PUBLIC MEETING INFORMATION
CITY OF CALDWELL

We invite interested parties to participate in public hearings either electronically or in person. If you have a cough, fever, or are not feeling well, please contact Planning & Zoning staff to arrange participation remotely. The City of Caldwell follows the CDC guidelines to allow for distancing in the public meeting area and provide masks/hand sanitizer on site.

Virtual Participation Option: Register in advance to provide public comments electronically or by telephone. During the registration process, you will be asked what item on the agenda you wish to speak about. Please use the case number as listed within the written notice.

On-line registration must be submitted at least 24 hours in advance of the meeting. Click on the green "public meetings" button on the center of the page. After registration, you will receive a confirmation email containing information about joining the virtual meeting. **REGISTER HERE**: https://www.cityofcaldwell.org

Written comments must be received at least eight (8) days in advance of the meeting to the Planning & Zoning Department at P&Z@cityofcaldwell.org to be included within the staff report. All comments received after the staff report has been transmitted will be included in the case file and provided as late exhibits at the appropriate public hearing.

Live Stream Viewing: If you are not planning to speak, members of the public are encouraged to view the meeting via the live stream option: https://www.youtube.com/channel/UCci7S1A0UJNK6asXxxugLGA

PLANNING AND ZONING COMMISSION
REGULAR MEETING AGENDA
Wednesday, September 9, 2026 @ 6:00 pm
City Hall, Council Chambers, 205 S. 6th Avenue, Caldwell, Idaho

I. CALL TO ORDER

II. ROLL CALL

III. CONFLICT OF INTEREST DECLARATION (if any).

IV. SPECIAL PRESENTATIONS.

1. None

V. CONSENT CALENDAR: (ALL CONSENT CALENDAR ITEMS ARE ACTION ITEMS)

1. Approve minutes for the Caldwell Planning and Zoning Commission for the July 8, 2026, hearing.

2. Approve minutes for the Caldwell Planning and Zoning Commission for the August 12, 2026, hearing.

VI. REVIEW OF PROCEEDINGS (OPENING STATEMENT)

VII. OLD BUSINESS:

ACTION ITEM: Public Hearing (Legislative and Quasi-judicial) for Case Number ANN26-000005, SPP26-000003: The applicant, Porchlight Development, on behalf of Gemini LLLP, is requesting annexation of three (3) parcels (R3426800000, R3428313400, and R3426500000) with an initial zoning designation of R-2 (Community Residential) with a development agreement. The current City comprehensive plan future land use designation is Neighborhood 2, and R-2 is considered a compatible zoning district. Concurrently, the applicant is requesting approval of a preliminary plat for **Legacy Farms** Subdivision, a single-family residential subdivision with 402 buildable lots. The approximately 95 acre site is located on the west side of Northside Blvd., approximately 1,300 feet north of the intersection with Linden Rd., in Caldwell, Idaho. *This application was continued from the June 10th meeting, and rescheduled from the July 8th, 2026, Planning and Zoning Commission meeting.*

VIII. NEW BUSINESS:

ACTION ITEM: Public Hearing (Legislative and Quasi-judicial) for Case Number ANN26-000010: The applicant, Josh Schroeder of Sominium Development Group, on behalf of **Wild Oak LLC,** is requesting annexation of parcel (R3431600000) with a proposed zoning of C-2 (Community Commercial) with a development agreement. The current City comprehensive plan future land use map place-type is Neighborhood 3, and C-2 is identified as a compatible zoning designation. The applicant has already received a Condition Use Permit through Canyon County for a special events facility/wedding venue on the site and is requesting to bring the facility into the City of Caldwell so they may connect to water and sewer. The 3.85 acre parcel is addressed as 19781 Middleton Rd. and is located on the west side of Middleton Rd., approximately 1100 feet south of the intersection with Highway 20/26, in Caldwell, Idaho.

ACTION ITEM: Public Hearing (Legislative and Quasi-judicial) for Case Number ANN25-000015, SPP25-000017, SUP25-000019: The applicant, Bonnie Layton, on behalf of Endurance Holdings LLC, is requesting annexation of five (5) parcels (R34134, R3413601, R34136010B0, R34133, and R34136010A0) with proposed zonings of R-2 (Community Residential), R-3 (Urban Residential), and H-C (Mixed-Use/Regional Commercial) with a development agreement. Concurrently, the applicant is requesting approval of a preliminary plat for **McAllister Manor**, a mixed-use subdivision with five (5) commercial lots, 300 single-family detached lots, 52 single-family attached lots, eighty-eight (88) 4-plex units, and 384 multi-family units with a special-use permit for the multi-family portion of the project. The current City comprehensive plan future land use designation includes mixed-use, urban residential, and neighborhood 2. The 127-acre development is located on the east side of Middleton Rd., approximately 425 feet north of the intersection with Hwy 20/26, in Caldwell, Idaho.

ACTION ITEM: Public Hearing (Legislative and Quasi-judicial) for Case Number ANN26-000008, SPP26-000009: The applicant, Wendy Shrief of KB Homes, on behalf of Paula Carter and Eldridge Living Trust, is requesting annexation of parcels R3276401100 and R32764012A0 with a proposed zoning of R-2 (Community Residential), where the current City comprehensive plan future land use place-type is Neighborhood 2. Additionally, the applicant is requesting approval of a preliminary plat for **North Celeste** Subdivision, a single-family residential

subdivision with 104 single-family buildable lots. The 19.54 acre development is located on the South side of Moss St., approximately 2,000 feet west of Midway Rd., in Caldwell, Idaho.

IX. ADJOURNMENT

Public Information/Responsibility: For public hearing cases that are scheduled to be heard by City Hearing Bodies and are not heard on the noticed date: The hearing body is required to provide a "date certain" for when that case will be heard (typically on the next hearing agenda but not always). Additional notices are not required and are **NOT** sent to property owners or posted on the site. Please check the city's website for agendas and updates or contact staff for the hearing date that the particular case is to be heard.

Next Regular Planning and Zoning Commission Meeting is on October 14, 2026. Any person needing special accommodations to participate in the meeting should contact the City Office at 208-455-3021 prior to the meeting. The agenda packet and minutes can be viewed on the City of Caldwell's website: www.cityofcaldwell.org. Cualquier persona

Any person needing special accommodation to participate in a public meeting should contact the City Clerk's Office (cityclerk@cityofcaldwell.org or (208) 455-4656) prior to the meeting.

Cualquier persona que necesite adaptaciones especiales para participar en una reunión pública debe comunicarse con la Oficina de la Secretaria Municipal (cityclerk@cityofcaldwell.org o (208) 455-4656 antes de la reunión.

PLANNING AND ZONING COMMISSION
MEETING MINUTES
Wednesday, June 10, 2026 @ 6:00 pm
City Hall, Council Chambers, 205 S. 6th Ave, Caldwell, Idaho

Vice Chair Larson called the meeting to order at: 6:00pm.

ROLL CALL

Present: ☐ Harman ☒ Larson ☒ Geyer ☒ Vance ☐ Whitbeck
Absent: ☒ Harman ☐ Larson ☐ Geyer ☐ Vance ☒ Whitbeck
Quorum Present: ☒Yes ☐ No

CONFLICT OF INTEREST DECLARATION (if any).

Vice Chair Larson asked if there were any conflict-of-interest declarations.
There were none.

SPECIAL PRESENTATIONS.

There were none.

CONSENT CALENDAR: (ALL CONSENT CALENDAR ITEMS ARE ACTION ITEMS)

1. Approve minutes for the Caldwell Planning and Zoning Commission for the May 13, 2026, hearing.

MOTION BY: ☐ Harman ☐ Larson ☐ Geyer ☒ Vance ☐ Whitbeck
SECONDED BY: ☐ Harman ☐ Larson ☒ Geyer ☐ Vance ☐ Whitbeck

MOTION CARRIED

REVIEW OF PROCEEDINGS (OPENING STATEMENT)

Vice Chair Larson opened the public hearing and outlined the public hearing procedures.
Vice Chair Larson proceeded to public hearing items on the agenda.

OLD BUSINESS:

None

NEW BUSINESS

ACTION ITEM: Public Hearing (Legislative and Quasi-judicial) for Case Number ANN26-000004: The applicant, Anders & Co. LLC, on behalf of Ashley Castiollo, is requesting annexation of parcel R3430600000 with an initial zoning designation of R-2, Community Residential. The parcel is designated as Neighborhood 2 within the Comprehensive Plan Future Land Use Map. There is an existing single-family dwelling on the parcel and the owner would like to annex into the City limits so they may access municipal sewer service. No other development is proposed at this time. The 0.52 acre parcel is addressed as 19241 Piaggio, and is located on the east side of Middleton Rd., approximately 1,100 feet north of the intersection with Linden Rd, in Caldwell, Idaho.

Applicant Presentation:

Applicant, Jason Andersen, 2357 W. McMillen Rd. Boise, ID presented the applicant's request by use of a Power Point presentation:

- Wants hook-ups to city water and sewer

Staff Presentation:

City Associate Planner, Name, 205 S. 6th Ave., Caldwell, Idaho, presented the staff report by use of a Power Point presentation. She noted:

- Subject location
- Comp Plan Analysis
- Zoning analysis – R-2
- Surrounding Land Uses
- Background Information
- Development project analysis
- Review and Analysis
- Condition: pave driveway
- Public Utility Services
- Public comments
- Conclusion

Commission Questions for Staff and Applicant:

- Neighborhood meeting: Nobody showed, applicant knocked on door but nobody provided opposition
- Why zoning R-2? Highest mixed use available. No reason other than to connect to utilities.
- Parcel not required to join HOA
- City resources are available.
- Paved driveway to be paved 10 feet wide and 25 feet deep.
- Additional landscaping is not required but welcomed.

Public Testimony:
None

Motion to close public discussion:
MOTION BY: ☐ Harman ☐ Larson ☐ Geyer ☒ Vance ☐ Whitbeck
SECONDED BY: ☐ Harman ☐ Larson ☒ Geyer ☐ Vance ☐ Whitbeck

MOTION CARRIED

Evidence List:
Staff Report and presentation documents
Applicant presentation documents
Sign-up sheets

Commission Discussion and Deliberation:

- Welcomes the pavement
- Finds no issues in annexing property

ORDER OF DECISION:
Based upon the testimony and evidence in record in this matter, and upon the findings of fact and conclusions of law set forth herein, DO HEREBY DETERMINE AND MOVE AS FOLLOWS:

☐ Harman ☐ Larson ☒ Geyer ☐ Vance ☐ Whitbeck

MADE A MOTION AS FOLLOWS:
The request for ANN26-000004 is recommended for approval subject to the condition of approval as presented or amended

THE MOTION WAS SECONDED BY:
☐ Harman ☐ Larson ☐ Geyer ☒ Vance ☐ Whitbeck

ROLL CALL VOTE:
Harman ☐ Yes ☒ No

Larson	☒ Yes	☐ No
Geyer	☒ Yes	☐ No
Vance	☒ Yes	☐ No
Whitbeck	☐ Yes	☒ No

MOTION CARRIED

ACTION ITEM: Public Hearing (Legislative and Quasi-judicial) for Case Number ANN26-000005, SPP26-000003: The applicant, Porchlight Development, on behalf of Gemini LLLP, is requesting annexation of three (3) parcels (R3426800000, R3428313400, and R3426500000) with an initial zoning designation of R-2 (Community Residential) with a development agreement. The current City comprehensive plan future land use designation is Neighborhood 2, and R-2 is considered a compatible zoning district. Concurrently, the applicant is requesting approval of a preliminary plat for Legacy Farms Subdivision, a single-family residential subdivision with 402 buildable lots. The approximately 95 acre site is located on the west side of Northside Blvd., approximately 1,300 feet north of the intersection with Linden Rd., in Caldwell, Idaho.

