



CITY OF Caldwell, Idaho

Planning & Zoning

HEARING REVIEW APPLICATION

Type of Review Requested (check all that apply)

- Annexation
- Appeal/Amendment
- Comprehensive Plan Map Change
- De-Annexation
- Ordinance Amendment
- Rezone
- Special Use Permit
- Subdivision- Preliminary Plat
- Subdivision- Final Plat
- Subdivision- Short Plat
- Time Extension
- Variance
- Other _____

RECEIVED
MAR 19 2018

STAFF USE ONLY:

File number(s): _____

SUB-18-P03/Ann-18-01

Project name: Wagon Wheel Sub

Date filed: 3-19-18 Date complete: _____

Related files: _____

Subject Property Information

Address: Middleton Rd, Caldwell Parcel Number(s): R3431701000

Subdivision: _____ Block: _____ Lot: _____ Acreage: 37.22 Zoning: Can County

Prior Use of the Property: Vacant - Agriculture

Proposed Use of the Property: Single Family Residential Subdivision

Applicant Information:

Applicant Name: Trilogy Development Phone: 208-895-8858

Address: 9839 W Cable Car St, Suite 101 City: Boise State: ID Zip: 83709

Email: shawn@trilogyidaho.com Cell: _____

Owner Name: Endurance Holdings, LLC Phone: _____

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

Email: _____ Cell: _____

Agent Name: (e.g., architect, engineer, developer, representative) JUB Engineers, Inc. - Kristi Watkins, Planner

Address: 250 S Beechwood Ave, Suite 201 City: Boise State: ID Zip: 83709

Email: kwatkins@jub.com Cell: _____

Authorization

Print applicant name: Kristi Watkins

Applicant Signature: Kristi Watkins Date: 3.19.18

AI



CITY OF
Caldwell, Idaho

Planning & Zoning

SUBDIVISION- PRELIMINARY PLAT

Project Name: Wagon Wheel Subdivision	File #: <u>SUB-18P-03</u>
Applicant/Agent: JUB Engineers, Inc. - Kristi Watkins, Planner	

Applicant (v)	Description	Staff (v)
X	Completed & signed Hearing Review Master Application	
X	Narrative fully describing the proposed use/request	
X	Recorded warranty deed for the subject property	
X	Preliminary Plat – Submitted in 8 ½ x 11 paper format AND in electronic format (PDF)	
X	Landscape Plan– Submitted in 8 ½ x 11 paper format AND in electronic format (PDF)	
X	Vicinity map – Submitted in 8 ½ x 11 paper format AND in electronic format (PDF)	
Robb M has T	Traffic Study – Submitted in 8 ½ x 11 paper format AND in electronic format (PDF)	
X	Neighborhood Meeting sign-in sheet	
X	Fee <u>3,368.68</u>	

Total # Lots

Residential: 154 ¹⁴⁶ Commercial: 0 Industrial: 0 Common: 8

Phased Project: Yes No If "yes", Phase #: _____ Total Acreage: 37.22

Min. Lot Size (excluding common lots): 6,003 sf Max. Lot Size (excluding common lots): 16,173 sf

Avg. Lot Size (excluding common lots): 6,745 sf % Useable Open Space: 8%

List all types of useable open space: Open space, pathways, playground

STAFF USE ONLY:

Date Application Received: 3-19-18

Received by: VC

Proposed Hearing Date: HE 5-8-18

Hearing Body: HE

Project Name: Wagon Wheel Subdivision	File #: Ann-18-01
Applicant/Agent: JUB Engineers, Inc., Kristi Watkins, Planner	

Applicant (v)	Description	Staff (v)
X	Completed & signed Hearing Review Master Application	
X	Narrative fully describing the proposed use/request, including current potable water supply and current sewage system	
X	Recorded warranty deed for the subject property	
N/A	Signed Lease Agreement (if applicable)	
X	Vicinity map, showing the location of the subject property (8 1/2" x 11")	
X	Site Plan The following are suggested items that may be shown on the site plan:	
	• Property boundaries of the site	
	• Existing buildings on the site	
	• Parking stalls and drive aisles	
	• Sidewalks or pathways (proposed and existing)	
	• Fencing (proposed and existing)	
X	Metes and bounds legal description for the site to be annexed (must be submitted in electronic format).	
X	Landscape Plan (if applicable)	
X	Neighborhood Meeting sign-in sheet	
X	Fee 1,532.48	

DA 300.00
Hrg 499.80

STAFF USE ONLY:

Date Application Received: 3-19-18

Received by: LC

Proposed Hearing Date: 5-8-2018

Hearing Body: HE



CITY OF
Caldwell, Idaho

Planning & Zoning

LANDSCAPE PLAN

Project Name: Wagon Wheel Subdivision	File #: <u>SUB-18P-03/</u>
Project Address: NWC of Skyway and Middleton Rd, Caldwell ID	<u>Ann-18-01</u>

Applicant (v)	Description	Staff (v)
X	Detailed plan at a scale no smaller than 1" to 50' submitted in 8 ½ x 11 paper format AND in electronic format (PDF)	
<u>Landscape Plan must include a table with the following information:</u>		
X	Names of all streets upon which the property has frontage, including amount of linear feet of frontage	
X	# of trees provided in each street landscape buffer	
X	# of shrubs provided in each street landscape buffer	
X	Width of each street landscape buffer	
N/A	Total # of parking spaces provided (regular, ADA, and bicycle)	
X	Types of vegetation and/or rock ground cover	
X	Note indicating whether or not the landscape plan complies with City Code Chapter 10-07 (Caldwell Landscaping Ordinance). If plan does not comply, state which areas & the reason for the variation.	

Landscape plans shall be prepared by a landscape architect, a landscape designer, or a qualified nursery person. Landscape plans shall be stamped by a licensed landscape architect.

<u>STAFF USE ONLY:</u>	
Date Application Received:	<u>3-19-18</u>
Received by:	<u>LC</u>
Date Approved:	_____
Approved by:	_____



J-U-B ENGINEERS, INC.

J-U-B COMPANIES



THE LANGDON GROUP



GATEWAY MAPPING INC.

March 19, 2018

Jarom Wagoner
City of Caldwell
411 Blaine Street
Caldwell, Idaho 83605

RE: WAGON WHEEL SUBDIVISION – ANNEXATION, DEVELOPMENT AGREEMENT AND PRELIMINARY PLAT REQUEST

Dear Mr. Wagoner:

On behalf of Trilogy Development, please accept this request for an annexation, a development agreement and preliminary plat for the proposed Wagon Wheel Subdivision, located on the northwest corner of Skyway Dr and Middleton Rd, in Caldwell.

A neighborhood meeting was held on February 15, 2018 at Skyway Elementary. The neighbors were generally in favor of the proposed development since it matches what is already existing in the surrounding neighborhoods.

Annexation

Trilogy Development is requesting to annex the proposed subdivision property into the city limits of Caldwell, Idaho with a zoning designation of R-2 (Medium Density Residential). The property is currently in Canyon County with an AG (Agriculture) Zoning designation.

The City of Caldwell Comprehensive Plan identifies a medium density residential designation in this area with a density of 4 dwelling units per gross acre. This development proposes 3.92 dwelling units per gross acre.

Preliminary Plat & Development Agreement

The proposed preliminary plat would divide the 37.22 acre property into 154 lots comprised of 146 Single-Family lots and 8 common lots. The average lot size will be 6,745 square feet with the minimum lot size at 6,003 square feet. There will be 2.98 acres of open space (8%) provided and will include common areas, landscape buffers, pathways and a tot lot (playground).

A2

The proposed preliminary plat and landscape plan will serve as the conceptual development plan for this property to be included in the development agreement.

There are adequate public services available in this area to serve the subdivision. It will be served by public sewer and water by the City of Caldwell. Storm water will be retained on site in seepage beds designed by a civil engineer. Pressurized Irrigation will be provided and maintained by the City of Caldwell. The proposed roadways will be dedicated to the City of Caldwell.

Traffic Impact Study

A traffic impact study is being conducted with Thompson Engineers, Inc., in coordination with the City of Caldwell, Public Works Department and will be submitted to Robb MacDonald upon its completion.

The enclosed applications have been submitted in accordance with the requirements of the City of Caldwell. The development has also been designed in accordance with the City Code and Comprehensive Plan.

Please feel free to contact me with any questions or concerns at kwatkins@jub.com or 489-7906.

Sincerely,
J-U-B ENGINEERS, Inc.

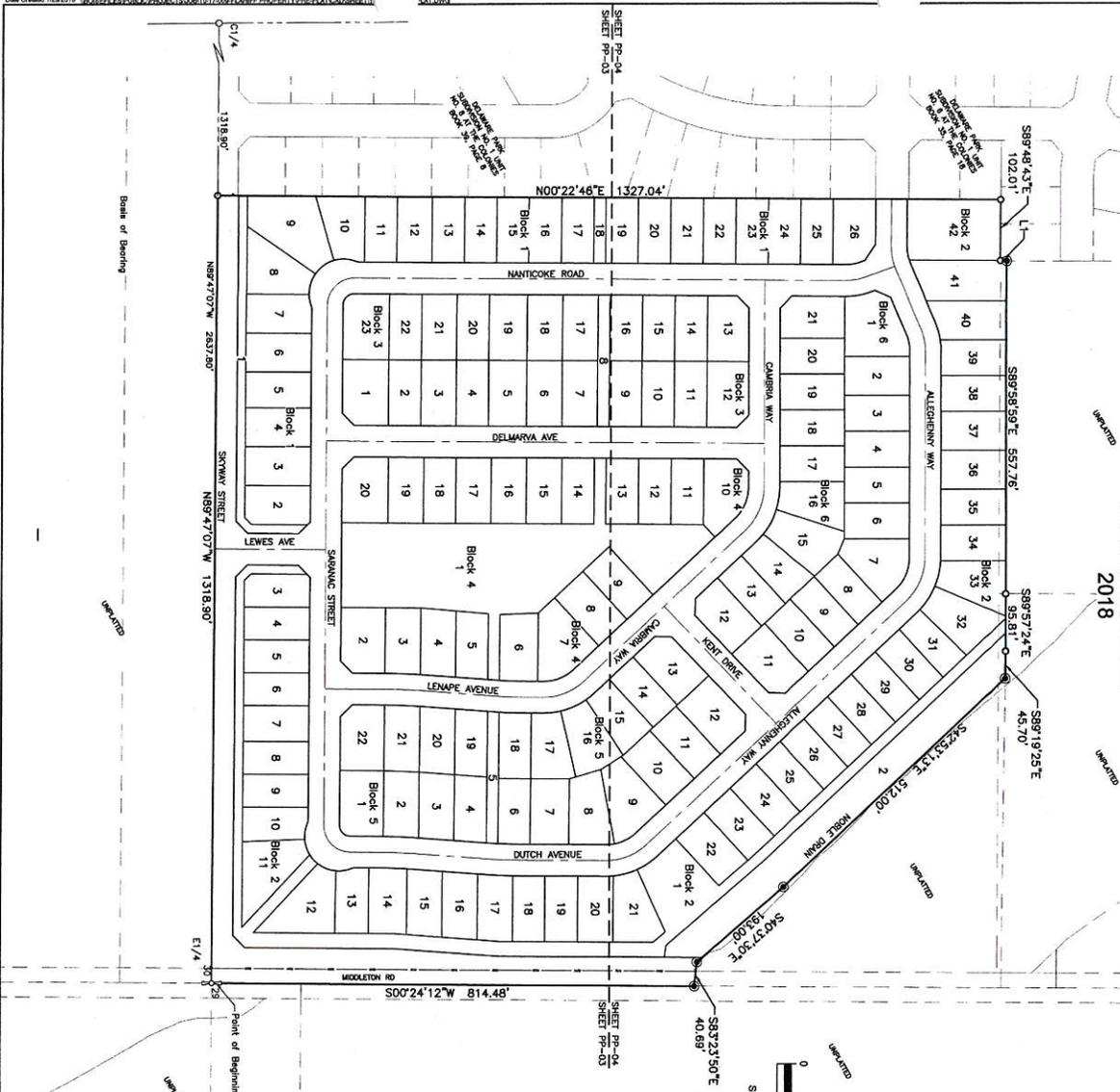


Kristi Watkins
Land Development Planner

A7

LINE #	DIRECTION	LENGTH
L1	N07°1'23"E	9.83'

PRELIMINARY PLAT FOR
WAGON WHEEL SUBDIVISION
 SITUATED IN THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 30,
 TOWNSHIP 4 NORTH, RANGE 2 WEST, BOISE MERIDIAN,
 CALDWELL, IDAHO
 2018



BOUNDARY LEGEND

- Subdivision Boundary Line
- Section Line
- Acreon Line
- Right-of-Way Line
- Right-of-Way Line
- Existing Sewer Easement Line
- Existing Road Easement Line
- Proposed Siltation Impingement Easement Line
- Quarter-Section Corner
- Found 5/8" Nail
- Property Corner
- P.S. Number Found on Monument



NOTES

1. CONTOR AND SPOT ELEVATION DATA IS REFERENCED TO NAVD 83 DATUM.
2. ALL SURVEYING PERFORMED IN THIS JURISDICTION AND SHALL BE CONDUCTED IN ACCORDANCE WITH CITY OF CALDWELL.
3. ALL LOTS ARE RESUBDIVIDED, BUILDING LOTS EXCEPT LOTS 1 & 18, BLOCK 1, LOTS 1 & 2, BLOCK 2, LOT 1, BLOCK 4, AND LOT 5, BLOCK 5 WHICH ARE COMMON AREA/STANDARD STAKE LOTS. LOT 2, BLOCK 2 IS THE MOBILE DRIVE EXISTENT LOT.
4. FUTURE DEVELOPMENT SHALL BE CONDUCTED ON THIS SITE SHALL HAVE A QUALITY CONTROL, TYPICAL FROM TO BE CONNECTED TO EXISTING STORMWATER SYSTEM.
5. PUBLIC UTILITIES SHALL INCLUDE WATER, SEWER, ELECTRIC POWER, NATURAL GAS, TELEPHONE, AND CABLE TELEVISION.
6. THIS SUBDIVISION WILL RECEIVE PRESSURIZED SEWERAGE FROM THE COMMUNITY PRESSURE SEWERAGE SYSTEM AND SHALL BE MAINTAINED AND OPERATED BY CITY OF CALDWELL.
7. THIS DEVELOPMENT REQUIRES SECTION 22-2-20 OF IDAHO CODE, BEAR TO NEW ACT, WHICH STATES: "NO APPROPRIATE, OPERABLE, OR MAINTAINABLE PRESSURIZED SEWERAGE SYSTEM SHALL BE INSTALLED OR OPERATED IN THIS STATE UNLESS THE OPERATIONAL FACILITY OR PROPERTY WITH A LICENSED DESIGNER'S SEAL AND SIGNATURE SHALL BE PROVIDED TO THE CITY OF CALDWELL TO MAINTAIN AND OPERATE THE PRESSURIZED SEWERAGE SYSTEM." THIS DEVELOPMENT SHALL BE CONDUCTED IN ACCORDANCE WITH THE CITY OF CALDWELL'S REGULATIONS AND ORDINANCES.
8. THE CITY OF CALDWELL SHALL BE PROVIDED WITH THE PROVISIONS AND THE PROVISIONS SHALL BE PROVIDED BY THE CITY OF CALDWELL.
9. DEDICATED STORM COLLECTION SHALL BE PROVIDED BY THE CITY OF CALDWELL.
10. ALL UTILITIES SHALL BE MAINTAINED THROUGHOUT THE PROJECT WHERE THEIR CROSS SECTIONS WITH ALL STRUCTURES LOCATED THEREIN ARE MAINTAINED TO THE DEPTH OF THE PROPOSED SUBDIVISION.
11. UNDEVELOPED COMMON LOTS ARE LOCATED THROUGHOUT THE PROJECT AND ARE IDENTIFIED ON THE PLAN. THESE LOTS SHALL BE OWNED AND MAINTAINED BY THE PROPOSED SUBDIVISION.
12. ALL UTILITIES SHALL BE MAINTAINED THROUGHOUT THE PROJECT AND ARE IDENTIFIED ON THE PLAN. THESE LOTS SHALL BE OWNED AND MAINTAINED BY THE PROPOSED SUBDIVISION.
13. ALL UTILITIES SHALL BE MAINTAINED THROUGHOUT THE PROJECT AND ARE IDENTIFIED ON THE PLAN. THESE LOTS SHALL BE OWNED AND MAINTAINED BY THE PROPOSED SUBDIVISION.
14. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
15. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
16. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
17. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
18. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
19. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
20. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
21. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
22. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
23. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
24. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
25. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
26. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
27. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
28. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
29. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
30. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
31. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
32. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
33. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
34. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
35. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
36. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
37. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
38. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
39. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
40. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
41. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.
42. THE PROPERTY IS IN ZONE R-2 (RESIDENTIAL SINGLE-FAMILY) WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THIS PLAT.

