other support equipment which are used for the event; and
 - c. Removal of facilities, cones, barricades, and markings along a route.
 3. Special conditions as recommended by the City or other agencies.
- F. If a special event permit is denied, the applicant has the right to appeal to the Kuna City Council pursuant to KCC 1-15-1.

3-8-5: PARADE SPECIAL EVENT REGULATIONS

A. Parade special event permits shall contain the following conditions:

1. Licenses. All drivers must be at least 18 years of age and shall be required to provide proof of a valid driver's license to operate a motor vehicle in the state of Idaho.
2. Debris removal. Following the conclusion of the parade, organizers shall plan or agree to pay the City for cleaning of debris left by participants or observers in the areas through which the parade passes.

3. Applicants shall identify on maps and in written documentation the locations for assembly and disassembly of participants. If loading docks, truck routes, or highways are impacted, the organizer shall notify affected businesses by certified mail at least 60 days prior to the event of such impact.
 4. Throwing from floats. No candy, pamphlets, trinkets, or other items shall be tossed to viewers of parades from parade floats. Violation of this provision is cause for the Kuna City Police Department to ask the violator to pull out of the parade formation or halt the event.
- B. The Kuna Police have the authority, when reasonably necessary, to prohibit or restrict the parking of vehicles along any street or part thereof constituting a part of the route of a parade.

3-8-5 6: - REVOCATION OR SUSPENSION OF PERMIT:

The city clerk, with the approval of the city attorney, may summarily suspend or revoke a permit issued under this chapter for violation of any provision of this chapter; for violation by the applicant of any federal, state or local laws or ordinances during the special event; for a violation of the conditions of the permit; or for making any material false representation in an application for a permit or for an exemption certificate. In the event of a suspension or revocation, the appeal provisions shall apply, commencing upon the date of the suspension or revocation notice. If a permit is revoked or suspended, the applicant has the right to appeal to the Kuna City Council pursuant to KCC 1-15-1.

3-8-7: PUBLIC CONDUCT DURING PARADES:

- A. Interference: It shall be unlawful for any person to interfere, block, obstruct or impede, or interfere with conduct of the Parade.
- B. No person (except participants of the parade) shall drive any vehicle, walk, run, or ride a bicycle, skateboard or similar device between participants, vehicles or animals in a parade.
- C. No person shall drop, throw or roll any object toward, among or between participants, vehicles or animals in a parade, which object could cause injury or damage to a person, animal or vehicle struck by such object.
- D. No person shall grab at, take hold of, hit, pull or push any participant, vehicle or animal in a parade or anything in the possession of any participant in a parade.

3-8-8 BLOCK EVENT REGULATIONS:

Local streets not exceeding one City block or one intersection may be temporarily closed for block events provided that the following requirements are met:

- A. At least two-thirds (2/3) of the area abutting the street or intersection to be closed is residentially zoned and the block event is consistent with purposes of the residential zoning district;
- B. The applicant agrees to indemnify and hold harmless the City and its officers and employees from any and all claims, damages, or suits that may arise or in any way be occasioned by the granting of a special event permit for the block event; and
- C. The applicant agrees to clean all debris and litter from the street and sidewalks within four (4) hours after the block event.
- D. Proof of mailing of written notice to all abutting or adjacent property owners, as well as the property owners on the corner lots immediately across the intersection on the opposite side of the street closure, of the date, time and purpose of the block event and of their right to file with the City Clerk a written objection to the block event 10 business days prior to the issuance of the special event permit..
- E. The applicant for any block event must have an approved traffic control plan from Kuna Police Department and Ada County Highway District and shall be solely responsible for obtaining, placing, and removing any required barricades or traffic control devices.

3-8-6 9: - PROHIBITIONS AND PENALTIES:

~~A.~~ It shall be unlawful for any person to:

- ~~A. 1.~~ Conduct, present, or stage a special event without a permit.
- ~~B. 2.~~ Violate any provision of this chapter.
- ~~C. 3.~~ Serve or cause to be served alcohol in violation of Idaho Code or Kuna City Code.
- ~~D. 4.~~ Violate any condition of a special event permit. A permittee may, by virtue of a lawful special event permit, utilize or allow performers to utilize sound amplification equipment that would otherwise violate City Code and/or state law.
- ~~E. 5.~~ Conduct an event that violates the approved use or is outside the permitted or licensed use of a premise, facility, or location.