Applicant Presentation:
Applicant, Hethe Clark, 251 E. Front St, Boise, Idaho, presented the applicant's request by use of a Power Point presentation:

- Background of Blackrock Homes
- Completed projects in community
- Amenities: dog park
- Homes: Exterior and Interior
- Vicinity Map – adjacent to Aviary
- Commercial development is coming
- Comp plan proposes Neighborhood 2
- Density is 4.2 homes per dwelling acre
- Amenities
- Density – lower end
- Pathways
- Well lot donated to the city
- Projected impact fees: $3.2M
- DA agreement addresses schools
- Nampa Fire District would be responsible for this project
- Timeline is over 10-year time span.

Staff Presentation:
City Senior Planner, Katie Wright, 205 S. 6th Ave., Caldwell, Idaho, presented the staff report by use of a Power Point presentation. She noted:

- Subject Location
- Zoning analysis
- Surrounding Land Uses
- Comp Plan analysis
- Subdivision Layout
- Review and Analysis
- Public Utility services
- Public Comments
- Condition Modifications
- Conclusion

Commission Questions for Staff and Applicant:

- Frontage is conditioned
- Smaller lots are located towards the center of the subdivision plan
- Largest lot is approx. 16,933 square feet; smallest is approx. 3,000 square feet

- Amenities: 1st phase will provide pickleball courts, 3 soccer fields, play area, dog park, climbing rocks, and food truck area
- Food truck area is not permanent. Will be coordinated with HOA and will ensure food trucks are licensed through SWDH and Planning and Zoning
- Development agreement due to requested variance,
- Staff found the lot size does not provide any direct impact to neighboring parcels
- Pathways: no other developments in the area so they aren't providing connectivity to anything yet but will when new developments come in
- Lot size is of concern: 4000 should be the minimum
- Comp plan encourages variety of sizes so it would be supported by comp plan.

Public Testimony:

Lowell Dale, 19236 Flora Rd., signed up to speak in opposition of the application:

- Argues density
- Likes amenities and food truck
- Likes 5-foot path
- 2040 plan
- Said photos provided don't meet reality
- Lot size
- Infrastructure
- Setbacks

Kayleen Osendorf, 19028 Flora Rd., signed up to speak in opposition of the application:

- Lot size
- Traffic

Calvin Walsh, 19266 Flora Rd, signed up to speak in opposition of the application:

- Privacy for current homeowners
- Larger setbacks

David Andrus, 19451 Knott Ln, signed up to speak in opposition of the application:

- Lot size
- Road access
- Opposition expressed to builder

Ken Johnson, 19322 Flora Rd., signed up in opposition of the application but did not wish to speak.

Pam Xavier, 19421 Bluebell Ct.., signed up in opposition of the application but did not wish to speak.

Applicant Rebuttal:

Applicant, Heath Clark, presented the applicant's stated:

- Pathways connect to other pathways in upcoming developments
- Traffic
- Lot sizes
    - Not entirety of project
    - Meant for people who don't want responsibility of land
- Setbacks
- Do parking studies
- Neighbors are far enough away from biggest lots in sub

Commission Questions for Staff and Applicant:

- Fees
- Will have conversation prior to council with
- There are 2-story homes in Knott Ln. area

- Landscape buffering along Knott Ln. to provide privacy is not an option because the biggest lots are along existing homes.
- RV parking vs soccer field as an option for amenities
- Lot size and setbacks
- Homes located in blue area on site plan are two story
- Additional subdivisions located in Meridian that are similar to this plan
- Knott Ln does connect to 20/26 without a light – no plans for a light from ITD
- Transportation Mitigation agreement mentions improvements will include future upgrades
- Roads will be rerouted to accommodate traffic

Motion to close public discussion:

MOTION BY: ☐ Harman ☐ Larson ☒ Geyer ☐ Vance ☐ Whitbeck
SECONDED BY: ☐ Harman ☐ Larson ☐ Geyer ☒ Vance ☐ Whitbeck

MOTION CARRIED

Evidence List:
Staff Report and presentation documents
Applicant presentation documents
Sign-up sheets

Commission Discussion and Deliberation:

- Neighborhood 3 zone is part county and city which is a place type in comprehensive plan
  - Aviary has a mix of different zones
- Chinden/Hwy 20/26 traffic can't be commented on effectively since it's ITD
- Concerns about lot size and small setbacks
- R-2 zoning is too tight for this area
- Doesn't feel plan is complete
- Possibly asking for a continuation with a date certain (July 8) to allow developer time to work with staff regarding their concerns of density and setbacks
- 790 units are allowed in this density and this builder is offering ½ that

ORDER OF DECISION:

☐ Harman ☐ Larson ☒ Geyer ☐ Vance ☐ Whitbeck

MADE A MOTION AS FOLLOWS:
To continue this project for reconsideration to July 8 with an opening of public testimony.

THE MOTION WAS SECONDED BY:
☐ Harman ☐ Larson ☐ Geyer ☒ Vance ☐ Whitbeck

ROLL CALL VOTE:

Harman	☐ Yes	☐ No
Larson	☒ Yes	☐ No
Geyer	☒ Yes	☐ No
Vance	☒ Yes	☐ No
Whitbeck	☐ Yes	☐ No

MOTION CARRIED

ADJOURNMENT

MOTION BY: ☐ Harman ☒ Larson ☐ Geyer ☐ Vance ☐ Whitbeck

SECONDED BY: ☐ Harman ☐ Larson ☒ Geyer ☐ Vance ☐ Whitbeck
to adjourn the meeting.

MOTION CARRIED

Meeting adjourned at: 7:15 pm

APPROVAL OF MINUTES

Respectfully submitted by Sarah Davis, Planning and Zoning, Planning Technician

MINUTES APPROVED AND SIGNED BY CHAIRMAN HARMAN: on the date noted below.

Shawn Harman: Chair

8/12/26

Date

ATTEST:
Morgan Bessaw, Deputy Director, Planning and Zoning

PLANNING AND ZONING COMMISSION
MEETING MINUTES
Wednesday, August 12, 2026 @ 6:00 pm
City Hall, Council Chambers, 205 S. 6th Ave, Caldwell, Idaho

Chair Harman called the meeting to order at: 6:00pm.

ROLL CALL

Present: ☒ Harman ☒ Larson ☒ Vance ☒ Whitbeck
Absent: ☐ Harman ☐ Larson ☐ Vance ☐ Whitbeck
Quorum Present: ☒Yes ☐ No

CONFLICT OF INTEREST DECLARATION (if any).
Chair Harman asked if there were any conflict-of-interest declarations.
There were none.

SPECIAL PRESENTATIONS.
There were none.

CONSENT CALENDAR: (ALL CONSENT CALENDAR ITEMS ARE ACTION ITEMS)

1. Approve minutes for the Caldwell Planning and Zoning Commission for the June 10, 2026, hearing.

MOTION BY: ☐ Harman ☒ Larson ☐ Vance ☐ Whitbeck
SECONDED BY: ☐ Harman ☐ Larson ☒ Vance ☐ Whitbeck

MOTION CARRIED

REVIEW OF PROCEEDINGS (OPENING STATEMENT)
Chair Harman opened the public hearing and outlined the public hearing procedures.
Chair Harman proceeded to public hearing items on the agenda.

OLD BUSINESS:

ACTION ITEM: Public Hearing (Legislative and Quasi-judicial) **Case Number ANN26-000003:** The applicant, John Evans, on behalf of Nancy Patricia **Todd**, is requesting annexation of parcel R3268000000 with an initial zoning designation of C-1 (neighborhood commercial) where the place type in the Comprehensive Plan is Neighborhood 2. No development is proposed at this time; however, the applicant would like to connect to City water as the existing well access is being removed due to adjacent construction. The parcel is approximately 3.03 acres and is located on the west side of S 10th Ave., approximately 2,260 feet north of the intersection with Karcher Rd, in Caldwell, Idaho.

Applicant Presentation:
Applicant, John Evans, 5699 N. Rifle Way, Garden City, Idaho, presented the applicant's request by use of a Power Point presentation:

- Element Ridge

- Water supply
- City will provide city water in exchange of right of way

City Associate Planner, Garline Davis, 205 S. 6th Ave., Caldwell, Idaho, presented the staff report by use of a Power Point presentation. She noted:

- Subject Location
- Background information
- Surrounding land uses
- Comp Plan Analysis
- Zoning analysis is consistent
- Site and Development Standards
- Public Utility Services
- Public Comments
- Conclusion

Commission Questions for Staff and Applicant:

- Plan for intersection at Moss
  - Provide eastbound right hand turn lane at Moss and 10th

Public Testimony:

None

Motion to close public discussion:

MOTION BY: ☐ Harman ☒ Larson ☐ Vance ☐ Whitbeck
SECONDED BY: ☐ Harman ☐ Larson ☐ Vance ☒ Whitbeck

MOTION CARRIED

Evidence List:
Staff Report and presentation documents
Applicant presentation documents
Sign-up sheets

Commission Discussion and Deliberation:

- No deliberation

ORDER OF DECISION:
Based upon the testimony and evidence in record in this matter, and upon the findings of fact and conclusions of law set forth herein, DO HEREBY DETERMINE AND MOVE AS FOLLOWS:

☐ Harman ☒ Larson ☐ Vance ☐ Whitbeck

MADE A MOTION AS FOLLOWS:
The request for ANN26-03, Todd Annexation is recommended for approval subject to the conditions of approval as presented.

THE MOTION WAS SECONDED BY:
☐ Harman ☐ Larson ☒ Vance ☐ Whitbeck

ROLL CALL VOTE:

Harman	☒ Yes	☐ No
Larson	☒ Yes	☐ No
Vance	☒ Yes	☐ No
Whitbeck	☒ Yes	☐ No

MOTION CARRIED

NEW BUSINESS

ACTION ITEM: Public Hearing (Legislative and Quasi-judicial) Case Number ANN26-000007, SPP26-000006: The applicant, Tim Mokwa, on behalf of Schmidt Investments LP, is requesting annexation of parcel R32776000 with an initial zoning designation of R-2 (Community Residential) where the place-type designation in the Comprehensive Plan is Neighborhood 2. Concurrently, the applicant is requesting approval of **Gideon Landing** Subdivision preliminary plat, a single-family residential subdivision with 65 buildable lots. The 14.95-acre site is located on the south side of Moss St., approximately 600 feet west of the intersection with Midway Rd, in Caldwell, Idaho.

The applicant, Jeff Bower, 601 W Bannock, Boise, Idaho, presented the applicant's request by use of a Power Point presentation:

- History of SI Construction
- Vicinity Map
- Infill
- Future Land Use Map
- Primary Uses
- Density
- Zoning of R-2 is compatible with FLUM
- Adjacent zoning and density compatible
- Site plan and phasing
- Residential
- 65 detached single-family homes
- Two phases
- Home occupancy predicted in 2028
- Growth strategy
- Open space and pathways
- Elevations
- 40 and 50 foot wide lots
- Access
- Agree with all conditions except condition #2
- Housing Needs

City Associate Planner, Garline Davis, 205 S. 6th Ave., Caldwell, Idaho, presented the staff report by use of a Power Point presentation. She noted:

- Listen to this
- Comp Plan Analysis
- Zoning analysis
- Subdivision layout
- TIS not required

- Site and development standards
- Public utility services
- Public comments
- Late exhibit provided as a public comment
- Conclusion

Commission Questions for Staff and Applicant:

- Engineering Proposed side road to be closed
  - Homeowner would use internal street to get to their driveway
  - Dirt road would be closed
  - Dirt road would be emergency access only
  - There is an application in for the west of this site
  - Cross axis easement to be owned by the developer
  - Legally obligated to grant access to those homes.
  - Developer wants to retain the dirt road to accommodate the homeowner
  - Discussion of how that would be done
  - HOA/Developer would continue to maintain the road
  - City concern is the road will not be clean and maintained. Doing this will avoid any future issues with developing the road.