LAND USE SUMMARY

TOTAL AREA:	37.22 AC.
TOTAL LOTS:	154 LOTS
COMMON AREA LOTS:	8 LOTS
RESIDENTIAL DENSITY:	3.82 DU/AC
AVERAGE LOT SIZE:	6,883 S.F.
SMALLEST LOT:	6,000 S.F.
PROPOSED ZONE:	R-2

OWNER

JOHN D. HANCOCK LLC
 1977 E. OVERLAND RD
 MERIDIAN, ID 83642

DEVELOPER

SHAWN BROWNLEE
 8839 W. CHABLE CAR STREET
 BOISE, IDAHO 83709
 208-982-5858

CIVIL ENGINEER

SCOTT W. HANCOCK, P.E.
 250 S. BEECHWOOD AVE.
 BOISE, ID 83709
 208-376-7330

LAND SURVEYOR

ROBERT L. KUZMINOFF, P.L.S.
 414-B ENGINEERS
 GRANARY IRIGATION PIPE
 SITE 20
 208-376-7330

LEGEND

EXISTING	PROPOSED
--- SANITARY SEWER LINE	--- SANITARY SEWER LINE
--- WATER LINE	--- WATER LINE
--- GRANARY IRIGATION PIPE	--- GRANARY IRIGATION PIPE
--- PRESSURE IRIGATION LINE	--- PRESSURE IRIGATION LINE
--- STORM DRAIN LINE	--- STORM DRAIN LINE
--- CANALINE	--- CANALINE
--- LOT LINE	--- LOT LINE
--- 6" VERTICAL CURB & GUTTER	--- 6" VERTICAL CURB & GUTTER
--- ROLLED CURB & GUTTER	--- ROLLED CURB & GUTTER
--- 5" SIDEWALK	--- 5" SIDEWALK
--- SEWER MANHOLE	--- SEWER MANHOLE
--- RECEPTION MANHOLE	--- RECEPTION MANHOLE
--- STREET LIGHT	--- STREET LIGHT
--- TREE RESIDUOUS	--- TREE RESIDUOUS
--- TREE CORNER	--- TREE CORNER
--- DASH LINE	--- DASH LINE
--- FENCE LINE	--- FENCE LINE
--- PIPE INSTANT	--- PIPE INSTANT
--- 5" CONTOUR LINE	--- 5" CONTOUR LINE
--- 1" CONTOUR LINE	--- 1" CONTOUR LINE

WAGON WHEEL SUBDIVISION
CALDWELL, IDAHO

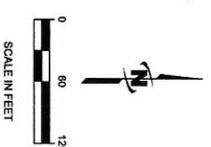
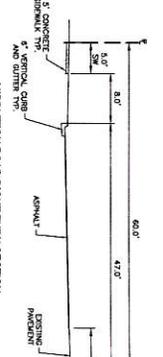
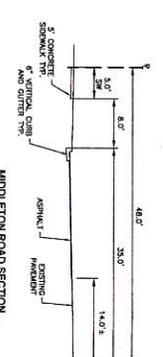
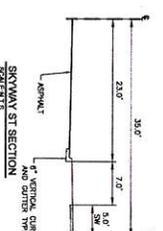
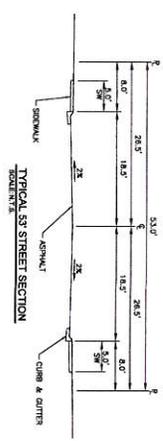
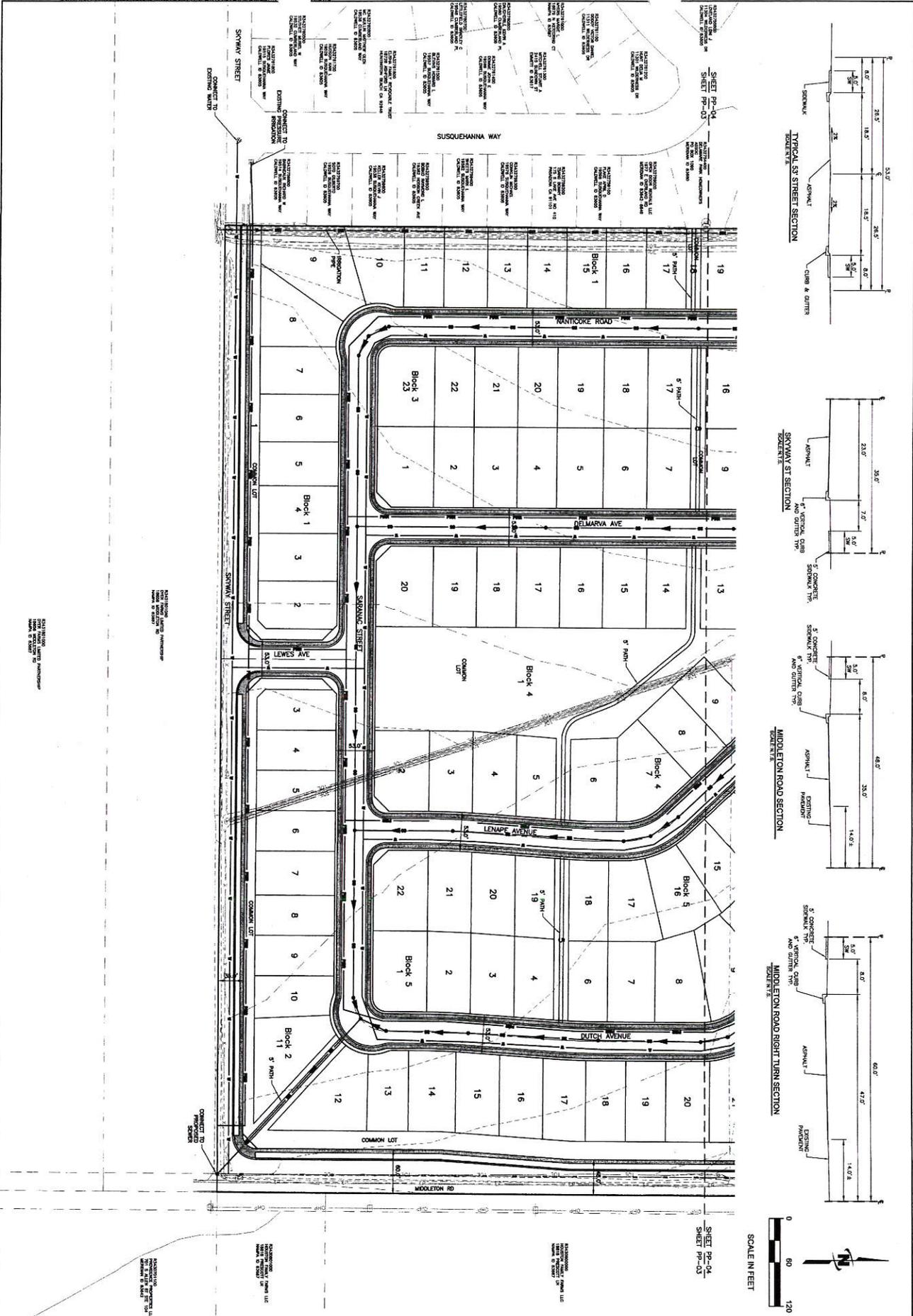
BOUNDARY AND PROJECT INFORMATION

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

14-B ENGINEERS, INC.

PP-01

A3



DATE: 01-20-2018 10:32 AM
 DRAWN BY: EVERETT EARNEST
 CHECKED BY: JUB
 ALL TIE LINES & NOT ONE
 TABLE BOUNDARY LINES
 SHEET NUMBER: PP-03

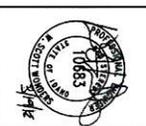
WAGON WHEEL SUBDIVISION
 CALDWELL, IDAHO

PROPOSED CONDITIONS

REUSE OF DRAWINGS

JUB SHALL RETAIN ALL COPYRIGHT, COPYRIGHT AND OTHER RESERVED RIGHTS OF THESE DRAWINGS, AND THE SAME SHALL NOT BE REUSED WITHOUT JUB'S PRIOR WRITTEN CONSENT. ANY REUSE WITHOUT WRITTEN CONSENT BY JUB WILL BE AT CLIENT'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL RECOURSE TO JUB.

NO.	DESCRIPTION	BY	DATE



J-U-B ENGINEERS, INC.
 250 S. Beechwood Ave.
 Suite 201
 Boise, ID 83709-0944

Phone: 208.376.7330
 www.jub.com

A3



J-U-B ENGINEERS, INC.

J-U-B ENGINEERS, INC.
250 S Beechwood Ave, Ste 201
Boise, ID 83709-0944

Phone: 208-376-7330
Fax: 208-323-9336
www.jub.com

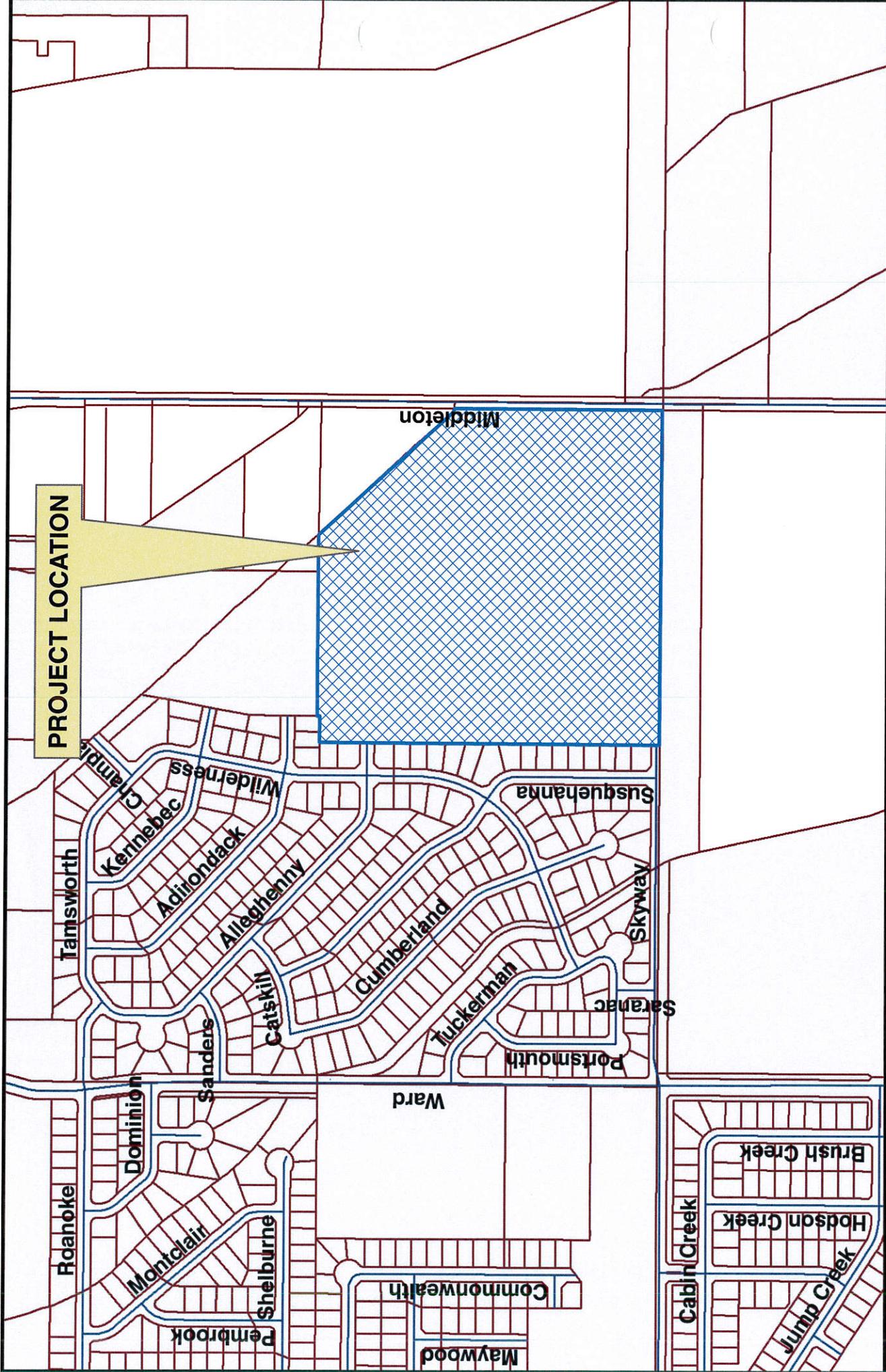
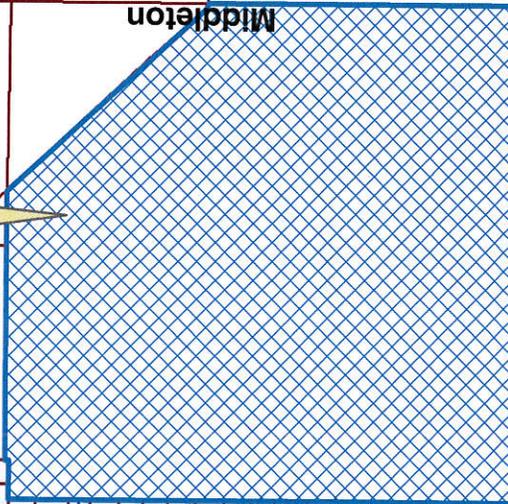
VICINITY MAP

WAGON WHEEL SUBDIVISION
CALDWELL IDAHO

1 inch = 500 feet



PROJECT LOCATION



Traffic Impact Study - DRAFT

Wagon Wheel Subdivision

Caldwell, Idaho



Prepared For:

City of Caldwell
411 Blaine St
Caldwell, Idaho 83605

March 21, 2018



181 East 50th St
Garden City, ID 83714
(208) 484-4410

Table of Contents

EXECUTIVE SUMMARY	1
Introduction	1
Proposed Development.....	1
Findings and Recommendations.....	1
PROPOSED DEVELOPMENT.....	3
STUDY APPROACH	4
Study Area.....	4
Study Period.....	5
EXISTING CONDITIONS	5
Road System.....	5
Existing Traffic Volumes	6
Crash Data	7
School Crossing and Routes.....	7
PROJECTED TRAFFIC.....	7
Roadway Network Improvements	7
Background Traffic	8
Site Traffic.....	10
Trip Generation	10
Trip Capture	10
Pass-by Trips.....	10
Modal Split.....	10
Trip Distribution and Assignment.....	10
Total Traffic.....	14
TRAFFIC ANALYSIS.....	14
2018 Existing Traffic.....	14
Intersection Capacity Analysis and Level of Service.....	14
Mitigation.....	15
2026 Build-Out Year Background Traffic.....	16
Intersection Capacity Analysis and Level of Service.....	16
Mitigation.....	16
2026 Build-Out Year Total Traffic.....	17
Intersection Capacity Analysis and Level of Service.....	17
Mitigation.....	17
Site Access and Circulation.....	18
School Route	19
APPENDIX.....	A

List of Figures

Figure 1 – Site Location and Vicinity..... 3
 Figure 2 – Preliminary Site Plan..... 4
 Figure 3 – 2018 Existing Peak Hour Traffic..... 6
 Figure 4 – 2026 Peak Hour Background Traffic..... 9
 Figure 5 – Site Traffic Distribution Patterns..... 11
 Figure 6 – Build-Out Peak Hour Site Traffic..... 12
 Figure 7 – 2026 Build-Out Year Peak Hour Total Traffic..... 13
 Figure 8 – Proposed Site Access Locations and Internal Roadway ADTs 18

List of Tables

Table 1 – Build-Out Site Trip Generation Summary 10
 Table 2 – Build-Out Site Traffic Percentage 14
 Table 3 – Intersection Level of Service – 2018 Existing Traffic 15
 Table 4 – Intersection Level of Service – 2026 Build-Out Year Background Traffic..... 16
 Table 5 – Intersection Level of Service – 2026 Build-Out Year Total Traffic..... 17
 Table 6 – Site Access Intersection Level of Service..... 19

DRAFT

EXECUTIVE SUMMARY

Introduction

Thompson Engineers Inc. has been retained to prepare a traffic impact study (TIS) for the proposed Wagon Wheel Subdivision located on Skyway Drive between Ward Road and Middleton Road in Caldwell, Idaho, as shown on **Figure 1**. The site is located outside of the City of Caldwell's limits but within its area of impact. The development will be annexed into the City of Caldwell's limits.

The scope of this TIS was determined by coordinating with the City of Caldwell's staff and was also verified with the Canyon Highway District No. 4 (CHD4). The TIS evaluates the potential traffic impacts resulting from background traffic growth, off-site development and the proposed development, and makes recommendations for mitigating the impacts.

Proposed Development

1. Wagon Wheel Subdivision is a proposed residential development containing 146 single-family dwelling units with an expected 2026 build-out year.

Findings and Recommendations

2. Based on the ITE Trip Generation Manual, the development is estimated to generate approximately 1,379 trips per day, 108 trips during the AM peak hour and 145 trips during the PM peak hour.
 - The development is not expected to retain internal capture trips within the site or generate pass-by trips
 - All trips generated by the development are expected to be made by personal and commercial vehicles
 - The estimated site traffic distribution patterns are:
 - 20% north of the site
 - 15% south of the site
 - 30% west of the site
 - 35% east of the site
3. The development is proposing one access point on Skyway Drive and one access point in the Delaware Park Subdivision extension:
 - Proposed access on Skyway Drive
 - Located approximately 1250 feet East of Ward Road
 - Turn lanes are not warranted
 - Expected to operate at LOS A with 2026 total traffic during the peak hours
 - Proposed North access on Allegheny Way
 - Located approximately ¼ mile east of Ward Road and ¼ mile south of US Highway 20-26
 - Turn lanes are not warranted
 - Expected to operate at LOS A with 2026 total traffic during the peak hours
4. All proposed internal roadways are projected to carry less than 1,000 vph.

5. With 2018 existing traffic, all study area intersections are expected to meet minimum operational thresholds analyzed with the existing intersection control and lane configurations. None of the study area intersections are expected to warrant turn lanes. As a result, improvements in the form of signal or roundabout are suggested to mitigate 2018 existing traffic and to reduce the excessive crash rate at Linden Road and Middleton Road.
 - Skyway Drive and Ward Road intersection: LOS B or better
 - US Highway 20-26 and Middleton Road: LOS D or better
 - Linden Road and Middleton Road intersection: LOS E

6. With 2026 background traffic, two of the three study area intersections are expected to meet minimum operational thresholds analyzed with the existing intersection control and lane configurations. Linden road and Middleton Road intersection is expected to warrant left turn lanes in all directions if it is signalized. A roundabout would reduce the number of crashes as well as improving traffic flow, but will require more space and bridge extension over the existing irrigation ditch. The level of service below is with the existing lane configurations unless noted.
 - Skyway Drive and Ward Road intersection: LOS C or better
 - US Highway 20-26 and Middleton Road: LOS D or better
 - Linden Road and Middleton Road intersection: LOS F
 - Linden Road and Middleton Road with a roundabout LOS B

7. With 2026 total traffic, all study area intersections are expected to have the same levels of service as the 2026 background traffic with the existing intersection controls. Linden Road and Middleton Road intersection requires a major structure reworking of a roundabout, or at worse a signalized intersection with Middleton Road being extended to four lanes wide. To do this, right-of-way is required from surrounding property as well as an extension of the bridge
 - Skyway Drive and Ward Road intersection: LOS C or better
 - US Highway 20-26 and Middleton Road: LOS D or better
 - Linden Road and Middleton Road intersection: LOS F
 - Linden Road and Middleton Road with roundabout LOS B

8. The construction of Skyway Drive from the current terminus to Middleton Road will impact travel patterns of the background traffic. Traffic is anticipated to be diverted from Middleton Road onto Skyway Drive.