Formatted: Numbered + Level: 1 + Numbering Style: A, B, C, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5"

Formatted: Numbered + Level: 1 + Numbering Style: A, B, C, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5"

Formatted: Numbered + Level: 1 + Numbering Style: A, B, C, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5"

Formatted: Numbered + Level: 1 + Numbering Style: A, B, C, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5"

Formatted: Numbered + Level: 1 + Numbering Style: A, B, C, ... + Start at: 1 + Alignment: Left + Aligned at: 0.25" + Indent at: 0.5"

3-8-7 10: - ATTENDANCE AND PARTICIPANT GOOD FAITH ESTIMATE:

Attendee projections the attendance shall be a good faith estimate provided by the applicant, promoter, or sponsor which shall accompany the special event application. The applicant shall provide a short, written statement explaining the basis for the attendee projection.

The statement shall include all the relevant factors known at the time, the price of admission and the extent of advertising and promotion contemplated.

3-8-8 11: - SPECIAL EVENT PERMIT GENERAL RESTRICTIONS:

- A. Vendors must keep the area of operation free of debris. Vendors selling food or beverages must provide trash receptacles and waste removal adjacent to or as a part of their operations. All spilled food, beverages, grease, or other trash or debris accumulating within twenty (20) feet of vending unit shall be cleaned and collected by the vendor and deposited in the vendor's trash receptacle.
- B. The vendor is prohibited from depositing its waste, ice, and any grey or wastewater into sidewalk waste receptacles, privately owned dumpster, City planters, gutters or the street drainage system.
- C. All grey water shall be disposed of at the dump station at the City park. No grey water shall be disposed of in any unapproved location such as the curb, gutter or anywhere else on public property.

3-8-12: BASIS FOR PERMIT DENIAL; OR HALTING OF PARADE, PUBLIC ASSEMBLY OR BLOCK EVENT:

A permit may be denied where the City Clerk determines, based upon probable cause from the police department or ACHD that the parade, public assembly, or block event would unreasonably disrupt traffic, vehicular or pedestrian, or public services, or where there is substantial evidence that the applicant, the applicant's agents, or participants in the parade, public assembly, or block event intend to engage in violence. A parade, public assembly, or block event may be halted by the Chief of Police if at any time the participants fail to comply with the requirements of the permit or violate the law.

3-8-9 13: - REVOCATION OF ~~PERMIT LICENSE~~; NOTICE OF HEARING:

Any violation of the provisions of this chapter or a violation of any local, state or federal law committed and connected to the use of the ~~permit issued pursuant to this chapter license~~ shall be grounds for the city clerk to revoke the permit. If a permit is revoked, the applicant has the right to appeal to the Kuna City Council pursuant to KCC 1-15-1.

3-8-10-14: - UNLAWFUL CONDUCT:

~~A.~~—No temporary permit holder hereunder shall:

- ~~A. 1.~~—Fail to comply with any of the requirements and restrictions set forth in this chapter.
- ~~B. 2.~~—Misrepresent the purpose of, or affiliation of, those engaged in ~~the~~ vending or make any false statement on the application;

Formatted: Numbered + Level: 1 + Numbering Style: A, B, C, ... + Start at: 1 + Alignment: Left + Aligned at: 0.55" + Indent at: 0.8"

~~3-8-14~~ 15: - APPEAL FROM DENIAL OR REVOCATION OF A LICENSE:

Any person aggrieved by any action of the city clerk according to the provisions of this chapter shall have a right to appeal pursuant to KCC 1-15-1.

~~3-8-12~~ 16: - CRIMINAL CODE VIOLATIONS AND PENALTY:

Any person, business, firm, company or corporation who shall violate any of the provisions of this chapter shall be punished according KCC 1-4-1.

3-8-17 GRANT OF REGULATORY ADMINISTRATIVE POWERS AND AUTHORITY TO BE LIBERALLY CONSTRUED

The grant of regulatory administrative powers and authority provided in this chapter to the city clerk and the other City of Kuna officials and agents; shall be liberally construed, as a broad and general grant of administrative powers and authority to the end that special events are authorized and conducted in a manner that protects the health, safety and welfare of persons and property within the boundaries of the City of Kuna. The enumeration of certain powers that for the free and efficient exercise of powers expressly granted in this Chapter.

~~3-8-13~~ 18: - SEVERANCE CLAUSE:

If any clause, sentence, paragraph, section, or any part of this chapter, shall be declared and adjudged to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect, invalidate, or nullify the remainder of this chapter.

Section 2: Directing the City Clerk

The City Clerk is directed to file, this Ordinance in the official records of the City and to provide the same to the City's codifier for inclusion and publication in the Kuna City Code as Chapter 8 of Title 3.

Section 3: Effective Date

This Ordinance shall take effect and be in force from and after its passage, approval, and publication as required by law and at the discretion of the City Clerk and in lieu of publication of the entire ordinance, a summary thereof in compliance with Section 50-901A, Idaho Code, may be published.

DATED this ____ day of _____, 2020

CITY OF KUNA

Joe L. Stear, Mayor

ATTEST:

Chris Engels, City Clerk