Public Testimony:

Paula Carter, 12411 Moss St, signed up to speak in favor of the application:

- Blends in well with what has become a suburban neighborhood

Terry Leinberger, 12152 Moss Lane, Nampa, Idaho signed up to speak in opposition of the application:

- Property is to north of subdivision
- Police
- Traffic
- Schools
- Additional subdivisions

Leah Rosignal, 12249 Moss Lane, signed up to speak in opposition of the application:

- Landscaping
- In favor of keeping the road

Steve Sasma, 12062 Pendleton Rd., Nampa, Idaho signed up to speak in opposition of the application:

- Roads
- Traffic
- Additional subdivisions coming in
- Suggests Traffic impact study for combination of subdivisions

Cheryl Turner, 12098 Pendleton St. Nampa, Idaho, signed up in opposition of the application but did not wish to speak.

Applicant Rebuttal:

Applicant, Jeff Bower, presented the applicant's stated:

- Schools

- Other developments
- Compatible area
- Celeste and Moss intersection
- Neighbors to south

Additional questions for applicant and staff

- Affordable housing
- Existing landscaping
- Police and fire staffing concern
- Define infill vs spot zoning
- Traffic
- Roads

Motion to close public discussion:

MOTION BY: ☐ Harman ☒ Larson ☐ Vance ☐ Whitbeck
SECONDED BY: ☐ Harman ☐ Larson ☐ Vance ☒ Whitbeck

MOTION CARRIED

Evidence List:
Staff Report and presentation documents
Applicant presentation documents
Sign-up sheets

Commission Discussion and Deliberation:

- Use is good
- Developer has made strides to work with the homeowners
- Fits in code
- Dirt road is concern
- Reminder that subdivision won't be ready until 2028
- What is point that Fire and Police can't provide coverage; they did not state that would be an issue to them.
- Additional fire stations are coming in and will be ready before subdivision goes in.
- Roads
- Future Access

ORDER OF DECISION:
Based upon the testimony and evidence in record in this matter, and upon the findings of fact and conclusions of law set forth herein, DO HEREBY DETERMINE AND MOVE AS FOLLOWS:

☐ Harman ☐ Larson ☐ Geyer ☒ Vance ☐ Whitbeck

MADE A MOTION AS FOLLOWS:
The request for case number ANN26-0000007 and SPP26-000006 is recommended for approval subject to the conditions of approval as presented/amended.

- *Amending condition as proposed by the applicant*
- *Lots 2, 3, 4 be single family homes*

MOTION DIES FOR A LACK OF SECOND

ORDER OF DECISION:
Based upon the testimony and evidence in record in this matter, and upon the findings of fact and conclusions of law set forth herein, DO HEREBY DETERMINE AND MOVE AS FOLLOWS:

☐ Harman ☒ Larson ☐ Geyer ☐ Vance ☐ Whitbeck

MADE A MOTION AS FOLLOWS:
The request for case number ANN26-0000007 and SPP26-000006 is recommended for denial based on the infrastructure needs that are currently not met.

THE MOTION WAS SECONDED BY:
☐ Harman ☐ Larson ☐ Vance ☒ Whitbeck

ROLL CALL VOTE:

Harman	☐ Yes	☒ No
Larson	☒ Yes	☐ No
Vance	☐ Yes	☒ No
Whitbeck	☒ Yes	☐ No

MOTION FAILED

Continued discussion and deliberation with commissioners

- South facing properties being cut off from their road
- Positive attributes of project
- Developer follows code but traffic is an issue at Moss
- 2 accesses but one access is emergency vehicles only
- Moss is 2 lanes except the bottleneck and Celeste and Moss where it is limited to one lane
- City doesn't have prescriptive right of way to that parcel
- Any future plans for the bottleneck on Moss would involve eminent domain which is going to be avoided.
- P&Z Commission cannot make recommendations for the road because city code does not allow it.
- Single access on Moss Ln is because of the 150 feet turn-around causing traffic conflict
- The trigger for a traffic impact study is 100 doors
- Asking for a Traffic Impact Study for the compacity of Moss
- Cost for a traffic impact study

ORDER OF DECISION:
Based upon the testimony and evidence in record in this matter, and upon the findings of fact and conclusions of law set forth herein, I DO HEREBY DETERMINE AND MOVE AS FOLLOWS:

☐ Harman ☐ Larson ☐ Geyer ☒ Vance ☐ Whitbeck

MADE A MOTION AS FOLLOWS:
The request for case number ANN26-0000007 and SPP26-000006 is recommended for approval subject to the conditions of approval as presented/amended.

- *Lots 2, 3, 4 be single family homes only*
- *A traffic impact study is requested and provided before final council approval*

THE MOTION WAS SECONDED BY:
☐ Harman ☐ Larson ☐ Vance ☒ Whitbeck

ROLL CALL VOTE:

Harman	☒ Yes	☐ No
Larson	☒ Yes	☐ No
Vance	☒ Yes	☐ No
Whitbeck	☒ Yes	☐ No

MOTION CARRIED

MOTION BY: ☐ Harman ☒ Larson ☐ Vance ☐ Whitbeck
SECONDED BY: ☐ Harman ☐ Larson ☐ Vance ☒ Whitbeck
to adjourn the meeting.

MOTION CARRIED

Meeting adjourned at 7:33 pm

APPROVAL OF MINUTES

Respectfully submitted by Sarah Fultz, Planning and Zoning, Planning Technician

MINUTES APPROVED AND SIGNED BY CHAIRMAN HARMAN: on the date noted below.

_____
Shawn Harman: Chair

_____
Date

ATTEST: _____
Morgan Bessaw, Deputy Director, Planning and Zoning

COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division

COVER SHEET

Staff Planner: Katie Wright, Senior Planner

DOCKET NUMBER/CASE NUMBER	PROJECT NAME / TITLE
ANN26-000005/SPP26-000003	Legacy Farms Neighborhood
PUBLIC HEARING DATE	**PROPERTY /LOCATION**
9/9/2026 Planning and Zoning Commission *Continued by PZ Commission at 6/10/2026 hearing* *No quorum at 7/8/2026 PZ Commission.*	SWC of Skyway St. and Northside Blvd.

BRIEF SUMMARY OF APPLICATION REQUESTS:

☒ Annexation and Zoning ☐ Rezone ☐ Comp Plan Amendment ☐ Zoning Ordinance Text Amendment
☐ Special Use Permit ☒ Preliminary Plat ☐ Planned Unit Development ☒Development Agreement

IMPACT ANALYSIS SUMMARY

NOTE: This cover sheet summarizes potential development impacts that may result in the approval of the proposed development at full build-out. **This summary does not constitute a complete assessment**. The official staff report and department memorandums should be reviewed for a complete and comprehensive analysis of the project and findings for the project.

LAND USE SUMMARY			ESTIMATED POPULATION INCREASE	
# Proposed Single Family Units:	402		Population = (DU * 3):	1,206
# Proposed Duplex & Multifamily Units:	-		Population = (DU * 2):	-
Proposed Commercial Acreage:	-		**TOTAL estimated population increase** (based on census data)**:**	1,206
# PROPOSED PHASES FOR DEVELOPMENT			**ESTIMATED DEVELOPMENT TIMELINE**	
Total # of Phases in Development:	7		Approximate timeline for full build-out of development (all phases):	8-10 years

FIRE SERVICES*	
FIRE DEPARTMENT REVIEW STATUS:	The proposed application(s) are not within Caldwell Fire Department's jurisdiction. Nampa Fire Department provided a memo stating they are not opposed to the development so long they comply with code and the conditions of approval they provided.
*** See the Fire Department staff report included in the Exhibits of this Staff Report for full analysis, findings, and recommended conditions.**	
Fire department t travel response time Goals:	90% within 4 min.
Closest Fire Station (in miles):	
Est. Response Time to Site:	
Will this development have other significant impacts on the ability to provide services at full build-out of development:	☐ Yes ☐ No

Will this development necessitate additional fire resources and/or equipment beyond current levels at full build-out of development:	☐ Yes ☐ No
Will the development pay development impact fees?	☐ Yes ☐ No
Additional Fire Comments:	Nampa Fire did not specify in their comments the above information.
POLICE SERVICES	
POLICE DEPARTMENT REVIEW STATUS:	The proposed application(s) have not been reviewed by the Police Department and/or no comments have been provided at this time.
*** See the Police Department data included in the Exhibits of this Staff Report for full analysis and findings.**	
Calls for Service in Area (YTD):	
Call Types within Area:	
Workload Saturation (%):	
Traffic Crash Data:	**See Exhibits**
Will this development have other significant impacts on the ability to provide services at full build-out of development:	☐ Yes ☐ No
Will this development necessitate additional police resources and/or equipment beyond current levels at full build-out of development:	☐ Yes ☐ No Explain:
Additional Police Comments:	Information was not provided by Caldwell Police Department.
PUBLIC SCHOOLS	
School District	Vallivue
Capacity to Serve *(Based on Response from District)*	☐Yes ☐No ☒ School was not specific in their response ☐No response received from District
Schools that will Serve Development Vallivue Map Caldwell Nampa	Ridgevue High East Canyon Elementary Summitvue Middle School

UTILITIES AND INFRASTRUCTURE	
Adequate public utilities and services, including water, wastewater, stormwater, and other necessary infrastructure, are available or can be reasonably extended to serve the proposed development. Utilities shall have sufficient capacity to accommodate the proposed development at building permit	☒Yes ☐No

issuance. Where necessary, the applicant shall construct or extend required facilities in accordance with City standards as a condition of approval.	
Traffic Impact Study Completed?	☒Yes ☐No ☐Not Required
Are Traffic Improvements Required for Development?	☒Yes ☐No
Are All Traffic Improvements Listed as Conditions of Approval?	☒Yes ☐No

REQUIRED INFRASTRUCTURE IMPROVEMENTS

☒ Curb and Gutter ☒ Sidewalk ☒ Street Widening ☐ Construction of Roundabout ☐ Traffic Signals ☒ Turn Lanes

☐ Well ☐ Lift Station ☒ Utility Main Line Extensions ☒ Public Pathways ☒ Crosswalks ☒ School Crossing Beacons

☐ Transit Stop ☐ School Bus Stop ☒ Public Pathways ☒ Landscaping / Open Space ☐ Land Use Buffering / Screening

☐ Other:

DEVELOPMENT AGREEMENT

Does the subject parcel(s) have an existing Development Agreement in place?	☐Yes ☒No
If not, is staff recommending the development be subject to a Development Agreement?	☒Yes ☐No

OTHER SUBSTANTIAL ADVERSE AND DEMONSTRABLE IMPACTS

COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division

STAFF REPORT

Staff Planner: Katie Wright, Senior Planner

DOCKET NUMBER/CASE NUMBER	PROJECT NAME / TITLE
ANN26-000005/SPP26-000003	Legacy Farms Neighborhood
PUBLIC HEARING DATE	**PROPERTY /LOCATION**
9/9/2026 Planning and Zoning Commission *Continued by PZ Commission at 6/10/2026 hearing* *No quorum at 7/8/2026 PZ Commission*	SWC of Skyway St. and Northside Blvd.

BRIEF SUMMARY OF APPLICATION REQUESTS:

☒ Annexation and Zoning ☐ Rezone ☐ Comp Plan Map/Text Amendment ☐ Zoning Ordinance Text Amendment
☐ Special Use Permit ☒ Preliminary Plat ☐ Planned Unit Development ☒ Development Agreement

PLANNING & ZONING COMMISSION RECOMMENDATION TO CITY COUNCIL

Recommended for Choose an item. to be forwarded to City Council for consideration.