PROPOSED DEVELOPMENT

The proposed Wagon Wheel Subdivision is located north of Skyway Drive between Ward Road and Middleton Road in Caldwell, Idaho. **Figure 1** shows the site location and its vicinity.

Figure 1 – Site Location and Vicinity

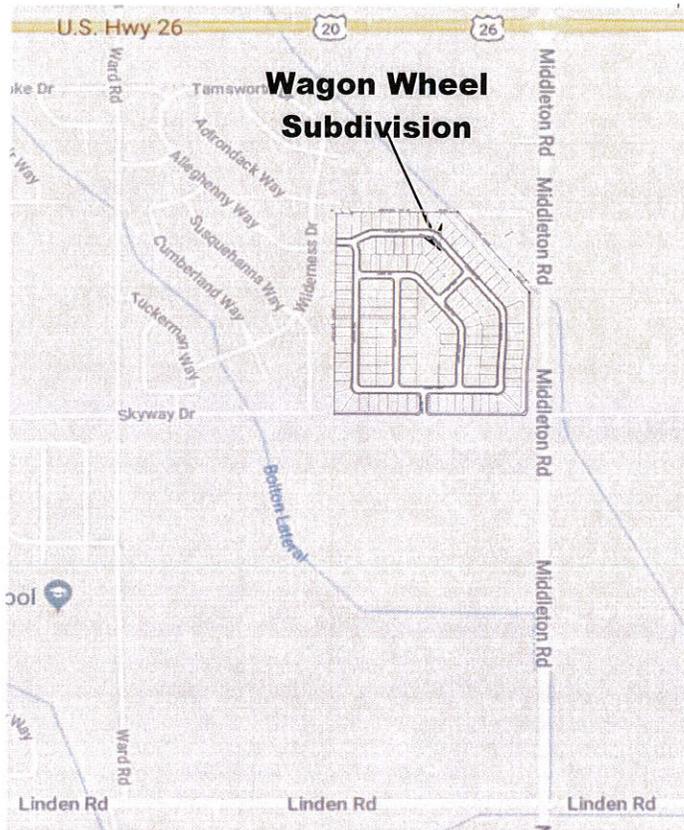
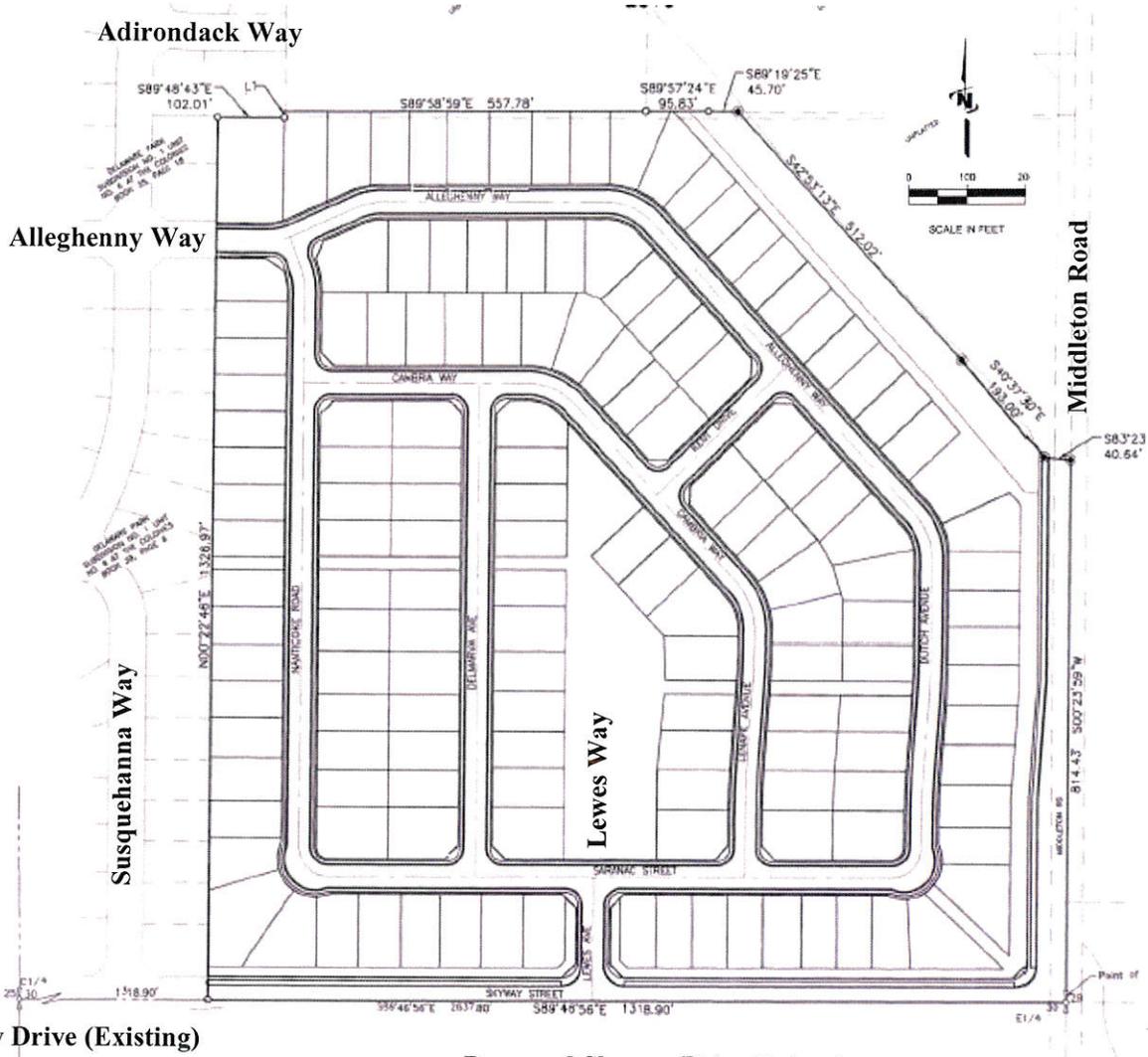


Figure 2 shows the preliminary site plan and access locations. Wagon Wheel Subdivision is a proposed residential development containing 146 single-family dwelling units with an expected 2026 build-out year. The development is proposing one full access driveway on Skyway Drive for site access. The development is planning to construct one half of Skyway Drive (2 lanes) along the site frontage connecting to Middleton Road. The subdivision will connect to an existing stub road at Allegheny Way of the Delaware Park Subdivision.

The site is located inside the City of Caldwell limits and is zoned as Medium Density Residential based on the City's comprehensive plan.

Figure 2 – Preliminary Site Plan



STUDY APPROACH

The study area intersections are located within the City of Caldwell's area of impacts and also fall within the jurisdiction of CHD4. The study area, specific parameters, and requirements for the study were verified with the City of Caldwell's staff. We also contacted CHD4 to verify the study requirements.

Study Area

The following study area intersections were identified for the traffic impact analysis:

- Skyway Drive and Middleton Road (proposed intersection)
- US Highway 20-26 and Middleton Road
- Linden Road and Middleton Road
- Skyway Drive and Ward Road

Study Period

The analysis peak periods will be the AM and PM peak hours of operation of the transportation system. The analysis years are:

- 2018 existing traffic
- 2026 build-out year background traffic
- 2026 build-out year total traffic

EXISTING CONDITIONS

Road System

A brief description of the existing roadways and intersections within the study area is described below. Roadway functional classification is based on the City of Caldwell Functional Classification Map.

Skyway Drive is functionally classified as a collector road by COMPASS with a posted speed limit of 35 miles per hour (mph). Along developed frontages, it is widened and improved with urban section with curb, gutter and sidewalk. Skyway Drive currently ends midway between Ward Road and Middleton Road. This development is will extend Skyway Road to Middleton Road.

Middleton Road is functionally classified as a major arterial by COMPASS. Middleton Road is a north-south roadway with one travel lane in each direction. It has a rural section without curb, gutter, sidewalk or designated bike lane within the Caldwell city limits. Middleton Road currently is the main connector to cross the Boise River between Chinden Boulevard and Star Road. The posted speed limit is 50 mph north of Skyway Drive and 45 mph south of Skyway Drive.

Linden Road is functionally classified as a minor arterial with a posted limit of 50 mph. Linden Road is an east-west roadway with one travel lane in each direction. It has a rural section without curb, gutter, sidewalk or designated bike lane.

US Highway 20-26 (Chinden Boulevard) is classified as an expressway by COMASS and is under the jurisdiction of the Idaho Transportation Department. US Highway 20-26 is an east-west roadway with two travel lanes in each direction. It has a rural section without curb, gutter, sidewalk or designated bike lane.

Skyway Drive and Ward Road intersection is a two-way stop-controlled intersection with stop signs on the Skyway Drive approaches. The northbound and southbound approaches are striped pavement roads with a width of 22 feet.

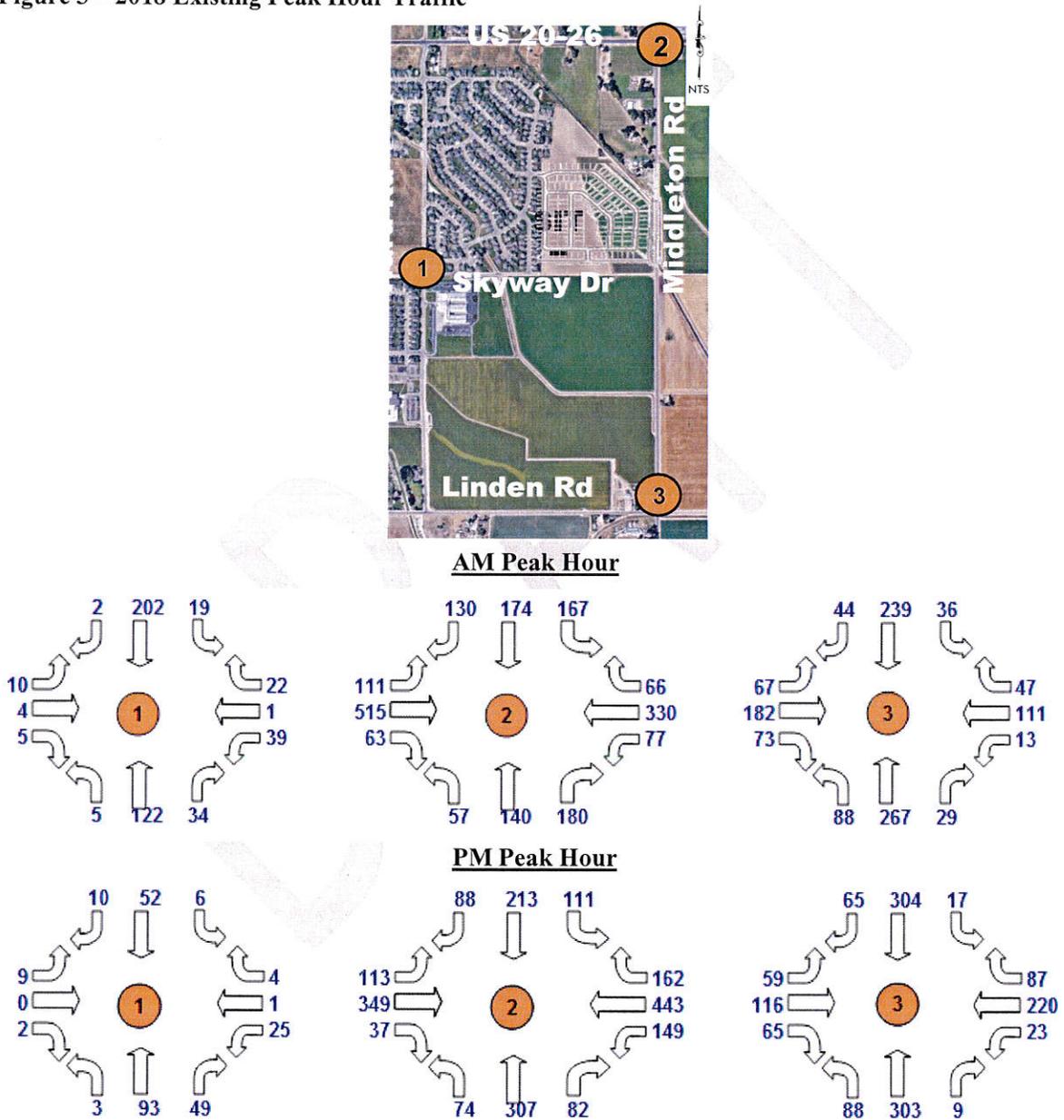
US Highway 20-26 and Middleton Road intersection is a signalized intersection with one through/right lane, and one left turn lane on all approaches..

Middleton Road and Linden Road intersection is an all-way stop-controlled intersection with one shared lane on all four approaches. The existing pavement width for both Middleton Road and Linden road are approximately 22 feet wide and striped.

Existing Traffic Volumes

AM and PM peak hour traffic counts were obtained at the study intersections on Thursday, February 15, 2018. The peak hour intersection turning movement counts were collected on a weekday for a 2-hour period at 15-minute intervals between 7:00 and 9:00 during the AM peak travel period hour and between 4:00 and 6:00 during the PM peak travel period, which are included in the appendix. Existing peak hour traffic volumes are summarized in **Figure 3**.

Figure 3 – 2018 Existing Peak Hour Traffic



Crash Data

The most current five-year crash data (2012-2016) was obtained from the Local Highway Technical Assistance Council (LHTAC) website (<http://gis.lhtac.org/safety>) for the study area roadways and intersections. Our review of the reported crashes within the study area reveals the following crash statistics:

- Ten crashes were reported on Skyway Drive. Contributing cause included sick, inattention, and failed to yield. No roadway conditions were cited as a contributing cause.
- Two crashes were reported on Linden Road west of Middleton Road. Contributing causes were animal and inattention.
- Two crashes were reported on Middleton Road. Contributing causes were speed too fast for road conditions.
- Thirty intersection-related crashes were reported at the Linden and Middleton Road intersection. Contributing causes included 6 failed to yield, 3 failed to stop, 4 following too close, 5 inattention, and 12 none/other causes. The state average for two major roadways of similar road width and daily trips results in .58 accidents per million vehicles while this intersection creates 1.54 reported crashes per million vehicles.
- Six crashes were reported at the Linden Road and Ward Road intersection. Contributing causes included 2 following too close, inattention, 3 other. No roadway conditions were cited as a contributing cause.
- Two crashes were reported at US 20-26 and Middleton Road. Contributing causes were following too close, failed to yield.

Based on these crash statistics, the study area has safety issues to warrant major intersection changes at Linden Road and Middleton Road. No roadway conditions were cited as a contributing cause, but high speeds associated with an all way stop most likely added to the high accident rate. This intersection is planned for a roundabout, which would reduce accident rates.

School Crossing and Routes

The existing Vision Charter School and Skyway Elementary School are both located on Ward Road approximately ¼ mile southwest of the site. There is an existing sidewalk on the north side of Skyway Drive, connecting the proposed subdivision to Skyway Elementary School. There are existing sidewalks on both sides of Ward Road from Skyway Drive to Linden Road. In addition, there is a bike lane southbound next to the sidewalk. There are two unsignalized crosswalks on Ward Road at the school site.

PROJECTED TRAFFIC

Roadway Network Improvements

Wagon Wheel Subdivision is planning continue Skyway Drive to connect to Middleton Road, which will provide an alternative east-west route at the midpoint between US 20-26 and Linden Road. As a result of the Skyway Drive connectivity, traffic patterns in the area may change. In particular, school traffic will be less likely to drive through the existing subdivision to the west, and instead, use Skyway Drive.

The Cities of Middleton, Caldwell and Canyon Highway District #4 have adopted the Middleton Road Corridor Plan, dated October 2016, prepared by Kittelson and Associates. The plan calls for Middleton Road to be widened to four lanes in the vicinity of this project. The intersection of Middleton Road and Linden Road is planned as a roundabout. The corridor plan has a study year of 2040. No funding for the improvements has been identified at this time. If implemented, the improvements identified in the plan would provide significant capacity to the transportation system.