This will be filled out after the public hearing action

I. INTRODUCTION

Application Request Summary:

Porchlight Development, on behalf of the property owner, Gemini LLLP, is requesting approval to annex approximately 95.6 acres consisting of three separate parcels within the City of Caldwell with a zoning request of R-2 (Community Residential) and the incorporation of a Development Agreement. In addition, the applicant is requesting approval of a subdivision preliminary plat for Legacy Farms Neighborhood, consisting of 449 total lots (402 single-family detached residential lots and 47 common lots).

Applicable Regulations and Guiding Documents:

- City of Caldwell Zoning Ordinance No. 1451, as amended
- City of Caldwell Subdivision Ordinance, as amended
- City of Caldwell Comprehensive Plan, as amended
- Treasure Valley Tree Selection Guide
- Bicycle and Pedestrian Master Plan
- Caldwell Transportation Master Plan
- Caldwell Utility Master Plan
- International Fire Code
- Idaho Code

II. HEARING BODY REVIEW AND APPROVAL CRITERIA

ADOPTED REVIEW AND APPROVAL CRITERIA – Annexation *in accordance with §50-222 Idaho Code and Caldwell Municipal Code 10-03-01:*	**(Legislative proceedings)** Decisions to grant or deny an owner-consented annexation request do not require that the council articulate or justify its decision.
ADOPTED REVIEW AND APPROVAL CRITERIA – Zoning Ordinance Map Amendment (Rezone/Zoning) *in accordance with Caldwell Municipal Code 10-03-02 (7):*	**(Quasi-judicial proceedings)** In the course of consideration of any such request, the city council, upon recommendation from the commission, must find and conclude **ALL of the following criteria exist:** 1. The proposed zoning map amendment is consistent with the comprehensive plan's land use map, and the plan's established goals, objectives, and policies; and 2. The proposed map amendment is consistent with the purpose statement of the proposed zoning district; and 3. The intensity of development in the new zoning district is not expected to create significant adverse impacts to surrounding properties or the neighborhood, or has proposed efforts to mitigate or minimize such adverse impacts; and 4. The information provided from the agencies having jurisdiction over the public facilities needed for this site indicates that adequate public facilities exist, or are expected to be provided, to serve all uses allowed on this property under the proposed zone.
ADOPTED REVIEW AND APPROVAL CRITERIA – Subdivision Preliminary Plat *in accordance with Caldwell Municipal Code 11-02-03.*	**(Quasi-judicial proceedings)** The city council, prior to approving a preliminary plat request, shall find and conclude the **requests have met ALL of the criteria identified below**: 1. The plat is in compliance with "city code" as herein defined; and 2. The plat is consistent with the city comprehensive plan; and 3. Public services and utilities are available or can be made available and are adequate to accommodate the proposed subdivision; and 4. The plat is consistent with the city transportation master plan; and 5. The subdivision preserves natural, scenic, or historic features on the site that is being developed, if applicable.

III. PROJECT INFORMATION

Application Type(s):	Annexation with Zoning, Development Agreement, and Preliminary Plat
Project Name:	Legacy Farms Neighborhood
File Number (s):	File No. ANN26-000005, SPP26-000003

Applicant:	Porchlight Development
Property Owner:	Gemini LLLP
Project Site Address:	0 BLUEBELL CT, 0 KNOTT LN, and 0 NORTHSIDE BLVD
Project Site Location:	The subject site is located on the SWC of Skyway Street and Northside Boulevard, with property address(es) of 0 BLUEBELL CT, 0 KNOTT LN, and 0 NORTHSIDE BLVD, described as SE ¼ of Section 27 and W ½ of Section 26, T4N, R2W, B.M.
Project Site Parcel Number(s):	R3428313400 (0.89AC); R3426800000 (54.56 AC); R3426500000 (40.15 AC)
Project Site Acres:	Total of approximately 95.6 acres, more or less
Jurisdiction:	The property(s) are currently located within the County, and within the City of Caldwell's Area of Impact.
Site/Project Background and History:	The subject site is within the county and has no history within the City.

IV. STAFF REVIEW AND ANALYSIS - SITE

Floodplain:	The property is not within a floodplain.
Mature Trees:	None
Streams & Creeks:	The property has no existing streams or creeks.
Wildlife Habitat:	None
Riparian Habitat:	None
Sleep Slopes & Hillsides:	None
Canals, Ditches & Drains:	Maddens Spur Drain (BOR) runs along the south boundary of the property and Miller Lateral (Pioneer Irrigation District) runs along the northeast boundary.
Other Site Features:	N/a
Outparcels; Describe:	There are 2 outparcels along the central north boundary.
Fire Service Provider:	Nampa Fire

Police Service Provider:	Caldwell Police	
School District:	Vallivue	
Water Provider:	City of Caldwell (Municipal Water)	
Sewer Provider:	City of Caldwell (Municipal Sewer)	
Trash Provider:	Republic Services	
Irrigation Service:	City of Caldwell (Pressurized Irrigation)	
Irrigation District:	Pioneer Irrigation District	
Other Providers:	Bureau of Reclamation	
Site and Surrounding Land Uses:	*Site:*	Active Farmland
	North:	Active Farmland Vacant land – not actively farmed
	South:	Active Farmland Vacant land – not actively farmed
	East:	Active Farmland Vacant land – not actively farmed
	West:	Active Farmland Vacant land – not actively farmed
Site and Surrounding Zoning Classifications:	*Site:*	Agricutural – Canyon County
	North:	Agricutural – Canyon County CR-R1 (SINGLE FAMILY RESIDENTIAL- COND REZONE) – Canyon County R-1 (Neighborhood Residential) - City
	South:	Agricutural – Canyon County
	East:	Agricutural – Canyon County
	West:	Agricultural – Canyon County
Site and Surrounding Comprehensive Plan Land Use Designations:	*Site:*	Neighborhood 2
	North:	Neighborhood 3
	South:	Neighborhood 2
	East:	Neighborhood 2
	West:	Neighborhood 2

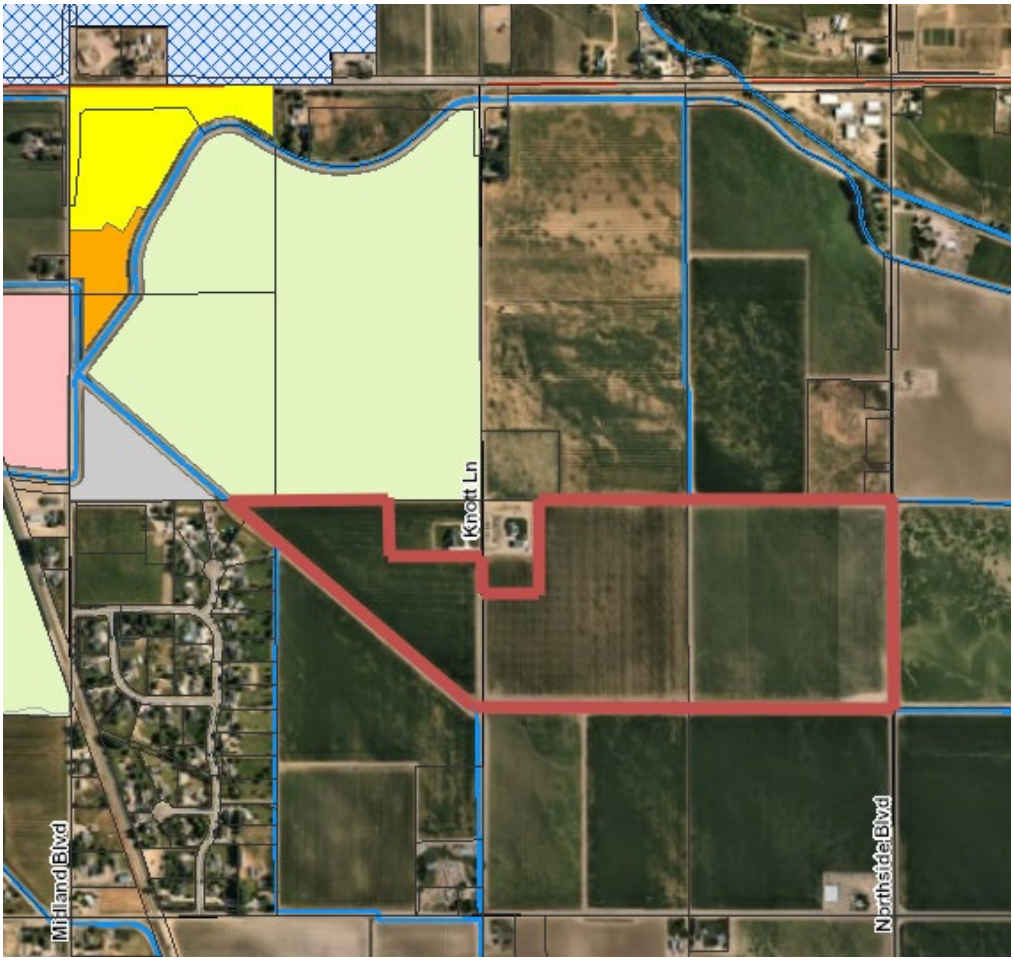
V. STAFF REVIEW AND ANALYSIS - ANNEXATION

The following section provides the staff analysis pertaining to the Annexation Application. The requirements for annexations are set forth in Idaho Code §50-222 and Caldwell Municipal Code 10-03-01.

The requirements for application submission and processing of an annexation application are specified in **BOLD** with staff comments following.

Is the proposed subject parcel(s) contiguous to city limits?

The City of Caldwell zoning map indicates a path of annexation exists where the parcel(s) (shown outlined in red) provide a touch to city limits.



Was a neighborhood meeting conducted in accordance with 10-03-12 of Caldwell Municipal Code?

A neighborhood meeting was conducted in accordance with Caldwell Municipal Code prior to submission of the application.

<u>Staff Comments:</u>
The applicant has met the requirements by Idaho Code to request and be eligible for annexation.

VI. STAFF REVIEW AND ANALYSIS – ZONING ORDINANCE MAP AMENDMENT

The following section provides the staff analysis pertaining to the establishment of zoning as part of the Annexation Application.

The zoning map amendment review criteria set forth within the Caldwell Municipal Code 10-03-02 is cited below in **BOLD** with staff comments following. For zoning map amendments, **ALL** of the criteria must be met. This review criteria provides the framework for decision making for the Commission, Hearing Examiner and City Council.

Criteria #1: Is the proposed zone consistent with the comprehensive plan's land use map, and the plan's established goals, objectives, and policies?

The future land use map classifies property within the Neighborhood 2 land use designation place type (**See Visual Exhibit 1: City of Caldwell Comprehensive Plan Map).** This designation is the primary residential place type in Caldwell providing an array of low to mid-density housing options. The growth strategy for the Neighborhood 2 place type is the most prevalent place type and covers areas between major centers. These areas should develop to be highly connected and allow for a variety of housing options. In general, less dense housing is found in areas further from major roadways and increases in density closer to major roads. Commercial services are low to medium intensity and are generally only found at major intersections of arterial and major collector roads but should be highly accessible to surrounding residential areas.

The Neighborhood 2 place type has multiple compatible zoning designations (R-1, R-2, C-1, P-D) that indicates residential low-density and residential mid-density are "Primary" land uses. Low density residential is defined as single-family residential (including ADUs) or duplexes, and mid-density residential is defined as small-lot single-family homes (including ADUs), duplexes, triplexes or fourplexes, townhomes, or small scale multifamily (5- 6 units). All of these uses are permitted uses within the R-2 zoning district within the Caldwell Municipal Code. **(See Visual Exhibit 2: Comprehensive Plan - Neighborhood 2 Land Use Snapshot)**

Both R-1 and R-2 zones are compatible within the Neighborhood 2 Place type, and both zones have similar neighborhood protections and development standards. The key differences are that the R-2 zone allows for the same land uses as within the R-1 zone but has provisions to allow for smaller lots sizes and a greater variety of missing middle housing types (i.e., cottage housing, patio homes, triplexes, fourplexes, row housing/townhomes).

The Neighborhood 2 place type allows a minimum density of 2 du/acre and a maximum density allowance of 8 du/ac, but the R-2 zone allows for density bonus increase up to 12 du/ac. This development is not utilizing the density bonus, as they are proposing a density of 4.21 du/acre, which is consistent with the Neighborhood 2 place type.

The proposed R-2 zone would be compatible with properties in the immediate vicinity which are utilized as agricultural land because the R-2 zone is one of the primary residential zones and would allow residential uses at varying densities. The applicant is proposing to construct single family detached, with the size of buildable lots ranging from 3,083 square feet to 17,096 sq. ft with one-story and two-story homes. This provides for a diverse range of housing options to choose from. With the allowance of the smaller lot sizes, the applicant is able to provide larger lots along the neighboring county properties, while providing additional density with smaller lots towards the interior of the development.

Since Lots 20-23, Block 2 are immediately adjacent to a County single family home, the applicant is proposing to install a minimum of 3 trees per lot as well as increase their rear setbacks to 20' rather than the code required rear setback of 15' to provide an additional buffer.

The subject property is situated along an arterial (Northside Blvd.), which is an appropriate location for increased residential intensity. Water, sewer, and fire flow will have the capacity to serve the proposed development at time of build-out.

Comprehensive Plan Goals and Policies: The comprehensive plan has an overarching vision, followed by five (5) vision themes through the plan. Each vision theme has its own set of goals and policies.

Overarching Vision: The overarching vision of the Comprehensive Plan is to honor Caldwell's heritage while embracing its future through thoughtful growth, mixture of housing, accessible community connections, and distinct spaces.

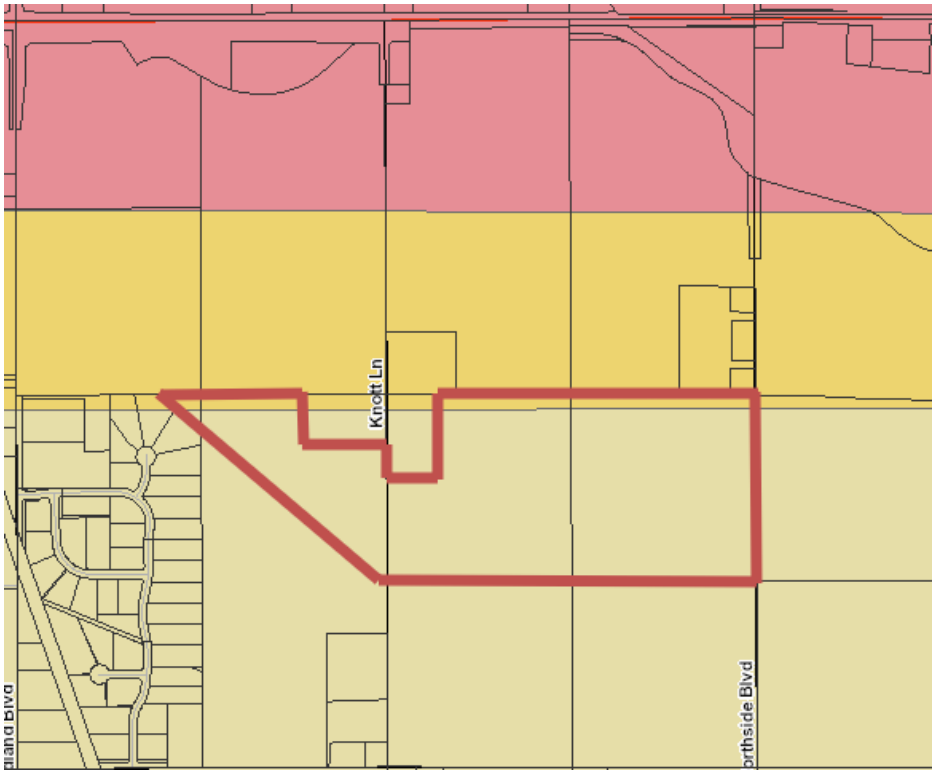
The following Comprehensive Plan Goals and Policies (listed by chapter, goal and/or policy number) that may be relevant to this zone request are shown below, followed by staff comments.

Vision Theme: Quality Neighborhoods to Call Home

Goal 1: Policy 1.2: Require a mix of housing types and densities in large residential subdivisions and encourage a mix in all smaller projects.
Staff Comments:
A zoning designation of R-2 allows for a broader mix of housing types and allows for a larger variety in lot sizes than what is allowed within an R-1 zone.

Goal 2: Policy 2.1: Discourage monotonous housing developments, both in architectural style and in housing type.
Staff Comments:
The R-2 zone allows for small lot sizes, allowing a variety of different housing types and sizes within the development.

Goal 3: Policy 3.4: Develop lower-density residential neighborhoods adjacent to rural and agricultural lands.
Staff Comments:
The R-2 zone here transitions from the Neighborhood 3 placetype to the north to the lower Neighborhood 2 placetype, encouraging the transition from higher density to lower density.



Map Exhibit 1: City of Caldwell Comprehensive Plan Map (above)

- Community Center
- Downtown Core
- Employment Center
- Mixed Use Center
- Neighborhood 1
- Neighborhood 2
- Neighborhood 3
- Special Purpose
- Urban Neighborhood

LAND USES

A variety of residential uses including single-family and mid-density housing types. Commercial services are low to medium intensity and are generally only found at major intersections of arterial or collector roads. The Land Use Mix graphic below shows the mix of land uses as a generalized ratio.

COMPATIBLE ZONING DISTRICTS

- R-1
- R-2
- C-1
- P-D

Click HERE to view the Zoning Regulations in Caldwell's Municipal Code.

LAND USE MIX IN NEIGHBORHOOD 2

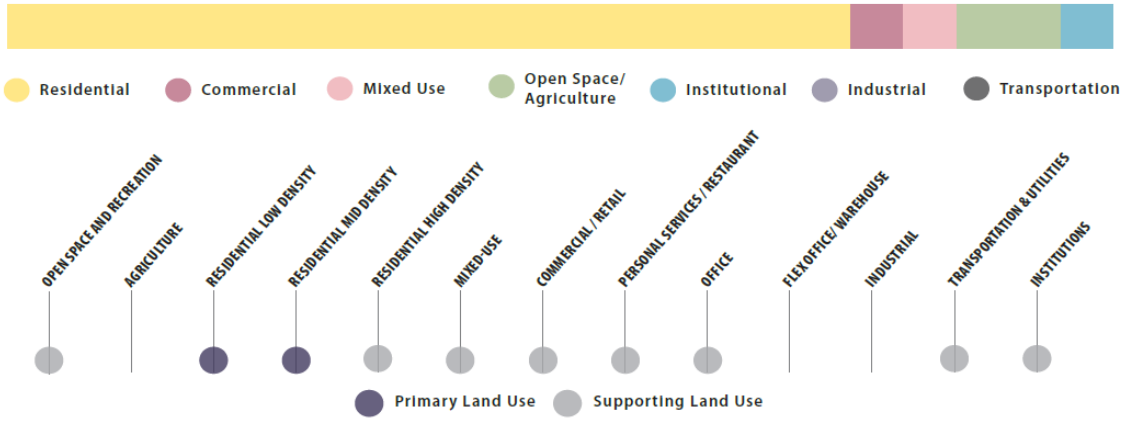


Exhibit 2: Comprehensive Plan - Neighborhood 2 Land Use Snapshot (above)

Criteria #2: Is the proposed map amendment consistent with the purpose statement of the proposed zoning district.

The purpose of the R-2 zone is to provide areas by zoning procedures in accordance with the comprehensive plan that accommodates a larger variety of lot sizes and housing types. This includes single-family residential (including accessory dwelling units) and missing middle housing types such as townhomes, duplexes, triplexes, fourplexes, cottage courts, small scale multi-family, or mansion house apartments. Supporting or secondary land uses may include small-scale mixed-use or live/work housing types, and commercial activities and services that are generally only found at major intersections of arterial and collector roadways.

The proposed development associated with the R-2 zone includes the construction of a variety of housing types which is consistent with the purpose of the R-2 zone.

Criteria #3: Is the intensity of development in the new zoning district expected to create significant adverse impacts to surrounding properties or the neighborhood, or are there proposed efforts to mitigate or minimize such adverse impacts.

As noted earlier in the staff report, the proposed R-2 zone would be compatible with properties in the immediate vicinity which are utilized as agricultural land because the R-2 zone is one of the primary residential zones and would allow residential uses at varying densities. The applicant is proposing to construct single family detached, with the size of buildable lots ranging from 3,083 square feet to 17,096 sq. ft with one-story and two-story homes. This provides for a diverse range of housing options to choose from. With the allowance of the smaller

lot sizes, the applicant is able to provide larger lots along the neighboring county properties, while providing additional density with smaller lots towards the interior of the development.

Development Impact Fees are paid at the time of permit issuance to assist in mitigating impacts and maintain/enhance community levels of service. In addition, development of the site could help by providing improvements that are needed or lacking in this area, such as curb, gutter, sidewalk, and new landscaping buffers. Additionally, there is the Hwy 20/26 commercial corridor approximately half of a mile (via roadways) from the subject site to provide commercial activity to any new homes on the subject site.

Criteria #4: Does the information provided from the agencies having jurisdiction over the public facilities needed for this site indicate that adequate public facilities exist, or are expected to be provided, to serve all uses allowed on this property under the proposed zone.

All public agencies having jurisdiction for providing services to the site were notified, including school districts. Based on the information provided, it is indicated that adequate public facilities exist or are expected to be provided to serve all uses allowed on this property under the proposed zone. There have been no identified adverse impacts upon the delivery of services by any political subdivision providing public services within the city at this time.

It is noted that this development will be within the Vallivue School District. The district commented about the capacities at each of the schools within this zone and mentioned that the developer has entered into a Donor Agreement, if the application is approved.

VII. STAFF REVIEW AND ANALYSIS – PRELIMINARY PLAT AND DEVELOPMENT PLAN

The following section provides the staff analysis pertaining to the preliminary plat application.

The preliminary plat review criteria set forth within the Caldwell Municipal Code 11-02-03 is cited below in **BOLD** with staff comments following. For preliminary plats, **ALL** of the criteria must be met. This review criteria provides the framework for decision making for the Commission, Hearing Examiner and City Council.

Land Use Analysis

The following is a breakdown of all proposed land uses, number of buildings, number of dwelling units, and proposed phases for development.

Phased Development?	☒ Yes ☐ No	**How Many Phases?**	7
Residential Land Uses	**# of Lots**	**# of Buildings**	**# Dwelling Units**
Dwelling - Single-Family (detached)	402	Same as # of DU	402
Common Lots	47	N/A	N/A
TOTAL	**449**	**402**	**402**

Bulk and Dimensional Standards Analysis

The Caldwell City Code provides bulk zoning standards for regulating the size, height, and setback requirements for buildings and structures within a particular zoning district, and standards for lot dimensions and spatial arrangements. The following are the required bulk requirements and dimensional standards for the applicable

zoning district in accordance with Caldwell City Code, and the dimensions proposed by the subject development.