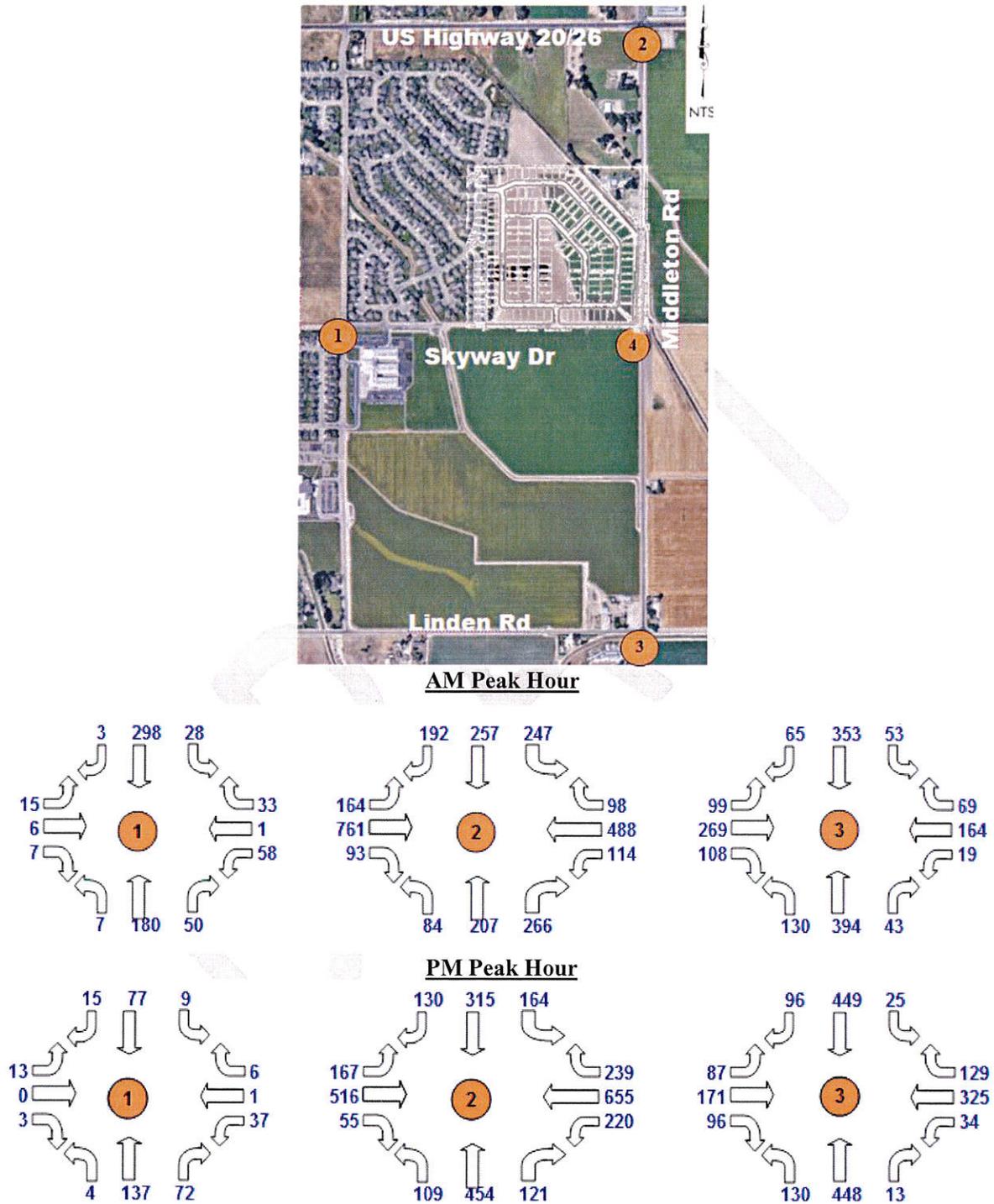
The Idaho Transportation Department has adopted the US 20/26 Corridor Plan in the vicinity of this project. The long term plan for the corridor calls for three through lanes in each direction and restricted access. Major intersections would be grade separated intersections of high capacity intersection. The shorter term plan calls for two through lanes in each direction. The corridor plan does not have an implementation date and does not identify funding for any improvements. If implemented, the planned improvements would provide significant capacity to the transportation system.

Background Traffic

Future traffic is obtained by expanding the existing traffic volumes by a growth factor of 5.0% per year on Linden Road, Ward Road, US Highway 20-26, Middleton Road, and Skyway Drive. These growth rates were based historical traffic counts from ATR stations in the area and historical traffic counts on these roadways.

With Skyway Drive connected to Middleton Road, some traffic that is currently using Ward Road will be shifted to Middleton Road. Based on the existing land uses in the areas and existing traffic patterns, 20 percent of traffic on Ward Road is redistributed onto Middleton Road. **Figure 4** shows the redistributed 2026 build-out year background turning movement traffic for the AM and PM peak hours.

Figure 4 – 2026 Peak Hour Background Traffic



Site Traffic

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 Engineers, in the absence of site-specific data. The site trip generation is obtained by applying the trip generation rates obtained from the Manual for the proposed land use within the development. **Table 1** summarizes the site trip generation. At full build-out, the development is estimated to generate approximately 1,379 trips per day, 108 trips during the AM peak hour and 145 trips during the PM peak hour.

Table 1 – Build-Out Site Trip Generation Summary

Land Use	ITE Code	Size	Unit	Period	Trip Rate per Unit	Total Trips	Entering		Exiting	
Single-Family Detached Housing	210	146	Dwelling Unit	Weekday Daily (vpd)	9.44	1,379	50%	690	50%	690
				AM Peak Hour (vph)	0.74	108	25%	27	75%	81
				PM Peak Hour (vph)	0.99	145	63%	91	37%	53

Trip Capture

Based on the proposed land use, the development is not expected to capture trips within the site at full build-out. No internal capture trips were assumed in the traffic analysis.

Pass-by Trips

The development is not expected to attract pass-by trips. No pass-by trips were assumed in the traffic analysis.

Modal Split

The development is not expected to generate a significant amount of trips made other modes beside personal and commercial vehicles. All trips generated by the development were assumed to be made by personal and commercial vehicles.

Trip Distribution and Assignment

Site traffic was distributed and assigned to the external roadway system based on the current travel patterns, site layout, and the general location of the site within the area. **Figure 5** shows site traffic distribution patterns. **Figure 6** summarizes the estimated build-out peak hour site traffic.

Figure 5 – Site Traffic Distribution Patterns

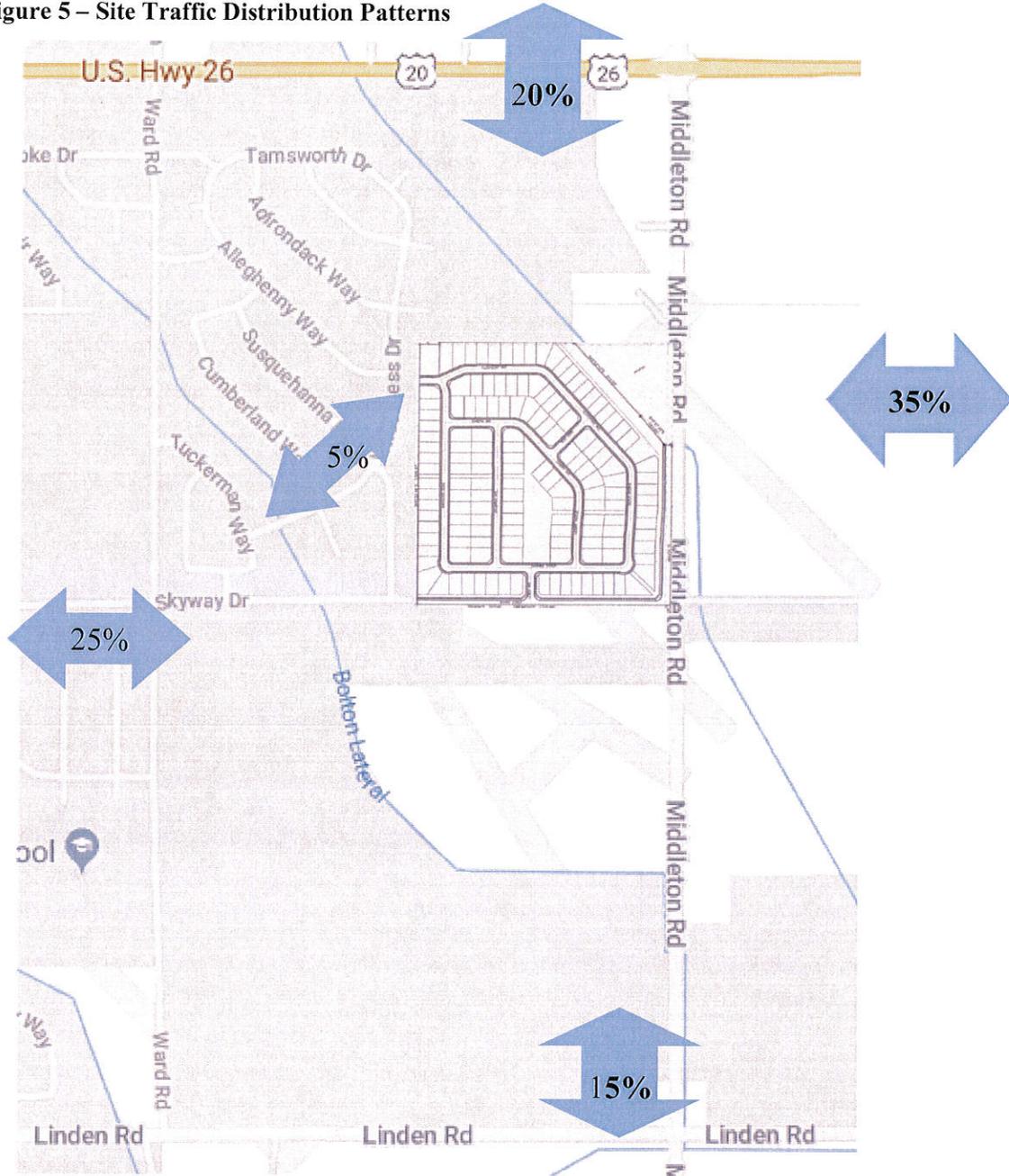
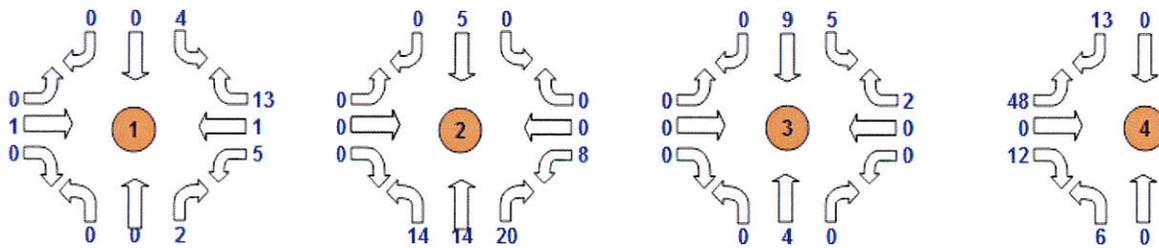


Figure 6 – Build-Out Peak Hour Site Traffic



2026 Build-Out PM Peak Hour Site Traffic



2026 Build-Out PM Peak Hour Site Traffic

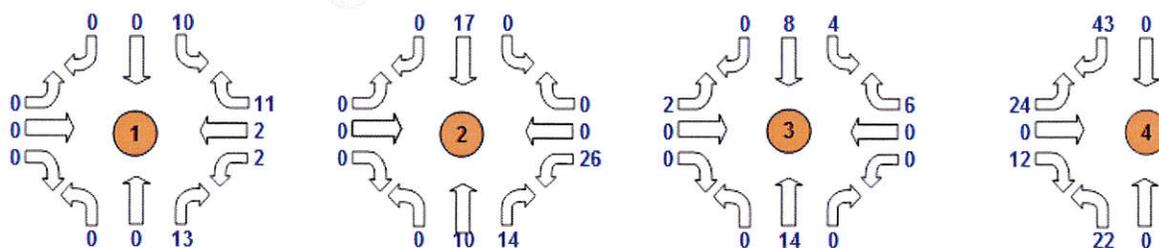
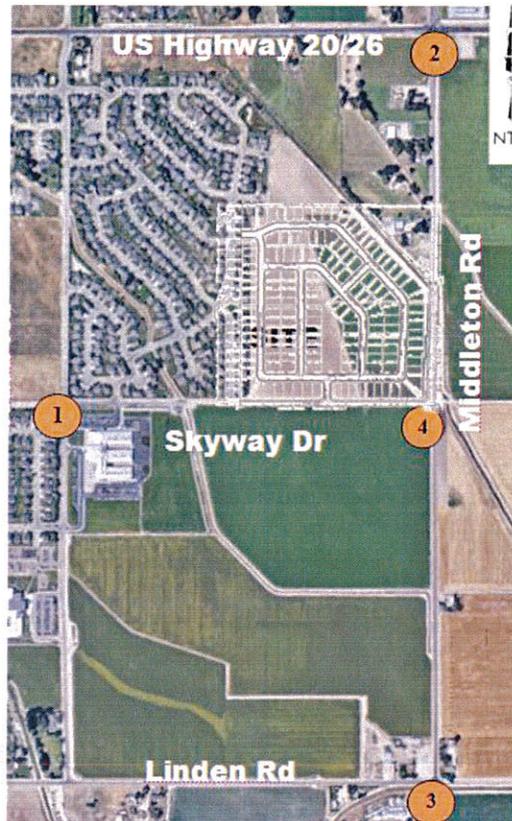
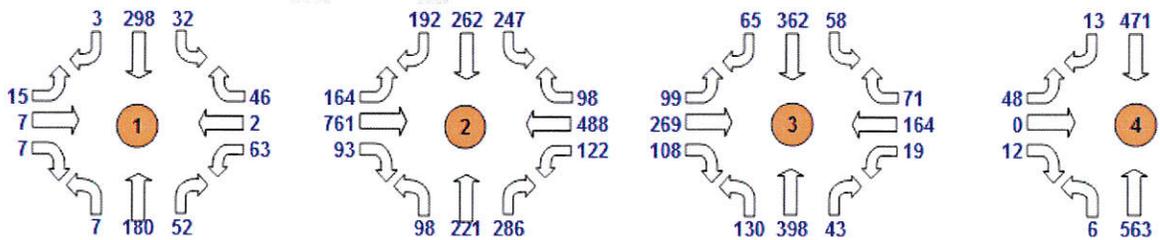


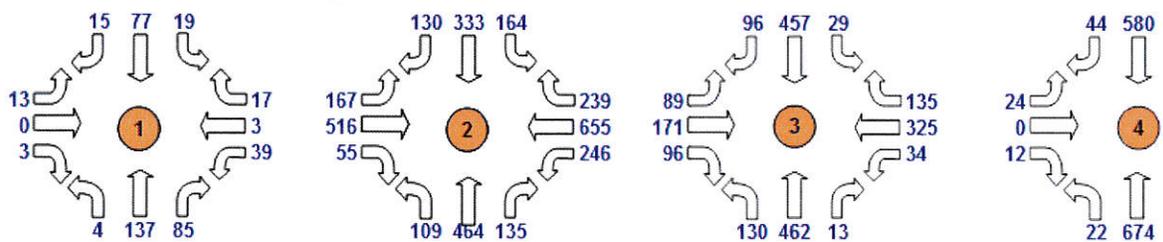
Figure 7 – 2026 Build-Out Year Peak Hour Total Traffic



2026AM Peak Hour



2026PM Peak Hour



Total Traffic

The site traffic is then added to the background traffic as determined above. **Figure 7** shows the total traffic at each intersection for AM and PM peak hour traffic conditions for the 2026 build-out year. **Table 2** summarizes the build-out site traffic percentage estimate at each study area intersections.

Table 2 – Build-Out Site Traffic Percentage

Intersection	% Site Traffic of 2026 Total Traffic		
	AM Peak	PM Peak	Average
1 Skyway Drive and Ward Road	4%	9%	6%
2 US 20-26 and Middleton Road	2%	2%	2%
3 Middleton Road and Linden Road	1%	2%	1%

TRAFFIC ANALYSIS

Intersection capacity analysis was performed using HCS software, which utilizes the 2010 Highway Capacity Manual methodologies. All parameters used in the analysis were based on existing data when available or Synchro default values, when not available. The Level of service for the intersection is based on the average delay of vehicles traveling through the intersection. For this study, the minimum acceptable level of service is LOS D, which is consistent with the CHD4 minimum operational thresholds for suburban roadways and intersections.

2018 Existing Traffic

Intersection Capacity Analysis and Level of Service

To determine the existing traffic impacts, the study area intersections were analyzed with the existing intersection control and lane configuration and 2018 peak hour traffic. Copies of the calculations are included in the appendix. **Table 3** summarizes the measures of effectiveness (MOE) from the intersection capacity analysis. Based on traffic analysis results, Skyway Drive and Ward Road intersection as well as US 20-26 and Middleton Road are operating at LOS D or better, not requiring immediate mitigation. Middleton Road and Linden Road is operating at LOS F in PM peak hours, requiring mitigation soon.

Table 3 – Intersection Level of Service – 2018 Existing Traffic

Intersection		Control	MOEs	AM Peak Hour	PM Peak Hour
①	Skyway Drive and Ward Road	2-Way Stop (Skyway Dr)	LOS (WB/EB)	C	B
			Delay (s/v) (WB/EB)	18/19	13
			Worst Lane Group LOS	C (WB/EB)	B (WB/EB)
②	US 20-26 and Middleton Road	Signalized	LOS	D	D
			Delay (s/v)	36	43
			Worst Lane Group LOS	D (WB/SB)	D (All)
③	Middleton Road and Linden Road	All-Way Stop	Intersection LOS	E	F
			Intersection Delay (s/v)	35	60
			Worst Lane Group LOS	E (NB/SB)	F (NB/SB)

Mitigation

The intersection of Linden Road and Middleton Road operates below the acceptable level of service and requires improvements. If the intersection is improved with left turn lanes on the north and south approaches, the intersection will operate at LOS C with an average delay of 23.7 seconds per vehicle in the PM peak hour. The worst movement is the southbound through-right movement, which will operate at LOS E with an average delay of 36.0 seconds per vehicle

2026 Build-Out Year Background Traffic

Intersection Capacity Analysis and Level of Service

To determine the 2026 background traffic impacts, the study area intersections were analyzed with the existing intersection control and lane configuration. Copies of the calculations are included in the appendix. **Table 4** summarizes the intersection capacity analysis results. All study area intersections with major roadways are projected to fail minimum operational thresholds. These roadways will require an additional lane in the Northbound/Southbound direction to improve the LOS to a satisfactory level.

Table 4 – Intersection Level of Service – 2026 Build-Out Year Background Traffic

Intersection		Control	MOEs	AM Peak Hour	PM Peak Hour
①	Skyway Drive and Ward Road	2-Way Stop (Skyway Dr)	LOS (WB/EB)	C	B
			Delay (s/v) (WB/EB)	22	12/11
			Worst Lane Group LOS	C (WB/EB)	B (WB/EB)
②	US 20-26 and Middleton Road	Signalized	LOS	F	F
			Delay (s/v)	143	184
			Worst Lane LOS	F (WB, EB, NB)	F (All)
③	Middleton Road and Linden Road	All-Way Stop	Intersection LOS	F	F
			Intersection Delay (s/v)	208	316
			Worst Lane LOS	F (All)	F(All)

Mitigation

With the improvements proposed for existing conditions, the intersection of Middleton Road and Linden Road will operate at LOS F with an average delay of 76.5 seconds per vehicle. If a single lane roundabout is constructed, the intersection will operate at LOS C with an average delay of 23.0 seconds per vehicle. The worst movement is the westbound movement, which will operate at LOS D with an average delay of 33.9 seconds per vehicle.

The intersection of Middleton Road and US 20-26 will operate at LOS F in the PM peak hour under background traffic conditions. An additional through lane is required on all approaches to achieve an acceptable level of service. With the additional through lanes, the intersection will operate at LOS C with an average delay of 25.1 seconds per vehicle. The worst movement is the southbound left turn movement which will operate at LOS D with an average delay of 27.2 seconds per vehicle.

2026 Build-Out Year Total Traffic

Intersection Capacity Analysis and Level of Service

To determine the 2026 total traffic impacts, the study area intersections were analyzed with the existing intersection control and lane configuration. Copies of the calculations are included in the appendix. **Table 5** summarizes the intersection capacity analysis results. All study area intersections are the same LOS at the same peak times in the total traffic assessment as the background traffic. Major roadways will still require an additional lane in the Northbound/Southbound direction to improve the LOS to a satisfactory level, but the intended subdivision will have no effect on the 2026 estimated traffic LOS.

Table 5 – Intersection Level of Service – 2026 Build-Out Year Total Traffic

Intersection		Control	MOEs	AM Peak Hour	PM Peak Hour
①	Skyway Drive and Ward Road	2-Way Stop (Skyway Dr)	LOS (WB/EB)	C	B
			Delay (s/v) (WB/EB)	23	13
			Worst Lane Group LOS	C(WB/EB)	B (WB/EB)
②	US 20-26 and Middleton Road	Signalized	LOS	F	F
			Delay (s/v)	152	177
			Worst Lane Group LOS	F (All)	F (WB,NB)
③	Middleton Road and Linden Road	All-Way Stop	Intersection LOS	F	F
			Intersection Delay (s/v)	232	327
			Worst Lane Group LOS	F(All)	F (All)

Mitigation

With the improvements proposed for background traffic conditions, the intersection of Middleton Road and Linder Road will operate at LOS D with an average delay of 32.2 seconds per vehicle. However, the westbound approach will operate at LOS F with an average delay of 50.3 seconds per vehicle.

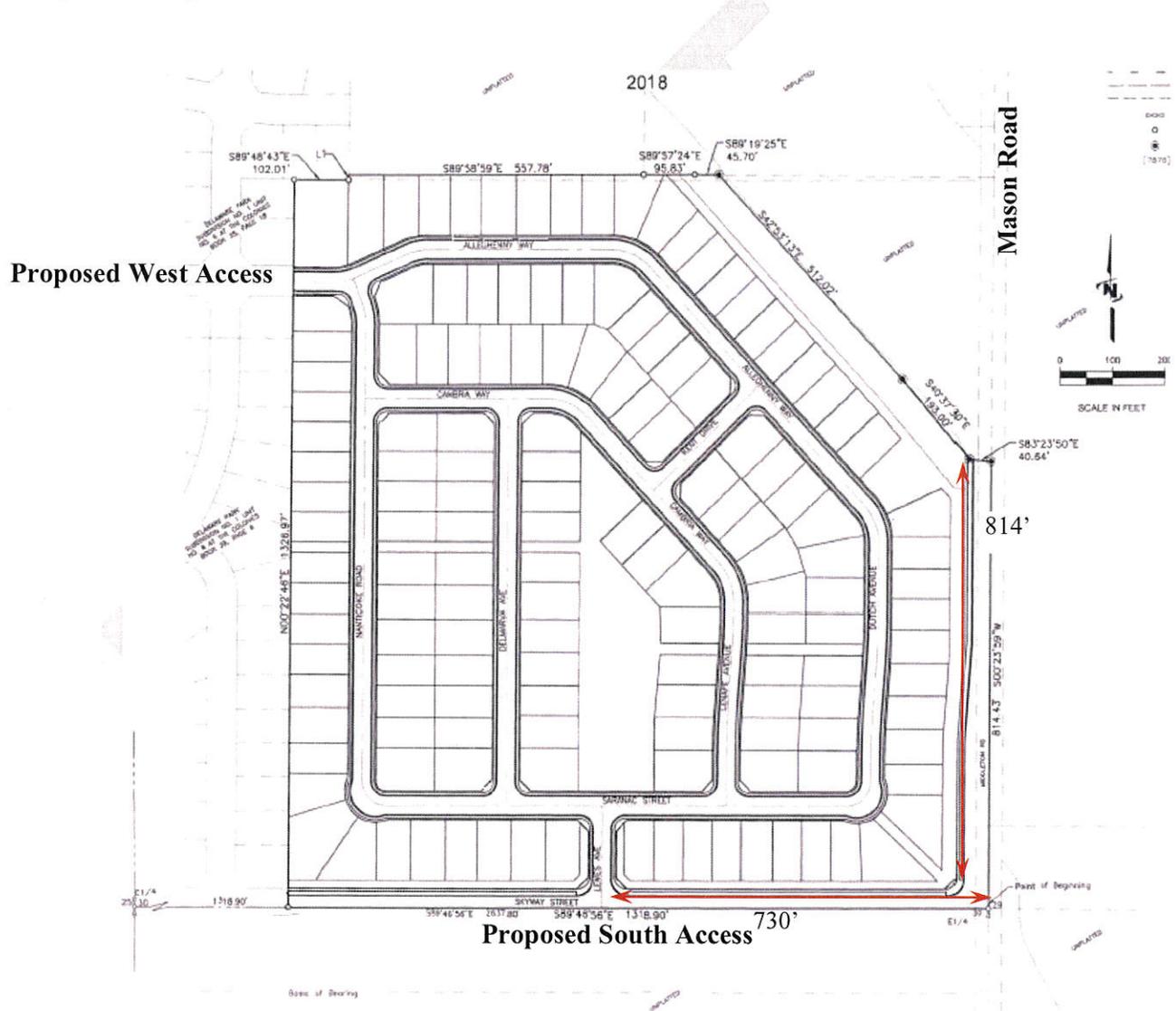
With the improvements proposed for background traffic conditions, the intersection of Middleton Road and US 20-26 will operate at LOS C with an average delay of 33.4 seconds per vehicle. The worst movement will be the northbound left turn movement which will operate at LOS D with an average delay of 43.7 seconds per vehicle.

Site Access and Circulation

Based on the preliminary site plan, the development is planning to construct Skyway Drive along the site frontage with one access point. The development is also proposing to connect to Allegheny Way. **Figure 10** summarizes the proposed access locations.

The proposed site access locations generally meet driveway spacing on collector street and minor arterial near stopped-control intersection, typically 330 feet spacing.

Figure 8 – Proposed Site Access Locations and Internal Roadway ADTs



Turn lane warrant was evaluated for the proposed site access intersections using NCHRP guidelines – see the appendix for turn lane warrant worksheets. None of the proposed site access intersections are expected to warrant turn lanes.

Table 6 summarizes site access intersection capacity analysis results. All site access intersections are expected to operate at LOS D or better during the peak hours with 2026 total traffic.

Table 6 – Site Access Intersection Level of Service

Intersection		Control	MOEs	AM Peak Hour	PM Peak Hour
4	Skyway Drive and Middleton Road	Stop (Skyway)	LOS (EB)	A	A
			Delay (s/v) (EB)	28	32
			Worst Lane LOS	D (EB)	D (EB)

School Route

The development will be constructing sidewalk on Skyway Drive along the site frontage connecting to the existing sidewalk to the west. This will provide sidewalk connectivity for a possible school route from the site to the existing Skyway Elementary School via the preexisting Skyway Drive sidewalk. A sidewalk and bike lane are also in place on Ward Road south of Skyway Drive connecting to Linden Road, passing by Vision Charter School west of Ward Road.

APPENDIX
SCOPE
TRAFFIC COUNTS
HCS REPORTS
TURN LANE WARRANT WORKSHEETS

DRAFT

NEIGHBORHOOD MEETING FORM
City of Caldwell Planning and Zoning Department
621 E. Cleveland Blvd., Caldwell, ID 83605
Phone: (208) 455-3021

Start Time of Neighborhood Meeting: 5:30 pm

End Time of Neighborhood Meeting: 6:10 pm

Those in attendance please print your name and address. If no one attended, Applicant please write across this form "No one attended."

PRINTED NAME

ADDRESS, CITY, STATE, ZIP

- 1. Richard Babineaux 19514 Susquehanna way, Caldwell, ID
- 2. John + Glynn McGarry 19656 Wilderness Dr. Caldwell ⁸³⁶⁰⁵ ID
- 3. Dennis Hadley/Brendy Gorza 19735 Middleton Rd Caldwell, ID 83605
- 4. Rachel Fisher 19661 Wilderness Dr Caldwell
- 5. Beau + Reina Hont 19802 Wilderness Dr Caldwell ⁸³⁶⁰⁵ ID
- 6. BILL DAVIS 11113 Hwy 20/26 Caldwell 83605

- 7. _____
- 8. _____
- 9. _____
- 10. _____
- 11. _____
- 12. _____
- 13. _____
- 14. _____
- 15. _____
- 16. _____
- 17. _____
- 18. _____
- 19. _____

- 20. _____
- 21. _____
- 22. _____
- 23. _____
- 24. _____
- 25. _____

Neighborhood Meeting Certification:

Applicants shall conduct a neighborhood meeting for the following: special use permit applications; variance applications; annexation applications; planned unit development applications; preliminary plat applications that will be submitted in conjunction with an annexation, rezone or planned unit development application; and, rezone applications as per City of Caldwell Zoning Ordinance Section 10-03-12.

Description of the proposed project: Single Family Residential Subdivision - 154 Lots total - 146 buildable

Date of Round Table meeting: January 26, 2017

Notice sent to neighbors on: February 5, 2018

Date & time of the neighborhood meeting: February 15, 2018 - 5:30 pm

Location of the neighborhood meeting: Skyway Elementary School, 19430 Ward Rd, Caldwell

Developer/Applicant:

Name: Kristi Watkins, JUB Engineering, Inc.

Address, City, State, Zip: 250 S Beechwood Ave, Suite 201, Boise, ID 83709

I certify that a neighborhood meeting was conducted at the time and location noted on this form and in accord with City of Caldwell Zoning Ordinance Section 10-03-12.

DEVELOPER/APPLICANT SIGNATURE *Kristi Watkins* DATE 2.15.18

DS

2017-029088
RECORDED
07/14/2017 03:20 PM
CHRIS YAMAMOTO
CANYON COUNTY RECORDER
Pgs=4 MBROWN \$15.00
TYPE: DEED
ALLIANCE TITLE - BOISE PRODUCTION
ELECTRONICALLY RECORDED

WARRANTY DEED

Alliance Title & Escrow Corp. Order No.:337993

FOR VALUE RECEIVED

Jane A. Flahiff, a single individual and Pauline V. Richardson, a single individual

the grantor(s), do(es) hereby grant, bargain, sell and convey unto

Endurance Holdings LLC, an Idaho limited liability company

whose current address is

**1977 E. Overland Road
Meridian, ID 83642**

the grantee(s), the following described premises, in Canyon County, Idaho, TO WIT:

See Attached Exhibit A

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee, heirs and assigns forever. And the said Grantor does hereby covenant to and with the said Grantee(s), that (s)he is/are the owner(s) in fee simple of said premises; that they are free from all encumbrances Except: Current Year Taxes, conditions, covenants, restrictions, reservations, easements, rights and rights of way, apparent or of record.

And that (s)he will warrant and defend the same from all lawful claims whatsoever.

Dated: 7-13-17

Jane A. Flahiff
Jane A. Flahiff

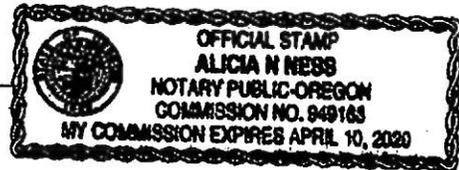
Pauline V. Richardson

State of Oregon } ss
County of Lane }

On this 13 day of July, 2017, before me, the undersigned, a Notary Public in and for said state, personally appeared **Jane A. Flahiff**, known or identified to me to be the person(s) whose name(s) is/are subscribed to the within Instrument and acknowledged to me that he/she/they executed 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.

Alicia Ness
Notary Public for the State of Oregon
Residing at: Springfield
Commission Expires: 07/10/20



State of _____ } ss
County of _____ }

On this _____ day of July, 2017, before me, the undersigned, a Notary Public in and for said state, personally appeared **Pauline V. Richardson**, known or identified to me to be the person(s) whose name(s) is/are subscribed to the within Instrument and acknowledged to me that he/she/they executed 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.

Notary Public for the State of _____
Residing at: _____
Commission Expires: _____

Jane A. Flahiff

Pauline V. Richardson
Pauline V. Richardson

State of _____ } ss
County of _____ }

On this _____ day of July, 2017, before me, the undersigned, a Notary Public in and for said state, personally appeared **Jane A. Flahiff**, known or identified to me to be the person(s) whose name(s) is/are subscribed to the within Instrument and acknowledged to me that he/she/they executed 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.

Notary Public for the State of _____
Residing at: _____
Commission Expires: _____

State of Washington } ss
County of Island }

On this 13th day of July, 2017, before me, the undersigned, a Notary Public in and for said state, personally appeared **Pauline V. Richardson**, known or identified to me to be the person(s) whose name(s) ~~is~~ are subscribed to the within Instrument and acknowledged to me that he/~~she~~/they executed 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.

Tanya Rooks
Notary Public for the State of WA
Residing at: Oak Harbor
Commission Expires: 7-31-18



EXHIBIT "A"

337993

A parcel of land being a portion of the Southeast Quarter of the Northeast Quarter and a portion of the Northeast Quarter of the Northeast Quarter of Section 30, Township 4 North, Range 2 West, Boise Meridian, Canyon County, Idaho, as shown on Record of Survey, filed for record in the office of the Canyon County Recorder, Caldwell, Idaho under Instrument No. 2014-032917 and more particularly described as follows:

Beginning at a found railroad spike marking the East Quarter corner of said Section 30; thence along the South boundary of said Southeast Quarter of the Northeast Quarter of Section 30 North $89^{\circ}46'56''$ West 1318.90 feet to an iron pin marking the Southwest corner of said Southeast Quarter of the Northeast Quarter of Section 30, which is also Southeast corner of Delaware Park Subdivision No. 1 Unit No. 8 at the Colonies, as filed for record in the office of the Canyon County Recorder, Caldwell, Canyon County, Idaho under Instrument No. 200462537; thence along the along the West boundary, of said Southeast Quarter of the Northeast Quarter of Section 30, which is also the East boundaries of said Delaware Park Subdivision No. 1 Unit 8 at the Colonies and Delaware Park Subdivision No. 1 Unit No. 6 at the Colonies and a property line agreement filed for record in the office of the Canyon County Recorder Caldwell Idaho under Instrument No. 2009012620 North $00^{\circ}22'46''$ East 1326.96 feet to an iron pin marking the Northwest corner of said Southeast Quarter of The Northeast Quarter of Section 30 thence along the North boundary of said Southeast Quarter of the Northeast Quarter of Section 30 South $89^{\circ}48'43''$ East 102.01 feet to an iron pin marking the Southwest corner of a property line agreement filed for record in the office of the Canyon County Recorder, Caldwell, Idaho under Instrument No. 2009012621; thence along said property line agreement North $00^{\circ}11'23''$ East 9.93 feet to an iron pin; thence continuing South $89^{\circ}58'59''$ East 557.76 feet to an iron pin on a property line agreement, filed for record in the office of Canyon County Recorder, Caldwell, Idaho under Instrument No. 2009023470; thence along said property line agreement South $89^{\circ}57'42''$ East 95.81 feet; thence continuing South $89^{\circ}19'25''$ East 45.70 feet to a point on the centerline of the Noble Drain; thence along the said centerline South $42^{\circ}53'13''$ East 512.00 feet to a point; thence continuing South $40^{\circ}37'30''$ East 193.00 feet to a point; thence continuing South $83^{\circ}23'50''$ East 40.69 feet to an iron pin on the East boundary said Southeast Quarter of the Northeast Quarter of Section 39; thence leaving said centerline along said East boundary of the Southeast Quarter of the Northeast Quarter of Section 30 South $00^{\circ}24'12''$ West 814.48 feet to the POINT OF BEGINNING.

AFFIDAVIT OF LEGAL INTEREST

STATE OF IDAHO)
)
COUNTY OF CANYON)

I, Endurance Holdings LLC 1977 E. Overland
(name) (address)

Meridian ID
(city) (state)

being first duly sworn upon, oath, depose and say:

- 1. That I am the record owner of the property described on the attached, and I grant my permission to:

(name) (address)
to submit the accompanying application(s) pertaining to that property.

- 2. I agree to indemnify, defend and hold the City of Caldwell 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.

- 3. I hereby grant permission to City of Caldwell staff to enter the subject property for the purpose of site inspections related to processing said application(s).

Dated this 8th day of February, 20 18

[Signature]
(Signature)

SUBSCRIBED AND SWORN to before me the day and year first above written.