R-2 Zone Standards		
Minimum Lot Size	**Required**	**Proposed**
Interior Lot Area (sq. ft.)	4,000sqft	**3,083sqft (requesting deviation through the Development Agreement)**
Corner Lot Area (sq. ft.)	5,000sqft	n/a
Minimum Lot Width / Frontage (ft.)	30'	**24'** **Not Compliant** **(conditioned prior to Council)**
Setbacks	**Required**	**Proposed**
Front Yard Setback, Garage; Minimum (ft.)	22'	Shall comply with code at building permit review.
Front Yard Setback, Living Area; Minimum (ft.)	15'	
Interior Side Yard Setback (ft.) (Minimum)	5'/0'	**3' (requesting deviation through the Development Agreement)**
Street Side Yard Setback (ft.) (Minimum)	15'	Shall comply with code at building permit review.
Rear Yard Setback (ft.) (Minimum)	15'	
Alley (Garage/Parking) Setbacks: Minimum (ft.)	5'	
Scale and Massing	**Required**	**Proposed**
Maximum Building Height (ft.) *	40'	Shall comply with code at building permit review.
Residential Density Range in Gross units /acre	2-8du/acre	4.21du/acre
* Regardless of the zoning district, if a new mixed-use, multi-family, or non-residential structure is being built immediately adjacent to a single-family residence, the maximum height of the new structure shall be 30' unless allowed to exceed such maximum height by special use permit approval. For the purposes of this requirement, immediately adjacent to shall mean within one hundred fifty (150) feet, as measured from structure to structure.		

Staff Comments:
The applicant is proposing deviations from the R-2 zone standards through the Development Agreement to provide additional housing choices to the development. **City Council shall determine if these waivers should be approved.**

Off-Street Parking Standards Analysis
Caldwell City Code 10-02-05 has provisions addressing the minimum and maximum number of off-street parking spaces accessory to designated uses, shared parking lots, off-street loading, parking lot lighting, electric vehicle parking, and bicycle parking. The following provides an overview of the parking, loading and pedestrian amenity requirements for the proposed land uses, and the amount proposed by the subject development:

Residential Off-Street Parking		
Dwelling - Single-Family/Townhouse	**Minimum Required**	**Proposed**
Off-Street Parking Spaces (Minimum) - 2.0 per dwelling unit	804	Approximately 1,608 (2 car garage and 2 car driveway)
TOTAL VEHICLE PARKING:	**804**	**1,608**

Staff Comments:
Based on staff review and the analysis within the Off-Street Parking Analysis Table above, the project is proposing off-street parking as required by Caldwell City Code Section 10-02-05.

All parking spaces meet the minimum stall width, parking stall length and aisle width as indicated in Section 10-02-05 (3), Table 1 of Caldwell City Code.

Staff Comments:
Since this is a single family development and all lots will include driveways and garages, the off-street parking requirement is well exceeded.

Safe Routes to School Analysis:
As required by Caldwell City Code Section10-02-02 (3), residential and multi-family subdivisions and/or developments within the "walk zone" of a school or where no walk zone map exists (within a 1 ½ mile radius of a school) shall provide safe and well-designed routes and crossings for children to bike or walk from their home to school.

Safe Routes to School Standards	
Standards	**Analysis**
Is the project a residential or multifamily subdivision and/or development that is the "walk zone" or within a 1 ½ mile radius of school?	☒ Yes ☐ No If yes, they must comply with the following requirements:
Development shall provide a level, ADA accessible sidewalk with minimum cross slopes where sidewalks cross is required. These pathways shall connect to schools where needed and shall be on the shortest and safest route.	☒ Compliant ☐ NOT Compliant ☐ NA
Development shall provide curb ramps in accordance with the latest ADA design standards.	☒ Compliant ☐ NOT Compliant ☐ NA
Development shall provide crosswalks and/or protected crosswalks, as required by the city.	☒ Compliant ☐ NOT Compliant ☐ NA
Crosswalks provided	☐ Yes ☒ No
Are unprotected/uncontrolled crosswalks allowed (no signal or stop sign)	☐ Yes ☒ No
Are protected crosswalks required (at a stop sign or signal)	☐ Yes ☒ No
Are flashing beacons required	☐ Yes ☒ No

Staff Comments:
This proposed development is approximately 0.87 miles away from Ridgevue High School, which is in the "walk zone". At this time, there are no sidewalks along the major roads, other than the frontage improvements required with this development. It seems unreasonable to require any crossings at this time, as they would promote walking along the shoulder of the roadways. Staff would recommend these improvements are required with future development in this area, rather than this development.

Landscaping, Buffering, Screening, Open Space, Pathways and Amenities:
Staff analyzed the project for compliance with Caldwell City Code Section 10-02-09 for landscaping, screening, buffering, open space, and pathways. The following table provides an overview of city code requirements, and the proposed development plan.

Street Landscape Buffers		
Northside Blvd – Arterial (1,150 LF):	**Min. Required**	**Proposed**
Buffer Width:	25' wide	20' wide **(conditioned to comply)**
Sidewalk:	5' wide detached or 7' attached	5' wide detached
Berms:	Yes	**Not compliant (conditioned to comply)**
Class I tree: - One per 25 LF - No more than 50% of the trees	10 Class I tree	450'/25' = 18 Class I trees
Class II tree: - One per 35 LF	20 Class II tree	910'/35' = 26 Class II trees
Shrubs: - One per 4 LF	288 shrubs	288+ shrubs
Groundcover:	20-50% turf grass Min. 50% shrubs, flowers, and other vegetative groundcover (besides turf)	9,870'/21,880' = 45%
Boulders:	N/A	N/A
Knott Lane (West) – Collector (855 LF):	**Min. Required**	**Proposed**
Buffer Width:	20' wide	20' wide
Sidewalk:	5' wide detached or 7' attached	5' wide detached
Berms (undulating):	N/A	N/A
Class I tree: - One per 25 LF - No more than 50% of the trees	6 trees	325'/25' = 13 Class I trees
Class II tree: - One per 35 LF	15 trees	700'/35' = 20 Class II trees
Shrubs: - One per 4 LF	214 shrubs	214+ shrubs
Groundcover:	20-50% turf grass Min. 50% shrubs, flowers, and other vegetative groundcover (besides turf)	5,970'/12,305'= 49%
Boulders:	N/A	N/A
Knott Lane (East) – Collector (610 LF):	**Min. Required**	**Proposed**
Buffer Width:	20' wide	20' wide
Sidewalk:	5' wide detached or 7' attached	5' wide detached
Berms (undulating):	N/A	N/A
Class I tree: - One per 25 LF No more than 50% of the trees	1 tree	225'/25' = 9 Class I trees
Class II tree:	11 tree	595'/35' = 17 Class II trees

One per 35 LF		
Shrubs: One per 4 LF	153 shrubs	153+ shrubs
Groundcover:	20-50% turf grass Min. 50% shrubs, flowers, and other vegetative groundcover (besides turf)	3,100'/11,360'= 27%
Boulders:	N/A	N/A
Skyway Street – Collector (3,040 LF):	**Min. Required**	**Proposed**
Buffer Width:	20' wide	20' wide
Sidewalk:	5' wide detached or 7' attached	5' wide detached
Berms (undulating):	N/A	N/A
Class I tree: - One per 25 LF No more than 50% of the trees	10 trees	1,325'/25' = 53 Class I trees
Class II tree: One per 35 LF	49 trees	2,800'/35' = 80 Class II trees
Shrubs: One per 4 LF	760 shrubs	760+ shrubs
Groundcover:	20-50% turf grass Min. 50% shrubs, flowers, and other vegetative groundcover (besides turf)	28,470' /58,515'= 49%
Boulders:	N/A	N/A

Open Space		
Open Space: Non-Multi-Family Development	**Min. Required**	**Proposed**
Qualifying Open Space (Minimum):	10%	11.9% (11.4 AC)
Amenities		
Amenities	**Min. Required**	**Proposed**
	n/a	- Pool - 4 Fenced Dog Park(s) - 2 Open Play Area(s) - 4 pickleball courts - ½ court basketball - Playground - Cornhole plaza

Pathways and Pathway Landscaping:		
<u>Public Pathways:</u>	**Required**	**Compliant**
Irrigation/Drain Pathways:	No	n/a
Regional Pathway (10' multi-use):	No	n/a

Neighborhood Pathways:	Required	Compliant
Min. 5' wide asphalt or concrete pathway	Yes	**Not Compliant- Conditioned to be compliant prior to Council.**
- Min. 5' landscaping along both sides		**Not Compliant- Conditioned to be compliant prior to Council.**
- Combination of trees, shrubs, lawn or other vegetative or nonvegetative groundcover so that the entire pathway landscape buffer area on both sides of the paved surface is completely covered		**Not Compliant- Conditioned to be compliant prior to Council.**
- 25 shrubs for every 100 lineal feet		**Not Compliant- Conditioned to be compliant prior to Council.**
Community Pathways (4,410 LF):	**Required**	**Compliant**
Min. 8' wide asphalt or concrete pathway	Yes	8' wide
- Landscaping along both sides	5'	
- Shrubs	15 every 100 linear feet (4,410'/ 100) x 15 = 662 shrubs	660+ shrubs **Doesn't comply - conditioned**
- Trees	(1) Class I or II every 40 linear feet 4,410'/40 = 110 trees	112 trees

<u>Staff Comments (Landscaping, Buffers, Open Space):</u>
Staff finds that the applicant is/will be proposing to meet all landscaping, buffer, open space, codes subject to the staff recommended conditions. **Staff has conditioned that the Neighborhood pathway be called out on the landscape plan and meet all code requirements, that 662 shrubs be called out along the Community Pathway, and that the Northside Blvd. landscaping buffer be 25' wide with berming and a 5' wide detached sidewalk prior to City Council.**
The applicant is proposing several amenities (see above), where none are required and proposing ample open space to exceed what is required by code.

<u>Regional Pathways Analysis</u>

Staff notes the 2040 Bicycle and Pedestrian Master Plan does not identify any required public pathways along the Maddens Spur Drain within this development. However, the applicant is locating their community pathway along the Maddens Spur Drain.

Neighborhood Pathways Analysis:

The development is required to have a five-foot (5') wide neighborhood pathways to provide pedestrian connectivity between common open space areas within the development. The pathway must have a minimum five-foot (5') wide landscape buffer along both sides. The pathway, then, shall be a total width of fifteen feet (15') consisting of five feet (5') of paved surface and five feet (5') of landscaping on either side of the paved surface. All pathways will be constructed of asphalt and/or concrete and will be ADA Accessible.

The applicant is proposing "connection pathways" which provide connectivity between open spaces within the development and to the Community Pathway. It is unclear if this currently meets the requirements for the Neighborhood Pathway since the width is not identified.

Staff Comments:
The neighborhood pathway type, width, location, landscaping, and plantings being proposed are not in compliance with Section 10-02-08-7(4) of Caldwell City Code, but **staff has conditioned that the existing "connection pathway" be brought into compliance with the Neighborhood Pathway code requirements.** Staff finds there to be plenty of space to make this adjustment.

Community Pathways Analysis:

The applicant is proposing an eight-foot (8') wide major pathway that will connect with existing, proposed, planned or possible future major pathways in adjoining residential subdivisions/developments, and that will meander through the subdivision or development to provide pedestrian connectivity through the subdivision or development. The pathway will have a minimum five-foot (5') wide landscape buffer provided along both sides. The applicant currently is not proposing the correct plantings, which **staff has conditioned prior to Council.**

Staff Comments:
The pathway type, width, location, landscaping, and plantings being proposed are in compliance with Section 10-02-08-7(4) of Caldwell City Code, subject to conditions of approval.

Fencing and Screening Analysis:

Staff Comments:
Although not required by code, various fencing types and heights are proposed throughout the development including 6' vinyl fencing (along perimeter property lines and landscaping buffers), 5' open vision black iron fence (along canal and easements), and 6' open vision vinyl slat top fencing (adjacent to common lots).

Staff Comments:
The fences that are being proposed are in compliance with Caldwell City Code 10-02-07.

Criteria #1: Is the plat in compliance with city codes?

Staff Comments:

Based on staff's review and analysis of the proposed subdivision plat, the plat is in compliance with the purpose of the zoning district, the land use schedules, bulk and dimensional standards, density allowances, landscaping standards, buffering standards, screening standards, off-street parking standards, common open space

standards and all other development standards, subject to the conditions of approval and approval of all waivers through the Development Agreement.

Criteria #2: Is the plat consistent with the City Comprehensive Plan?

"Consistency" does not require perfect alignment with every policy within the comprehensive plan. Instead, it means the proposal advances or supports the overall vision of the plan, aligns with the future land use map (FLUM) designation and does not conflict or undermine key goals or policies.

The future land use designation for the subject site is Neighborhood 2. Neighborhood 2 is the most prevalent place type and covers areas between major centers. These areas should develop to be highly connected and allow for a variety of housing options. In general, less dense housing is found in areas further from major roadways and increases in density closer to major roads. Commercial services are low to medium intensity and are generally only found at major intersections of arterial and major collector roads but should be highly accessible to surrounding residential areas.

A variety of residential uses including single-family and mid-density housing types, which are defined within the comprehensive plan as small lot single-family homes (including ADU), duplexes, triplexes or fourplexes, townhomes, and small scale multifamily (generally 8 or fewer units per structure). Includes other mid-level intensity housing such as cottage courts (a group of small 1-1.5 story detached structures arranged around a shared courtyard visible from the street) or mansion houses (several dwellings in one structure designed to look like a large single-family home.) May include small scale mixed use or live/work housing types.

House-Scale Buildings are those that match the size of a typical house, in terms of form, height, building footprint, and architectural details. Block-Scale Buildings are those that are individually as large as a block, or most of a block; or, when arranged together along a street, appear as long as most or all of a block.

House scale buildings are uniformly setback off streets with separation between buildings. Block scale buildings, such as townhomes, are set closer to the street and can be accessed from the street. When applicable, block scale buildings such as townhomes should consider alley-loaded design. Block scale buildings provide step backs when transitioning to areas of house scale buildings.

Staff Comments:
The plat proposes a mix of low and mid-density, one and two-story housing types. The larger single-family detached lots are situated near the county residential properties, with the smaller lots internal to the development and closer to Northside Blvd. All buildings are "House-scale", as they are only doing single family detached. The proposed land uses and design characteristics are consistent with the comprehensive plan. In addition, the proposed plat is consistent with the overall vision of the plan and advances or supports the following goals and policies

Comprehensive Plan Goals and Policies:
The comprehensive plan has an overarching vision, followed by five (5) vision themes through the plan. Each vision theme has its own set of goals and policies.

Overarching Vision: The overarching vision of the Comprehensive Plan is to honor Caldwell's heritage while embracing its future through thoughtful growth, mixture of housing, accessible community connections, and distinct spaces.

The following Comprehensive Plan Goals and Policies (listed by chapter, goal and/or policy number) that may be relevant to this zone change request are shown below, followed by staff comments.

Vision Theme: A Connected Community

Goal 1: Policy 1.1: Ensure new development pays for necessary improvements needed to mitigate the development's impact on infrastructure systems and services provided by the city.
Staff Comments:
Development Impact Fees are paid at the time of permit issuance to assist in mitigating impacts and maintain/enhance community levels of service.

Goal 1: Policy 1.4: Connect residential developments with existing streets and require future connections to the City's planned street system.
Staff Comments:
The development is required to construct portions of Skyway St and Knott Lane, where the streets currently do not exist. This will allow for future connections to existing segments of these streets.

Goal 4: Policy 4.1: Require new residential development to incorporate safe and interconnected bicycle and pedestrian pathways.
Staff Comments:
The development will be providing an 8' wide community pathway along the Maddens Spur Drain that will connect to sidewalks along Skyway Street and Northside Boulevard.

Goal 4: Policy 4.4: Close gaps in the sidewalk network to provide continuous and accessible pedestrian pathways throughout the city.
Staff Comments:
The development will be required to complete street frontage improvements along Knott Lane, Northside Boulevard and Skyway Street, which will provide sidewalks in locations that currently do not exist. This will then provide future connection as other parcels in the area develop.

Goal 6: Prioritize public safety in transportation infrastructure and design.
Staff Comments:
The development is providing for proper ingress/egress and access for emergency vehicles and responders, including secondary routes, adequate street widths and turning spaces.

Vision Theme: Where Rivers, Parks & Agriculture Meet

Goal 1:Policy 1.4: Support public and private parks and recreation systems that offer active and passive recreational opportunities.
Staff Comments:
This development is providing a wide range of different amenities with several large open green spaces to be utilized by residents.

Goal 3: Policy 3.2: Provide green space, parks and pathways near the waterways and separate development from floodways to prevent damage to structures.
Staff Comments:
The development is providing a pathway with landscaping along the north/east side of the Maddens Spur Drain, providing additional buffering and easements for the drain to be separated from development. This protects the waterway as well as the residents.

Vision Theme: Quality Neighborhoods to Call Home

Goal 1: Diversify housing options to accommodate varying household incomes, lifestyles, and sizes.
Staff Comments:
The mix of lot sizes will allow for the mix of housing types specifically called out in the comprehensive plan. This variety of housing types and sizes will provide additional rental and ownership opportunities, for varying income levels and housing needs.

Goal 2: Policy 2.1: Discourage monotonous housing developments, both in architectural style and in housing type.
Staff Comments:
The proposed development proposed a variety of lot sizes, housing types, and square footages. In addition, the architectural styles shown in the proposed elevations differ slightly, breaking up the monotonous styles and housing types.

Goal 2: Policy 2.2: Encourage detached sidewalks and healthy tree canopies along residential streets.
Staff Comments:
The development is proposing several internal residential streets to have detached sidewalks to allow for street trees.

Goal 2: Policy 2.3: Integrate neighborhood amenities such as parks, community centers, branch libraries, and schools to create neighborhood identity.
Staff Comments:
The applicant is proposing a variety of amenities throughout the development such as dog parks, pickleball courts, green open space, a pool, ½ court basketball court, and a playground.

Goal 2: Policy 2.5: Increase neighborhood access and resident mobility with off-street pedestrian paths and stub streets for future road connections.
Staff Comments:
The proposed development is providing sidewalks along Northside Blvd., Skyway St., and Knott Ln., and is providing pedestrian pathways internal to the subdivision and along the Maddens Spur Drain. The development is also proposing a stub street to the south that will provide future connectivity.

Goal 3: Policy 3.4: Develop lower-density residential neighborhoods adjacent to rural and agricultural lands.
Staff Comments:
The development is proposing a density of 4.21du/acre which is a lower density within the City. They are allowed to have a density up to 8du/acre in this location, so 4.21du/acre is rather low in comparison.

Criteria #3: Are public services and utilities available or will be made available and are adequate to accommodate the proposed subdivision?

Analysis of Public Services and Utilities	
Sewer:	Sewer to service this site is not shown on the plans and is required to be called out prior to City Council, as outlined in the City of Caldwell Engineering staff report memo.
Water:	Water for the site will be extended by the development. This extension will provide service to the proposed development but will also provide opportunities for municipal water connections to neighboring sites. Water to service this site is not shown on the plans and is required to be called out prior to City Council, as outlined in the City of Caldwell Engineering staff report memo.
Irrigation:	Applicant is required to provide pressurized irrigation throughout the project in accordance with Caldwell City Code. The subject site is located within the Pioneer Irrigation District boundary and the Maddens Spur Drain is under the Bureau of Reclamation's jurisdiction. Any issues related to access to a pressurized irrigation system will be addressed in the Engineering Department memo.
Stormwater:	The applicant proposes retaining storm water on site, per City Code.
Schools:	The subject site is located within the Vallivue School District. The schools that will serve this development are East Canyon Elementary School, Summitvue Middle School , and Ridgevue High School. The letter received from the district did not state concerns with accommodating additional students generated from this development and stated that the applicant has signed a Donor Agreement with the School District.
Police:	Emergency police services are provided by the City of Caldwell Police. The nearest police station is approximately 5.13 miles away from the furthest point of the development. Caldwell Police Department has not provided comments on this application.
Fire:	Emergency fire services are provided by the City of Nampa Fire. Nampa Fire has provided a memo stating they are not opposed to the application subject to the code requirements and the conditions of approval. General conditions were included in the memo.

<u>Staff Comments:</u>
Based on public agency reviews and submitted comments, adequate public utilities and services, including water, wastewater, stormwater, fire, schools, and other necessary infrastructure, are available or can be reasonably extended to serve the proposed development. **Caldwell Police have not commented on this application, so that information has not been provided**. Utilities shall have sufficient capacity to accommodate the proposed development at building permit issuance. Where necessary, the applicant shall construct or extend required facilities in accordance with City standards as a condition of approval.

Criteria #4: Is the plat consistent with the city Transportation Master Plan?

A plat is considered consistent if it implements the planned street network, does not preclude future planned improvements, provides required right of way dedication, aligns with the functional classifications (arterial, collector, local), and supports connectivity, safety, and multimodal transportation.

Analysis of Components for Transportation Master Plan	
Street Frontage:	The Legacy Farms Subdivision has 1,150' of frontage along Northside Blvd, 610' of frontage along the east side of Knott Lane, 855' of frontage along the west side of Knott Lane, and 3,040' of frontage along Skyway Street.
Street Classifications:	Northside Blvd – Minor Arterial; Knott Lane – Collector; Skyway Street – Future Collector
Right of Way Dedication:	The development is proposing to construct the half-width street section along Northside Blvd, Skyway Street, and part of Knot Lane, and a full street section along the remainder of Knot Ln. which includes right of way dedication.
Proposed Site Access and Connectivity:	The development is proposing to build full access points to Knott Lane, Skyway St., and Northside Blvd. Skyway is a planned collector street and will connect Northside Blvd. to Knott Lane. Access to individual lots is proposed via local streets. No direct access is proposed nor allowed to any of these classified roadways.
Traffic Impact Study (TIS):	A TIS was required for this application due to the number of lots proposed. The TIS was prepared by CR Engineering, Inc. in February 2026 and was accepted by the Caldwell Engineering Department in April 2026. The following are some basic data points from the TIS that considered residential uses:
Traffic Impact Study – Project Build Out Trip Generation	
Daily Trips:	3,566
AM Peak Hour Trips:	280
PM Peak Hour Trips:	352
Traffic Impact Study - Project Build-Out Total Traffic Conditions	
Intersections	The following intersections are projected to operate at a LOS F: Midland Blvd and US 20/26 Knott Ln and US 20/26 Northside Blvd and US 20/26 Midland Blvd and Linden Rd
Required Improvements noted within Engineering Memo:	The applicant shall construct: a NB-RTL on Knott Ln. at Skyway St., a WB-RTL on Skyway St. at Knott Ln., a WB-RTL on Skyway St. at Northside Blvd., and a NB-LTL on Northside Blvd at the site entrance proposed to be Disk Dr.

Staff Comments:

Based upon the above analysis and the information received from the City of Caldwell Engineering Department, the proposed plat is consistent with the City Transportation Master Plan. The subdivision implements the planned street network by dedicating right-of-way for Knott Lane, Skyway Street, and Northside Blvd. and aligning internal streets with future connections. The design provides adequate connectivity, avoids the creation of isolated street segments, and includes pedestrian infrastructure consistent with adopted standards. The proposal does not conflict with any planned transportation improvements and supports safe and efficient movement of vehicles, pedestrians, and cyclists.