Adair K
(Notary Public for Idaho)



Residing at: Nampa, ID

My Commission Expires: 6-05-22

WAGONWHEEL SUBDIVISION
LEGAL DESCRIPTION

Parcel K according to that Record of Survey for Jane Flahiff recorded under Instrument No. 2014-032917, Canyon County Records, located in the Southeast Quarter of the Northeast Quarter and the Northeast Quarter of the Northeast Quarter of Section 30, Township 4 North, Range 2 West, Boise Meridian, Ada County Idaho, particularly described as follows:

BEGINNING at the east quarter corner of said Section 30, from which the center quarter corner of said Section 30 bears North 89°47'07" West, 2637.80 feet;

Thence, along the south line of said Southeast Quarter of the Northeast Quarter, North 89°47'07" West, 1318.90 (formerly North 89°46'56" West 1318.90 feet) to the southwest corner of said Southeast Quarter of the Northeast Quarter, said Southwest corner being the southeast corner of Delaware Park Subdivision No. 1 Unit No. 8 at the Colonies recorded under Instrument No. 2006-100556, Canyon County Records;

Thence, along the west line of said Southeast Quarter of the Northeast Quarter, also being the east lines of said Delaware Park Subdivision No. 1 Unit No. 8 and Delaware Park Subdivision No. 1 Unit No. 6 at the Colonies recorded under Instrument No. 2004-062537, Canyon County Records, North 00°22'46" East, 1327.04 (formerly 1326.96) feet to the northwest corner of said Southeast Quarter of the Northeast Quarter;

Thence, along the north line of said Southeast Quarter of the Northeast Quarter, South 89°48'43" East, 102.01 feet to the southwest corner of that Quitclaim Deed recorded under Instrument No. 2009-012621, Canyon County Records;

Thence, along the west line of said Quitclaim Deed, North 00°11'23" East, 9.93 feet;

Thence, along the north line of said Quitclaim Deed, South 89°58'59" East, 557.76 feet to the northwest corner of that Quitclaim Deed recorded under Instrument No. 2009-023470, Canyon County Records;

Thence, along the north line of last said Quitclaim Deed, South 89°57'24" East, 95.81 feet;

Thence, continuing along last said north line, South 89°19'25" East, 45.70 feet to the centerline of the Noble Drain;

Thence, departing from last said north line and along said centerline, South 42°53'13" East, 512.00 feet;

Thence, continuing along said centerline, South 40°37'30" East, 193.00 feet;



J-U-B ENGINEERS, INC.

J-U-B COMPANIES



THE LANGDON GROUP



GATEWAY MAPPING INC.

Thence, continuing along said centerline, South 83°23'50" East, 40.69 feet to the east line of said Southeast Quarter of the Northeast Quarter;

Thence, along said east line, South 00°24'12" West, 814.48 feet to the **POINT OF BEGINNING**, containing 37.22 acres, more or less.

Robert L. Kazarinoff, PLS



03/19/2018

ADW

LANDSCAPE NOTES:

1. REGULATION 69 LANDSCAPING:
 - 1.1. ALL CONCRETE WORK SHALL BE CONDUCTED IN ACCORDANCE WITH 69-10-10.
 - 1.2. ALL CONCRETE WORK SHALL BE CONDUCTED IN ACCORDANCE WITH 69-10-10.
 - 1.3. ALL CONCRETE WORK SHALL BE CONDUCTED IN ACCORDANCE WITH 69-10-10.
 - 1.4. ALL CONCRETE WORK SHALL BE CONDUCTED IN ACCORDANCE WITH 69-10-10.
2. EXISTING UTILITIES:
 - 2.1. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED.
 - 2.2. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED.
 - 2.3. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED.
 - 2.4. ALL EXISTING UTILITIES SHALL BE MAINTAINED AND PROTECTED.
3. GRASS:
 - 3.1. ALL GRASS SHALL BE MAINTAINED AND PROTECTED.
 - 3.2. ALL GRASS SHALL BE MAINTAINED AND PROTECTED.
 - 3.3. ALL GRASS SHALL BE MAINTAINED AND PROTECTED.
 - 3.4. ALL GRASS SHALL BE MAINTAINED AND PROTECTED.
4. SOIL:
 - 4.1. ALL SOIL SHALL BE MAINTAINED AND PROTECTED.
 - 4.2. ALL SOIL SHALL BE MAINTAINED AND PROTECTED.
 - 4.3. ALL SOIL SHALL BE MAINTAINED AND PROTECTED.
 - 4.4. ALL SOIL SHALL BE MAINTAINED AND PROTECTED.
5. PLANTING:
 - 5.1. ALL PLANTING SHALL BE MAINTAINED AND PROTECTED.
 - 5.2. ALL PLANTING SHALL BE MAINTAINED AND PROTECTED.
 - 5.3. ALL PLANTING SHALL BE MAINTAINED AND PROTECTED.
 - 5.4. ALL PLANTING SHALL BE MAINTAINED AND PROTECTED.
6. IRRIGATION:
 - 6.1. ALL IRRIGATION SHALL BE MAINTAINED AND PROTECTED.
 - 6.2. ALL IRRIGATION SHALL BE MAINTAINED AND PROTECTED.
 - 6.3. ALL IRRIGATION SHALL BE MAINTAINED AND PROTECTED.
 - 6.4. ALL IRRIGATION SHALL BE MAINTAINED AND PROTECTED.
7. FERTILIZATION:
 - 7.1. ALL FERTILIZATION SHALL BE MAINTAINED AND PROTECTED.
 - 7.2. ALL FERTILIZATION SHALL BE MAINTAINED AND PROTECTED.
 - 7.3. ALL FERTILIZATION SHALL BE MAINTAINED AND PROTECTED.
 - 7.4. ALL FERTILIZATION SHALL BE MAINTAINED AND PROTECTED.
8. PEST CONTROL:
 - 8.1. ALL PEST CONTROL SHALL BE MAINTAINED AND PROTECTED.
 - 8.2. ALL PEST CONTROL SHALL BE MAINTAINED AND PROTECTED.
 - 8.3. ALL PEST CONTROL SHALL BE MAINTAINED AND PROTECTED.
 - 8.4. ALL PEST CONTROL SHALL BE MAINTAINED AND PROTECTED.
9. MAINTENANCE:
 - 9.1. ALL MAINTENANCE SHALL BE MAINTAINED AND PROTECTED.
 - 9.2. ALL MAINTENANCE SHALL BE MAINTAINED AND PROTECTED.
 - 9.3. ALL MAINTENANCE SHALL BE MAINTAINED AND PROTECTED.
 - 9.4. ALL MAINTENANCE SHALL BE MAINTAINED AND PROTECTED.

LANDSCAPE REQUIREMENTS:

REQUIREMENTS THE CITY OF MIDLAND ZONING CODE 11-03

BUFFER REQUIREMENTS:

- 1. STREET
- 2. SKYWAY STREET
- 3. LEMES AVE
- 4. DELMARVA AVE
- 5. MIDDLETON ROAD
- 6. SKYWAY STREET
- 7. SARANAC STREET
- 8. LENAPE ROAD
- 9. DUTCH AVE
- 10. MIDDLETON ROAD

MINIMUM PLANT SIZES:

- 1. 4" TALL, 1" DB
- 2. 6" TALL, 1.5" DB
- 3. 8" TALL, 2" DB
- 4. 10" TALL, 2.5" DB
- 5. 12" TALL, 3" DB
- 6. 14" TALL, 3.5" DB
- 7. 16" TALL, 4" DB
- 8. 18" TALL, 4.5" DB
- 9. 20" TALL, 5" DB
- 10. 22" TALL, 5.5" DB
- 11. 24" TALL, 6" DB
- 12. 26" TALL, 6.5" DB
- 13. 28" TALL, 7" DB
- 14. 30" TALL, 7.5" DB
- 15. 32" TALL, 8" DB
- 16. 34" TALL, 8.5" DB
- 17. 36" TALL, 9" DB
- 18. 38" TALL, 9.5" DB
- 19. 40" TALL, 10" DB
- 20. 42" TALL, 10.5" DB
- 21. 44" TALL, 11" DB
- 22. 46" TALL, 11.5" DB
- 23. 48" TALL, 12" DB
- 24. 50" TALL, 12.5" DB
- 25. 52" TALL, 13" DB
- 26. 54" TALL, 13.5" DB
- 27. 56" TALL, 14" DB
- 28. 58" TALL, 14.5" DB
- 29. 60" TALL, 15" DB
- 30. 62" TALL, 15.5" DB
- 31. 64" TALL, 16" DB
- 32. 66" TALL, 16.5" DB
- 33. 68" TALL, 17" DB
- 34. 70" TALL, 17.5" DB
- 35. 72" TALL, 18" DB
- 36. 74" TALL, 18.5" DB
- 37. 76" TALL, 19" DB
- 38. 78" TALL, 19.5" DB
- 39. 80" TALL, 20" DB
- 40. 82" TALL, 20.5" DB
- 41. 84" TALL, 21" DB
- 42. 86" TALL, 21.5" DB
- 43. 88" TALL, 22" DB
- 44. 90" TALL, 22.5" DB
- 45. 92" TALL, 23" DB
- 46. 94" TALL, 23.5" DB
- 47. 96" TALL, 24" DB
- 48. 98" TALL, 24.5" DB
- 49. 100" TALL, 25" DB
- 50. 102" TALL, 25.5" DB
- 51. 104" TALL, 26" DB
- 52. 106" TALL, 26.5" DB
- 53. 108" TALL, 27" DB
- 54. 110" TALL, 27.5" DB
- 55. 112" TALL, 28" DB
- 56. 114" TALL, 28.5" DB
- 57. 116" TALL, 29" DB
- 58. 118" TALL, 29.5" DB
- 59. 120" TALL, 30" DB
- 60. 122" TALL, 30.5" DB
- 61. 124" TALL, 31" DB
- 62. 126" TALL, 31.5" DB
- 63. 128" TALL, 32" DB
- 64. 130" TALL, 32.5" DB
- 65. 132" TALL, 33" DB
- 66. 134" TALL, 33.5" DB
- 67. 136" TALL, 34" DB
- 68. 138" TALL, 34.5" DB
- 69. 140" TALL, 35" DB
- 70. 142" TALL, 35.5" DB
- 71. 144" TALL, 36" DB
- 72. 146" TALL, 36.5" DB
- 73. 148" TALL, 37" DB
- 74. 150" TALL, 37.5" DB
- 75. 152" TALL, 38" DB
- 76. 154" TALL, 38.5" DB
- 77. 156" TALL, 39" DB
- 78. 158" TALL, 39.5" DB
- 79. 160" TALL, 40" DB
- 80. 162" TALL, 40.5" DB
- 81. 164" TALL, 41" DB
- 82. 166" TALL, 41.5" DB
- 83. 168" TALL, 42" DB
- 84. 170" TALL, 42.5" DB
- 85. 172" TALL, 43" DB
- 86. 174" TALL, 43.5" DB
- 87. 176" TALL, 44" DB
- 88. 178" TALL, 44.5" DB
- 89. 180" TALL, 45" DB
- 90. 182" TALL, 45.5" DB
- 91. 184" TALL, 46" DB
- 92. 186" TALL, 46.5" DB
- 93. 188" TALL, 47" DB
- 94. 190" TALL, 47.5" DB
- 95. 192" TALL, 48" DB
- 96. 194" TALL, 48.5" DB
- 97. 196" TALL, 49" DB
- 98. 198" TALL, 49.5" DB
- 99. 200" TALL, 50" DB
- 100. 202" TALL, 50.5" DB
- 101. 204" TALL, 51" DB
- 102. 206" TALL, 51.5" DB
- 103. 208" TALL, 52" DB
- 104. 210" TALL, 52.5" DB
- 105. 212" TALL, 53" DB
- 106. 214" TALL, 53.5" DB
- 107. 216" TALL, 54" DB
- 108. 218" TALL, 54.5" DB
- 109. 220" TALL, 55" DB
- 110. 222" TALL, 55.5" DB
- 111. 224" TALL, 56" DB
- 112. 226" TALL, 56.5" DB
- 113. 228" TALL, 57" DB
- 114. 230" TALL, 57.5" DB
- 115. 232" TALL, 58" DB
- 116. 234" TALL, 58.5" DB
- 117. 236" TALL, 59" DB
- 118. 238" TALL, 59.5" DB
- 119. 240" TALL, 60" DB
- 120. 242" TALL, 60.5" DB
- 121. 244" TALL, 61" DB
- 122. 246" TALL, 61.5" DB
- 123. 248" TALL, 62" DB
- 124. 250" TALL, 62.5" DB
- 125. 252" TALL, 63" DB
- 126. 254" TALL, 63.5" DB
- 127. 256" TALL, 64" DB
- 128. 258" TALL, 64.5" DB
- 129. 260" TALL, 65" DB
- 130. 262" TALL, 65.5" DB
- 131. 264" TALL, 66" DB
- 132. 266" TALL, 66.5" DB
- 133. 268" TALL, 67" DB
- 134. 270" TALL, 67.5" DB
- 135. 272" TALL, 68" DB
- 136. 274" TALL, 68.5" DB
- 137. 276" TALL, 69" DB
- 138. 278" TALL, 69.5" DB
- 139. 280" TALL, 70" DB
- 140. 282" TALL, 70.5" DB
- 141. 284" TALL, 71" DB
- 142. 286" TALL, 71.5" DB
- 143. 288" TALL, 72" DB
- 144. 290" TALL, 72.5" DB
- 145. 292" TALL, 73" DB
- 146. 294" TALL, 73.5" DB
- 147. 296" TALL, 74" DB
- 148. 298" TALL, 74.5" DB
- 149. 300" TALL, 75" DB
- 150. 302" TALL, 75.5" DB
- 151. 304" TALL, 76" DB
- 152. 306" TALL, 76.5" DB
- 153. 308" TALL, 77" DB
- 154. 310" TALL, 77.5" DB
- 155. 312" TALL, 78" DB
- 156. 314" TALL, 78.5" DB
- 157. 316" TALL, 79" DB
- 158. 318" TALL, 79.5" DB
- 159. 320" TALL, 80" DB
- 160. 322" TALL, 80.5" DB
- 161. 324" TALL, 81" DB
- 162. 326" TALL, 81.5" DB
- 163. 328" TALL, 82" DB
- 164. 330" TALL, 82.5" DB
- 165. 332" TALL, 83" DB
- 166. 334" TALL, 83.5" DB
- 167. 336" TALL, 84" DB
- 168. 338" TALL, 84.5" DB
- 169. 340" TALL, 85" DB
- 170. 342" TALL, 85.5" DB
- 171. 344" TALL, 86" DB
- 172. 346" TALL, 86.5" DB
- 173. 348" TALL, 87" DB
- 174. 350" TALL, 87.5" DB
- 175. 352" TALL, 88" DB
- 176. 354" TALL, 88.5" DB
- 177. 356" TALL, 89" DB
- 178. 358" TALL, 89.5" DB
- 179. 360" TALL, 90" DB
- 180. 362" TALL, 90.5" DB
- 181. 364" TALL, 91" DB
- 182. 366" TALL, 91.5" DB
- 183. 368" TALL, 92" DB
- 184. 370" TALL, 92.5" DB
- 185. 372" TALL, 93" DB
- 186. 374" TALL, 93.5" DB
- 187. 376" TALL, 94" DB
- 188. 378" TALL, 94.5" DB
- 189. 380" TALL, 95" DB
- 190. 382" TALL, 95.5" DB
- 191. 384" TALL, 96" DB
- 192. 386" TALL, 96.5" DB
- 193. 388" TALL, 97" DB
- 194. 390" TALL, 97.5" DB
- 195. 392" TALL, 98" DB
- 196. 394" TALL, 98.5" DB
- 197. 396" TALL, 99" DB
- 198. 398" TALL, 99.5" DB
- 199. 400" TALL, 100" DB
- 200. 402" TALL, 100.5" DB
- 201. 404" TALL, 101" DB
- 202. 406" TALL, 101.5" DB
- 203. 408" TALL, 102" DB
- 204. 410" TALL, 102.5" DB
- 205. 412" TALL, 103" DB
- 206. 414" TALL, 103.5" DB
- 207. 416" TALL, 104" DB
- 208. 418" TALL, 104.5" DB
- 209. 420" TALL, 105" DB
- 210. 422" TALL, 105.5" DB
- 211. 424" TALL, 106" DB
- 212. 426" TALL, 106.5" DB
- 213. 428" TALL, 107" DB
- 214. 430" TALL, 107.5" DB
- 215. 432" TALL, 108" DB
- 216. 434" TALL, 108.5" DB
- 217. 436" TALL, 109" DB
- 218. 438" TALL, 109.5" DB
- 219. 440" TALL, 110" DB
- 220. 442" TALL, 110.5" DB
- 221. 444" TALL, 111" DB
- 222. 446" TALL, 111.5" DB
- 223. 448" TALL, 112" DB
- 224. 450" TALL, 112.5" DB
- 225. 452" TALL, 113" DB
- 226. 454" TALL, 113.5" DB
- 227. 456" TALL, 114" DB
- 228. 458" TALL, 114.5" DB
- 229. 460" TALL, 115" DB
- 230. 462" TALL, 115.5" DB
- 231. 464" TALL, 116" DB
- 232. 466" TALL, 116.5" DB
- 233. 468" TALL, 117" DB
- 234. 470" TALL, 117.5" DB
- 235. 472" TALL, 118" DB
- 236. 474" TALL, 118.5" DB
- 237. 476" TALL, 119" DB
- 238. 478" TALL, 119.5" DB
- 239. 480" TALL, 120" DB
- 240. 482" TALL, 120.5" DB
- 241. 484" TALL, 121" DB
- 242. 486" TALL, 121.5" DB
- 243. 488" TALL, 122" DB
- 244. 490" TALL, 122.5" DB
- 245. 492" TALL, 123" DB
- 246. 494" TALL, 123.5" DB
- 247. 496" TALL, 124" DB
- 248. 498" TALL, 124.5" DB
- 249. 500" TALL, 125" DB
- 250. 502" TALL, 125.5" DB
- 251. 504" TALL, 126" DB
- 252. 506" TALL, 126.5" DB
- 253. 508" TALL, 127" DB
- 254. 510" TALL, 127.5" DB
- 255. 512" TALL, 128" DB
- 256. 514" TALL, 128.5" DB
- 257. 516" TALL, 129" DB
- 258. 518" TALL, 129.5" DB
- 259. 520" TALL, 130" DB
- 260. 522" TALL, 130.5" DB
- 261. 524" TALL, 131" DB
- 262. 526" TALL, 131.5" DB
- 263. 528" TALL, 132" DB
- 264. 530" TALL, 132.5" DB
- 265. 532" TALL, 133" DB
- 266. 534" TALL, 133.5" DB
- 267. 536" TALL, 134" DB
- 268. 538" TALL, 134.5" DB
- 269. 540" TALL, 135" DB
- 270. 542" TALL, 135.5" DB
- 271. 544" TALL, 136" DB
- 272. 546" TALL, 136.5" DB
- 273. 548" TALL, 137" DB
- 274. 550" TALL, 137.5" DB
- 275. 552" TALL, 138" DB
- 276. 554" TALL, 138.5" DB
- 277. 556" TALL, 139" DB
- 278. 558" TALL, 139.5" DB
- 279. 560" TALL, 140" DB
- 280. 562" TALL, 140.5" DB
- 281. 564" TALL, 141" DB
- 282. 566" TALL, 141.5" DB
- 283. 568" TALL, 142" DB
- 284. 570" TALL, 142.5" DB
- 285. 572" TALL, 143" DB
- 286. 574" TALL, 143.5" DB
- 287. 576" TALL, 144" DB
- 288. 578" TALL, 144.5" DB
- 289. 580" TALL, 145" DB
- 290. 582" TALL, 145.5" DB
- 291. 584" TALL, 146" DB
- 292. 586" TALL, 146.5" DB
- 293. 588" TALL, 147" DB
- 294. 590" TALL, 147.5" DB
- 295. 592" TALL, 148" DB
- 296. 594" TALL, 148.5" DB
- 297. 596" TALL, 149" DB
- 298. 598" TALL, 149.5" DB
- 299. 600" TALL, 150" DB
- 300. 602" TALL, 150.5" DB
- 301. 604" TALL, 151" DB
- 302. 606" TALL, 151.5" DB
- 303. 608" TALL, 152" DB
- 304. 610" TALL, 152.5" DB
- 305. 612" TALL, 153" DB
- 306. 614" TALL, 153.5" DB
- 307. 616" TALL, 154" DB
- 308. 618" TALL, 154.5" DB
- 309. 620" TALL, 155" DB
- 310. 622" TALL, 155.5" DB
- 311. 624" TALL, 156" DB
- 312. 626" TALL, 156.5" DB
- 313. 628" TALL, 157" DB
- 314. 630" TALL, 157.5" DB
- 315. 632" TALL, 158" DB
- 316. 634" TALL, 158.5" DB
- 317. 636" TALL, 159" DB
- 318. 638" TALL, 159.5" DB
- 319. 640" TALL, 160" DB
- 320. 642" TALL, 160.5" DB
- 321. 644" TALL, 161" DB
- 322. 646" TALL, 161.5" DB
- 323. 648" TALL, 162" DB
- 324. 650" TALL, 162.5" DB
- 325. 652" TALL, 163" DB
- 326. 654" TALL, 163.5" DB
- 327. 656" TALL, 164" DB
- 328. 658" TALL, 164.5" DB
- 329. 660" TALL, 165" DB
- 330. 662" TALL, 165.5" DB
- 331. 664" TALL, 166" DB
- 332. 666" TALL, 166.5" DB
- 333. 668" TALL, 167" DB
- 334. 670" TALL, 167.5" DB
- 335. 672" TALL, 168" DB
- 336. 674" TALL, 168.5" DB
- 337. 676" TALL, 169" DB
- 338. 678" TALL, 169.5" DB
- 339. 680" TALL, 170" DB
- 340. 682" TALL, 170.5" DB
- 341. 684" TALL, 171" DB
- 342. 686" TALL, 171.5" DB
- 343. 688" TALL, 172" DB
- 344. 690" TALL, 172.5" DB
- 345. 692" TALL, 173" DB
- 346. 694" TALL, 173.5" DB
- 347. 696" TALL, 174" DB
- 348. 698" TALL, 174.5" DB
- 349. 700" TALL, 175" DB
- 350. 702" TALL, 175.5" DB
- 351. 704" TALL, 176" DB
- 352. 706" TALL, 176.5" DB
- 353. 708" TALL, 177" DB
- 354. 710" TALL, 177.5" DB
- 355. 712" TALL, 178" DB
- 356. 714" TALL, 178.5" DB
- 357. 716" TALL, 179" DB
- 358. 718" TALL, 179.5" DB
- 359. 720" TALL, 180" DB
- 360. 722" TALL, 180.5" DB
- 361. 724" TALL, 181" DB
- 362. 726" TALL, 181.5" DB
- 363. 728" TALL, 182" DB
- 364. 730" TALL, 182.5" DB
- 365. 732" TALL, 183" DB
- 366. 734" TALL, 183.5" DB
- 367. 736" TALL, 184" DB
- 368. 738" TALL, 184.5" DB
- 369. 740" TALL, 185" DB
- 370. 742" TALL, 185.5" DB
- 371. 744" TALL, 186" DB
- 372. 746" TALL, 186.5" DB
- 373. 748" TALL, 187" DB
- 374. 750" TALL, 187.5" DB
- 375. 752" TALL, 188" DB
- 376. 754" TALL, 188.5" DB
- 377. 756" TALL, 189" DB
- 378. 758" TALL, 189.5" DB
- 379. 760" TALL, 190" DB
- 380. 762" TALL, 190.5" DB
- 381. 764" TALL, 191" DB
- 382. 766" TALL, 191.5" DB
- 383. 768" TALL, 192" DB
- 384. 770" TALL, 192.5" DB
- 385. 772" TALL, 193" DB
- 386. 774" TALL, 193.5" DB
- 387. 776" TALL, 194" DB
- 388. 778" TALL, 194.5" DB
- 389. 780" TALL, 195" DB
- 390. 782" TALL, 195.5" DB
- 391. 784" TALL, 196" DB
- 392. 786" TALL, 196.5" DB
- 393. 788" TALL, 197" DB
- 394. 790" TALL, 197.5" DB
- 395. 792" TALL, 198" DB
- 396. 794" TALL, 198.5" DB
- 397. 796" TALL, 199" DB
- 398. 798" TALL, 199.5" DB
- 399. 800" TALL, 200" DB
- 400. 802" TALL, 200.5" DB
- 401. 804" TALL, 201" DB
- 402. 806" TALL, 201.5" DB
- 403. 808" TALL, 202" DB
- 404. 810" TALL, 202.5" DB
- 405. 812" TALL, 203" DB
- 406. 814" TALL, 203.5" DB
- 407. 816" TALL, 204" DB
- 408. 818" TALL, 204.5" DB
- 409. 820" TALL, 205" DB
- 410. 822" TALL, 205.5" DB
- 411. 824" TALL, 206" DB
- 412. 826" TALL, 206.5" DB
- 413. 828" TALL, 207" DB
- 414. 830" TALL, 207.5" DB
- 415. 832" TALL, 208" DB
- 416. 834" TALL, 208.5" DB
- 417. 836" TALL, 209" DB
- 418. 838" TALL, 209.5" DB
- 419. 840" TALL, 210" DB
- 420. 842" TALL, 210.5" DB
- 421. 844" TALL, 211" DB
- 422. 846" TALL, 211.5" DB
- 423. 848" TALL, 212" DB
- 424. 850" TALL, 212.5" DB
- 425. 852" TALL, 213" DB
- 426. 854" TALL, 213.5" DB
- 427. 856" TALL, 214" DB
- 428. 858" TALL, 214.5" DB
- 429. 860" TALL, 215" DB
- 430. 862" TALL, 215.5" DB
- 431. 864" TALL, 216" DB
- 432. 866" TALL, 216.5" DB
- 433. 868" TALL, 217" DB
- 434. 870" TALL, 217.5" DB
- 435. 872" TALL, 218" DB
- 436. 874" TALL, 218.5" DB
- 437. 876" TALL, 219" DB
- 438. 878" TALL, 219.5" DB
- 439. 880" TALL, 220" DB
- 440. 882" TALL, 220.5" DB
- 441. 884" TALL, 221" DB
- 442. 886" TALL, 221.5" DB
- 443. 888" TALL, 222" DB
- 444. 890" TALL, 222.5" DB
- 445. 892" TALL, 223" DB
- 446. 894" TALL, 223.5" DB
- 447. 896" TALL, 224" DB
- 448. 898" TALL, 224.5" DB
- 449. 900" TALL, 225" DB
- 450. 902" TALL, 225.5" DB
- 451. 904" TALL, 226" DB
- 452. 906" TALL, 226.5" DB
- 453. 908" TALL, 227" DB
- 454. 910" TALL, 227.5" DB
- 455. 912" TALL, 22

AI

SITE 101
GROUP

LANDSCAPE
 MASTER PLANNING
 (202) 245-0900
 404 S 2nd St, #154
 Boise, Idaho 83721
 info@scottmccormick.com
 scottmccormick.com

WHEELER CONSULTANTS
 (202) 245-0900
 404 S 2nd St, #154
 Boise, Idaho 83721
 info@scottmccormick.com
 scottmccormick.com



FOR CITY REVIEW ONLY
 NOT FOR CONSTRUCTION

WAGON WHEEL SUBDIVISION

CALDWELL, IDAHO

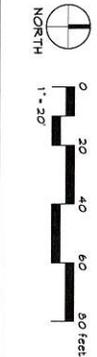
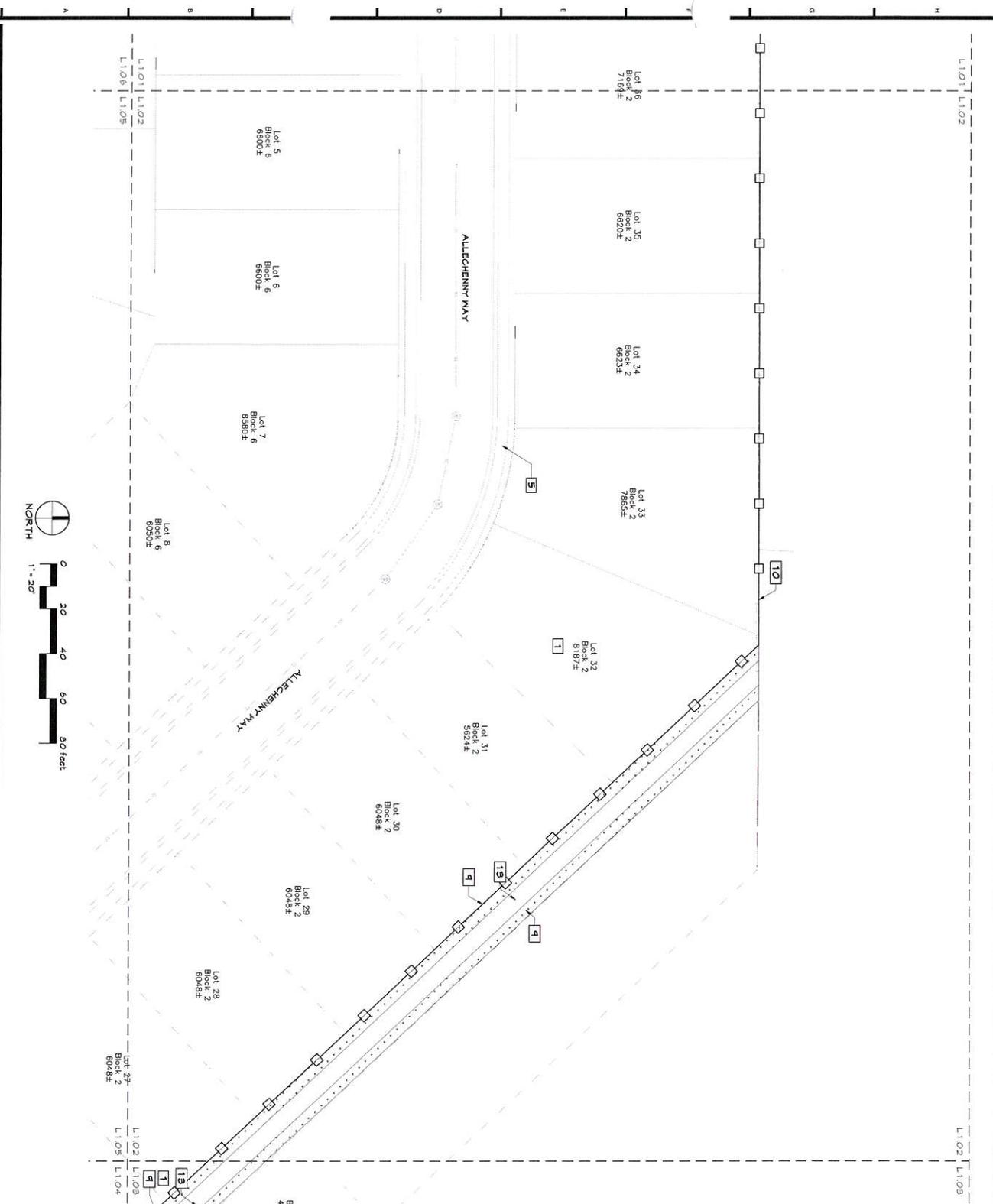
DATE	DESCRIPTION
10/15/2024	PRELIMINARY PLAN
08/15/2024	FINAL PLAN
07/15/2024	CONCEPT PLAN
06/15/2024	CONCEPT PLAN

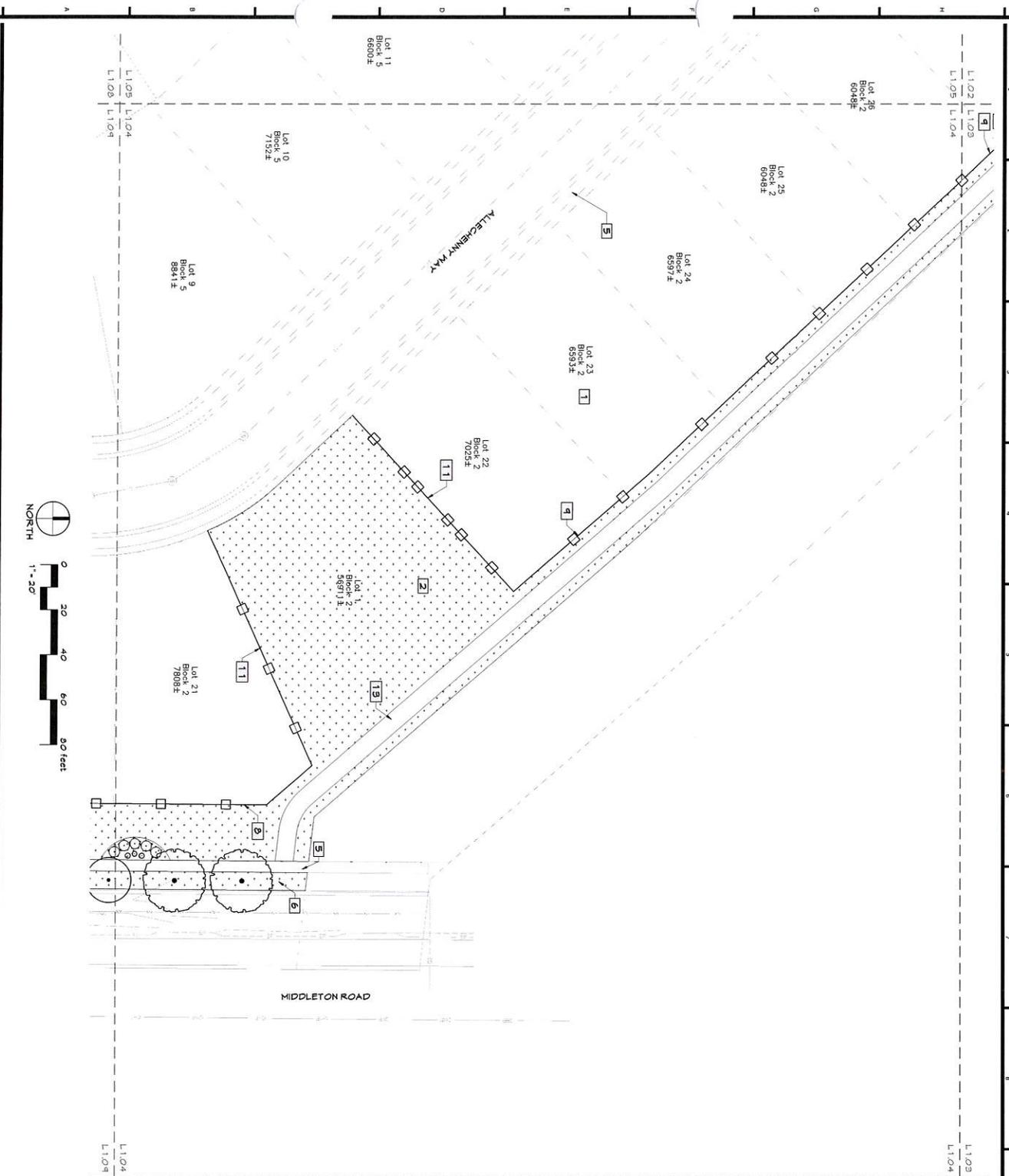
LANDSCAPE
 PLAN

SHEET NUMBER
L1.102
 SHEET 3 OF 13

PLANT SCHEDULE	COMMON NAME
1	DOGWOOD
2	DOGWOOD
3	DOGWOOD
4	DOGWOOD
5	DOGWOOD
6	DOGWOOD
7	DOGWOOD
8	DOGWOOD
9	DOGWOOD
10	DOGWOOD
11	DOGWOOD
12	DOGWOOD
13	DOGWOOD
14	DOGWOOD
15	DOGWOOD
16	DOGWOOD
17	DOGWOOD
18	DOGWOOD
19	DOGWOOD

LEGEND	DESCRIPTION
1	RESIDENTIAL LOT TYPE
2	COMMON LOT TYPE
3	UTILITY/EASEMENT REFERENCE CIVIL
4	OR VEG. VISION TRIANGLE KEEP TREES
5	OR VEG. VISION TRIANGLE KEEP TREES AND CLEAR OF THE VISION TRIANGLE TYPE
6	PARKWAY STRIP TYPE
7	EXISTING CEDAR FENCE TO REMAIN
8	REMOVE EXISTING FENCE
9	6" VINT. FENCE BY BUILDER
10	6" CEDAR FENCE BY BUILDER
11	4" VINT. FENCE BY BUILDER
12	TOPT LOT TBD
13	PARKWAY TBD REFERENCE CIVIL





CODE	DESCRIPTION
1	RESIDENTIAL LOT TYPE
2	COMMON LOT TYPE
3	UTILITY EASEMENT REFERENCE CIVIL
4	GLASS VISION TRIANGLE KEEP TREES OR VEGETATION OVER 3.6 FEET AND CLEARANCE OF THE VISION TRIANGLE TYPE
5	PARKWAY STRIP TYPE
6	EXISTING CEDAR FENCE TO REMAIN
7	6" VINYL FENCE BY BUILDER
8	6" VINYL FENCE BY BUILDER
9	6" VINYL FENCE BY BUILDER
10	6" CEDAR FENCE BY BUILDER
11	4" VINYL FENCE BY BUILDER
12	TOP LOT TBD
13	PATIMVLY TBD REFERENCE CIVIL

PLANT COMMON #	TREES	COMMON NAME
1	15' TALL 4.40" DBE	Redwood
2	15' TALL 4.40" DBE	Redwood
3	15' TALL 4.40" DBE	Redwood
4	15' TALL 4.40" DBE	Redwood
5	15' TALL 4.40" DBE	Redwood
6	15' TALL 4.40" DBE	Redwood
7	15' TALL 4.40" DBE	Redwood
8	15' TALL 4.40" DBE	Redwood
9	15' TALL 4.40" DBE	Redwood
10	15' TALL 4.40" DBE	Redwood
11	15' TALL 4.40" DBE	Redwood
12	15' TALL 4.40" DBE	Redwood
13	15' TALL 4.40" DBE	Redwood
14	15' TALL 4.40" DBE	Redwood
15	15' TALL 4.40" DBE	Redwood
16	15' TALL 4.40" DBE	Redwood
17	15' TALL 4.40" DBE	Redwood
18	15' TALL 4.40" DBE	Redwood
19	15' TALL 4.40" DBE	Redwood
20	15' TALL 4.40" DBE	Redwood
21	15' TALL 4.40" DBE	Redwood
22	15' TALL 4.40" DBE	Redwood
23	15' TALL 4.40" DBE	Redwood
24	15' TALL 4.40" DBE	Redwood
25	15' TALL 4.40" DBE	Redwood
26	15' TALL 4.40" DBE	Redwood

REFERENCE NOTES
1. LAMPY TALL TREE TYPE FENCE
2. SOBBED ON APPROVED OTHER BY OWNER
3. FENCE TYPE PER REFERENCE NOTES

STICK NOX GROUP
 LANDSCAPE ARCHITECTURE
 404 S 2ND ST, SUITE 100
 BOISE, IDAHO 83721
 (208) 249-0300
 www.sticknox.com

FOR CITY REVIEW ONLY
 NOT FOR CONSTRUCTION

WAGON WHEEL SUBDIVISION
 CALDWELL, IDAHO

LEGEND:
 LAMPY TALL TREE TYPE FENCE
 SOBBED ON APPROVED OTHER BY OWNER
 FENCE TYPE PER REFERENCE NOTES

Acc



SHIFF NOEL
LANDSCAPE GROUP
 LANDSCAPE ARCHITECTS
 4015 5th St. S. #154
 SPOKANE, IDAHO 83402
 PHONE: (208) 343-0200
 FAX: (208) 343-0200
 WWW.SHIFFNOEL.COM

DATE: 08/11/2010
 TIME: 10:00 AM
 PROJECT: WAGON WHEEL SUBDIVISION
 SHEET: 1 OF 13



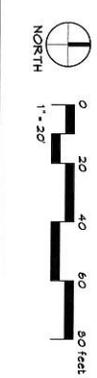
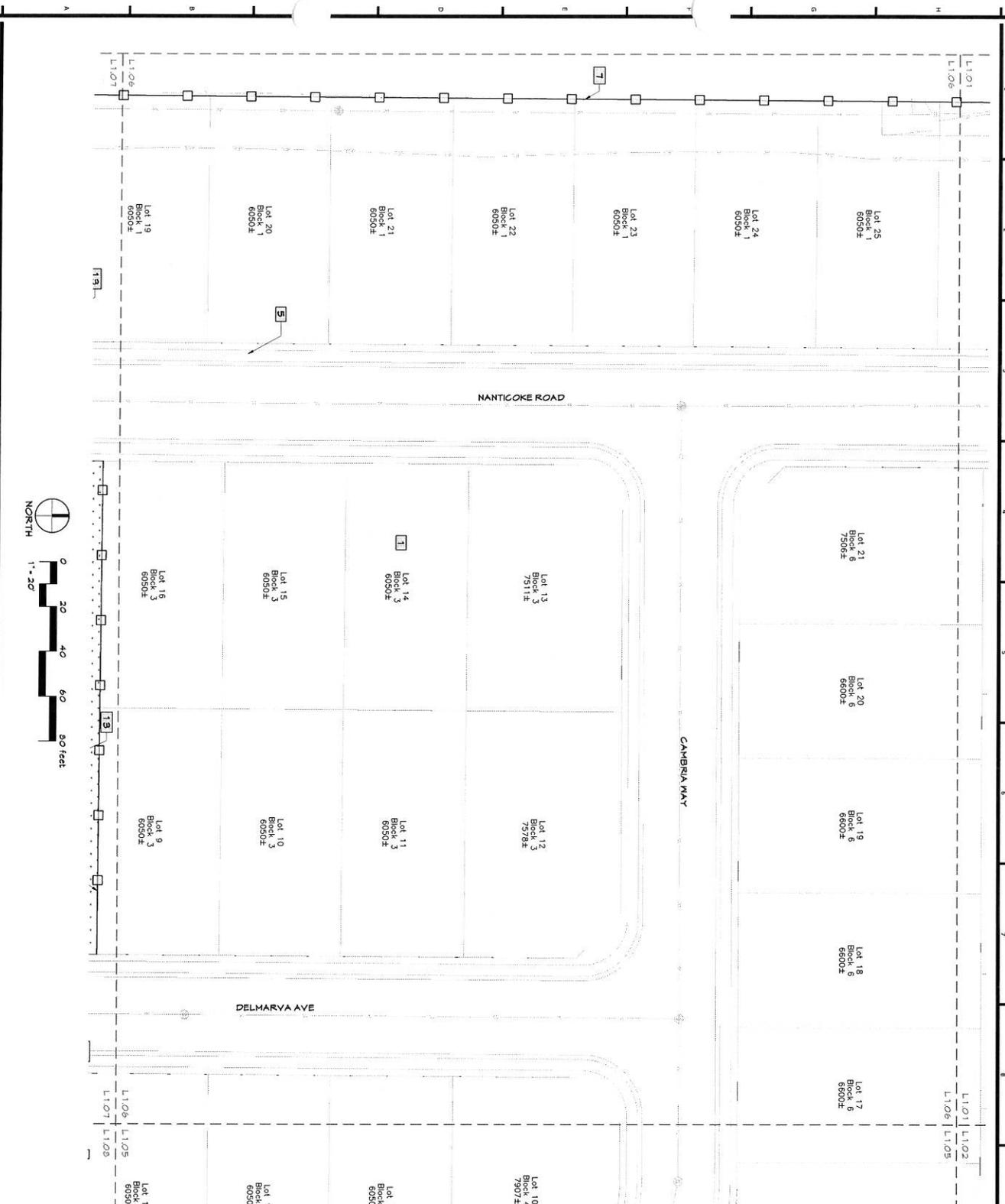
WAGON WHEEL SUBDIVISION
 CALDWELL, IDAHO

LANDSCAPE PLAN
 L1.06
 SHEET NUMBER

PLANT SCHEDULE	COMMON NAME
1	DOGWOOD
2	DOGWOOD
3	DOGWOOD
4	DOGWOOD
5	DOGWOOD
6	DOGWOOD
7	DOGWOOD
8	DOGWOOD
9	DOGWOOD
10	DOGWOOD
11	DOGWOOD
12	DOGWOOD
13	DOGWOOD
14	DOGWOOD
15	DOGWOOD
16	DOGWOOD
17	DOGWOOD
18	DOGWOOD
19	DOGWOOD
20	DOGWOOD
21	DOGWOOD
22	DOGWOOD
23	DOGWOOD
24	DOGWOOD
25	DOGWOOD
26	DOGWOOD
27	DOGWOOD
28	DOGWOOD
29	DOGWOOD
30	DOGWOOD
31	DOGWOOD
32	DOGWOOD
33	DOGWOOD
34	DOGWOOD
35	DOGWOOD
36	DOGWOOD
37	DOGWOOD
38	DOGWOOD
39	DOGWOOD
40	DOGWOOD
41	DOGWOOD
42	DOGWOOD
43	DOGWOOD
44	DOGWOOD
45	DOGWOOD
46	DOGWOOD
47	DOGWOOD
48	DOGWOOD
49	DOGWOOD
50	DOGWOOD
51	DOGWOOD
52	DOGWOOD
53	DOGWOOD
54	DOGWOOD
55	DOGWOOD
56	DOGWOOD
57	DOGWOOD
58	DOGWOOD
59	DOGWOOD
60	DOGWOOD
61	DOGWOOD
62	DOGWOOD
63	DOGWOOD
64	DOGWOOD
65	DOGWOOD
66	DOGWOOD
67	DOGWOOD
68	DOGWOOD
69	DOGWOOD
70	DOGWOOD
71	DOGWOOD
72	DOGWOOD
73	DOGWOOD
74	DOGWOOD
75	DOGWOOD
76	DOGWOOD
77	DOGWOOD
78	DOGWOOD
79	DOGWOOD
80	DOGWOOD
81	DOGWOOD
82	DOGWOOD
83	DOGWOOD
84	DOGWOOD
85	DOGWOOD
86	DOGWOOD
87	DOGWOOD
88	DOGWOOD
89	DOGWOOD
90	DOGWOOD
91	DOGWOOD
92	DOGWOOD
93	DOGWOOD
94	DOGWOOD
95	DOGWOOD
96	DOGWOOD
97	DOGWOOD
98	DOGWOOD
99	DOGWOOD
100	DOGWOOD

REFERENCE NOTES SCHEDULE	DESCRIPTION
1	RESIDENTIAL LOT TYPE
2	COMMON LOT TYPE
3	UTILITY EASEMENT REFERENCE CIVIL
4	CLEAR VISION TRIANGLE KEEP TREES OR VEGETATION OVER 3' FREE AND CLEAR OF THE VISION TRIANGLE TYPE
5	SEPARATE TYPE
6	PARKWAY STRIP TYPE
7	EXISTING CEDAR FENCE TO REMAIN
8	RESERVE PROTECT
9	VINYL FENCE BY BUILDER
10	CHAIN LINK FENCE BY BUILDER
11	4" VINYL FENCE BY BUILDER
12	TOTAL LOT T80
13	PAVING T80 REFERENCE CIVIL

LEGEND:
 1. LINES SHALL BE SET BY THE LANDSCAPE ARCHITECT.
 2. SCOTTED OR APPROVED OTHER BY OWNER.
 3. FENCE TYPE PER REFERENCE NOTES



All

SLICK HOOK GROUP
 LANDSCAPE MASTER PLANNING
 (202) 349-0300
 404 S 5th St, #154
 Boise, Idaho 83724
 SlickHookGroup.com
 PROJECT: CALDWELL TIA
 OFFICE: (202) 349-0300
 DATE: 02/20/2018

DATE: 02/20/2018
 DRAWN BY: J. H. [unreadable]
 CHECKED BY: [unreadable]
 SCALE: AS SHOWN
 SHEET NUMBER: 11 OF 13

FOR CITY REVIEW ONLY
 NOT FOR CONSTRUCTION



CITY OF CALDWELL
 PLANNING DEPARTMENT
 100 N. 10th St., Caldwell, ID 83402
 (202) 349-0300

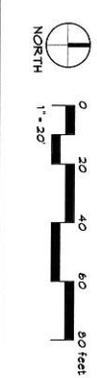
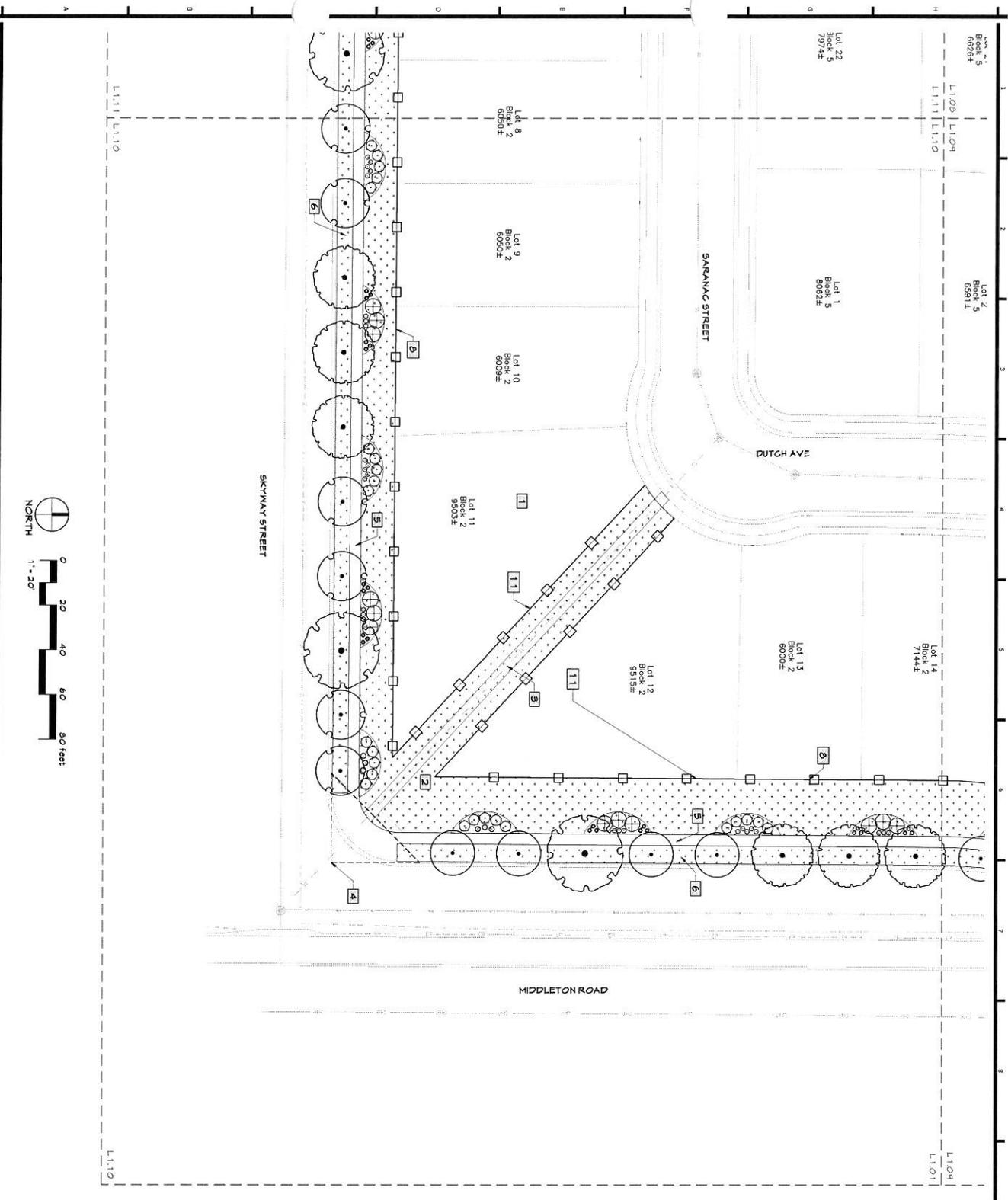
WAGON WHEEL SUBDIVISION
 CALDWELL, IDAHO

REFERENCE NOTES SCHEDULE

CODE	DESCRIPTION
1	RESIDENTIAL LOT TYPE
2	COMMON LOT TYPE
3	UTILITY EASEMENT REFERENCE CIVIL
4	CLEAR VISION TRIANGLE KEEP TREES OR VEGETATION OVER 3' FREE AND CLEAR OF THE VISION TRIANGLE TYPE
5	SEPPALACK TYPE
6	PARKWAY STRIP TYPE
7	EXISTING CEDAR FENCE TO REMAIN PRESERVE PROTECT
8	VINYL FENCE BY BUILDER
9	CHAIN LINK FENCE BY BUILDER
10	6' CEDAR FENCE BY BUILDER
11	4' VINYL FENCE BY BUILDER
12	TOTI LOT TBD
13	PARKWAY TBD REFERENCE CIVIL

LEGEND:
 LANYI 3" TALL 3" WIDE FENCE
 SCORED OR APPROVED OTHER BY OWNER
 FENCE TYPE PER REFERENCE NOTES

PLANT SYMBOL	COMMON NAME
(Symbol)	Decorative Shrub
(Symbol)	4.5' TALL 4.0" WIDE
(Symbol)	CLASII Hybrid
(Symbol)	Acacia guthrieana Prunifolia
(Symbol)	4.0' TALL 4.25" WIDE
(Symbol)	Shrub Common Hollyhock
(Symbol)	4.0' TALL 4.25" WIDE
(Symbol)	Redspire Cote de Neige
(Symbol)	CLASII Hybrid
(Symbol)	4.5' TALL 4.20" WIDE
(Symbol)	4.0' TALL 4.25" WIDE
(Symbol)	SHRUBS
(Symbol)	Common Name
(Symbol)	Foster Red Grass
(Symbol)	Galium aparine x sultifera 'x' 4' Forster
(Symbol)	Tatarian Dogwood
(Symbol)	Hideout Blue Lavender
(Symbol)	Leucodermis angustifolia 'Hideout Blue'
(Symbol)	Hansen Dwarf Fountain Grass
(Symbol)	Pennisetum appiculoides 'Hemelin'
(Symbol)	Burwood Viburnum
(Symbol)	Viburnum x burwoodii



LANDSCAPE PLAN
 L.1.10
 SHEET NUMBER: 11 OF 13