Criteria #5: Does the subject site that is being developed have natural, scenic, or historic features? If so, is the subdivision design preserving those features?

Staff Comments:
The subject property contains an irrigation canal (Maddens Spur Drain). The proposed subdivision design preserves the natural features by incorporating them into designated open space areas, pathways, and providing appropriate setbacks and buffering. The site does not contain any wetlands, floodplains, steep slopes or unique topography, wildlife habitat, viewsheds, structures listed or eligible for historic register, or other historic features.

VIII. PUBLIC NOTIFICATIONS

The following noticing was completed in accordance with Caldwell City Code Section 10-03-12.

Public Hearing Notifications	
Notice Type	**Date**
Neighborhood Meeting Held	2/10/2026
Public Agency Notification Sent for Notification of Both Hearings (See attached exhibit for list of agencies notified)	4/7/2026
(500') Radius Notices Mailed - P&Z Commission Hearing (Min. 15 days prior to hearing)	5/21/2026
Legal Ad Published - P&Z Commission Hearing (Min. 15 days prior to hearing)	5/24/2026
Physical Site Posted - P&Z Commission Hearing (Min. 10 days prior to hearing)	5/26/2026
Applicant Proof of Posting Received - P&Z Commission Hearing	5/29/2026
P&Z Commission Public Hearing – *Continued to 7/8/2026 by Commission*	6/10/2026
P&Z Commission Public Hearing – No quorum; r*escheduled to 9/09/2026*	7/8/2026
(500') Radius Notices Mailed - P&Z Commission Hearing (Min. 15 days prior to hearing)	8/20/2026
Legal Ad Published - P&Z Commission Hearing (Min. 15 days prior to hearing)	8/23/2026
Physical Site Posted - P&Z Commission Hearing (Min. 15 days prior to hearing)	8/25/2026
Applicant Proof of Posting Received - P&Z Commission Hearing	8/28/2026
P&Z Commission Public Hearing	9/9/2026
This staff report will be updated with the information below prior to the city council hearing.	
Notice Type	**Date**
(500') Radius Notices Mailed – City Council (Min. 15 days prior to hearing)	Click or tap to enter a date.
Legal Ad Published – City Council (Min. 15 days prior to hearing)	Click or tap to enter a date.
Physical Site Posted – City Council (Min. 15 days prior to hearing)	Click or tap to enter a date.
Applicant Proof of Posting Received – City Council (Min. 10 days prior to hearing)	Click or tap to enter a date.

City Council Public Hearing	Click or tap to enter a date.

IX. POLITICAL AGENCY COMMENTS

In accordance with Idaho Code, notice was provided to all political subdivisions providing services within the planning jurisdiction, including school districts. Public agency comments were received from the following agencies and are included in their entirety as part of the official record and the **PA-Exhibits** attached hereto.

Public Agency Responses Received	
Agency Name	**Comments/Description**
Caldwell Engineering Department	Memo with Conditions of Approval
Caldwell Mapping Department	Memo with Conditions of Approval
Nampa Fire Department:	Conditions of Approval
Caldwell Police Department	Existing conditions and data for this area.
Community Planning Association of Southwest Idaho	Information Only: Provided Communities in Motion Checklist. Commented that Pedestrian and Bicycle improvements to Knott Lane could change the Safety score.
Idaho Transportation Department	Letter stating that a Transportation Mitigation Agreement is requested for a proportionate share contribution for impacts to US 20/26.
Vallivue School District	Letter providing information about schools serving development and district capacities. They also provided a Donor Agreement with the applicant.
The following agencies responded acknowledging they reviewed the application but had no comments:	
No additional agencies commented prior to PZ Commission.	

X. PUBLIC COMMENTS

Staff received no public comments prior to the completion of the staff report. Late Exhibits received after the staff report will be reflected in the updated staff report to City Council and entered into the official record.

Public Comments Received		
Position	**Name and Address**	**Comments/Reason**
No public comment prior to PZ Commission.		

XI. PLANNING AND ZONING COMMISSION PUBLIC PROCESS AND DECISIONS

Public Process:

A public hearing on the proposal(s) was held before the Planning and Zoning Commission on 6/10/2026, at which time the applicant gave a presentation, then staff presented a staff report along with an analysis of the application and all pertinent information on the case, followed by public testimony in opposition, neutral, and in favor.
This application was continued by the Planning and Zoning Commission to their public hearing on 7/08/2026 to allow the applicant time to consider revisions to their plan based on the Commission and neighbors' concerns. There was not a quorum present at the 7/08/2026 hearing, rescheduling this application to the 9/09/2026 PZ Commission.

Public Testimony:

The following public testimony was received during the Commission public hearing and is included in its entirety as part of the official record.

6/10/2026 PZ Commission Public Hearing Testimony		
Position	**Name and Address**	**Comments/Reason**
In Favor	Hethe Clark 251 E. Front St., Boise, ID 83701	Applicant
Opposed	Lowell Dale 19236 Flora Rd., Nampa, ID 83687	Mr. Dale mentioned that he likes the quality of the development proposed but shows concerns with setbacks and lot sizes. Also has concerns with lack of existing infrastructure.
Opposed	Ken Johnson 19322 Flora Rd., Nampa, ID 83687	Signed up in opposition but did not wish to speak.
Opposed	Kaleen Osendorf 19028 Flora Rd., Nampa, ID 83687	Ms. Osendorf shared concerns with the proposed lot sizes and traffic impacts.
Opposed	Pam Xavier 19421 Bluebell Ct., Nampa, ID 83687	Signed up in opposition but did not wish to speak.
Opposed	Calvin Walsh 19266 Flora Rd., Nampa, ID 83687	Mr. Walsh shared concerns with privacy of the existing county residents as well as asked that larger setbacks be provided abutting to existing county lots.
Opposed	David Andrus 19451 Knott Ln., Nampa, ID 83687	Mr. Andrus has concerns about the small lot sizes and the density proposed.
9/09/2026 PZ Commission Public Hearing Testimony		
Position	**Name and Address**	**Comments/Reason**
This will be filled in after the public hearing for the staff report to council.		

XII. PLANNING AND ZONING COMMISSION HEARING BODY DECISIONS:

The Planning & Zoning Commission may choose to:

1. Recommend Approval as Presented
2. Recommend Approval with Modified Conditions
3. Recommend Denial * See notes below
4. Continue to a Future Meeting Date
5. Postpone Action and Remand to Staff

In making its decision on any application, the Planning and Zoning Commission, Hearing Examiner and City Council shall:

1. Review all evidence – consider all factual evidence, documents, and testimony submitted during the public hearing process;
2. Evaluate compliance – assess each application against the specific approval criteria established by the applicable code or ordinance; and
3. Base decision on the factual evidence in record – ensure that recommendations and/or final decisions and any conditions of approval are supported by factual evidence and testimony presented in the public record.

* Notes:
- Motions for recommendations of denial shall include the reason for the recommendation of denial. Denials shall be based on the project's noncompliance with the approval criteria within Caldwell City Code for the specific application.
- Motions with modified or added conditions shall include the reason for the modified or added condition.
- For recommendation of denial of an annexation, no justification has to be provided for such denial recommendation.

XIII. CITY COUNCIL PUBLIC HEARING PROCESS

This will be filled in and updated prior to the city council hearing.

Public Process:

A public hearing on the proposal(s) will be held before the City Council on the next available city council meeting, following the hearing and recommendation by the Planning and Zoning Commission , at which time the applicant will give a presentation, then staff will present a staff report along with an analysis of the application and all pertinent information on the case, followed by public testimony in opposition, neutral, and in favor.

The city council public hearing is scheduled to be held on 10/19/2026.

All of the information from the meeting will be included in the official record and within the Findings of Fact, Conclusions of Law and Reasoned Decision.

Public Testimony:

Public testimony will be taken during the City Council public hearing and will be included in their entirety as part of the official record and within the Findings of Fact, Conclusions of Law and Reasoned Decision.

XIV. CITY COUNCIL DECISION OPTIONS

The City Council may choose to:

1. Approve as Presented
2. Approve with Modified Conditions
3. Deny * See notes below
4. Continue to a Future Meeting Date
5. Postpone Action and Remand to Staff for More Information

In making its decision on any application, City Council shall:

4. Review all evidence – consider all factual evidence, documents, and testimony submitted during the public hearing process;
5. Evaluate compliance – assess each application against the specific approval criteria established by the applicable code or ordinance; and
6. Base decision on the factual evidence in record – ensure that recommendations and/or final decisions and any conditions of approval are supported by factual evidence and testimony presented in the public record.

*Notes:

- Motions for denial shall include the reason for denial. Denials shall be based on the project's noncompliance with the approval criteria within Caldwell City Code for the specific application.
- Motions with modified or added conditions shall include the reason for the modified or added condition.
- For motions of denial of an annexation, no justification has to be provided.

XV. CONDITIONS OF APPROVAL

(This section is only applicable to approval decisions)

NOTE: Any conditions removed by the governing body will be shown in strikethrough.
Any conditions added or amended by the governing body will be shown underlined

Specific Requirements:

1. At time of construction drawing and final plat submittal, landscape plans shall identify all required pathway amenities as described in 10-02-09-7 of Caldwell City Code.
2. *Site Plan, Building Elevations and Landscape Plans:* The site plan, building elevations, and landscape plan submitted and presented to the deciding during the public hearing are hereby incorporated by reference and approved as part of the subject applications, including any modifications requested by the deciding body. The final approved site plan, building elevation, and landscape plan approved by the deciding body as part of the approval will be incorporated into the Findings of Fact, Conclusions of Law and Reasoned Decision.

   Any modification to the approved plans shall be reviewed by the Director for consistency with the approval and applicable code provisions. If the City determines that any such modifications materially alter the approved design, layout or intensity of use shall require additional public comment, through a formal public hearing, due to potential impacts on surrounding property or the community, or that such change is a substantial enough change from the elevations presented to the public.

   The Director may require an additional public hearing before the original decision-making body if the proposed modification involves an issue that was raised, deliberated, or identified as a concern during the original public hearing.
3. *Development Agreement:* The signed and notarized development agreement shall be submitted to the City prior to the recording of the ordinance of annexation or rezone. The development agreement shall be received within fourteen (14) days of the approval of such annexation or rezone by City Council. If the development agreement is not received within 14 days, the Ordinance of Annexation and/or Zoning may need to be reconsidered by the City Council and may result in a loss of the approved entitlements.
4. At time of CofO, Lots 20-23, Block 2 shall have 3 trees installed along the northern property line.
5. At time of Building Permit submittal, Lots 20-23, Block 2 shall have 20' rear setbacks.

6. Prior to Final Plat Signature, a lot for the use of a well shall meet DEQ requirements, Engineering requirements, and be dedicated to the City at no cost. The lot size shall fully comply with all requirements from the Caldwell Engineering Department.
7. At time of construction drawings, the applicant shall depict crosswalks that comply with Caldwell City Code at Knott Lane and Disk Dr., along with any other locations decided by Engineering.
8. Prior to City Council, the applicant shall show water and sewer connections per the engineering memo and may be required to do a Water Model Analysis at the request of the Engineering Department.
9. Prior to City Council, the applicant shall submit an updated landscape plan showing the following:
    a. 25' wide landscape buffer along Northside Blvd.
    b. Berming within the street buffer along Northside Blvd.
    c. Labeled sidewalk widths
    d. Required landscaping along the Community pathway
        i. Minimum of 662 shrubs
    e. Required Neighborhood pathway with 5' wide landscaping buffers along each side with the required plantings
        i. Combination of trees, shrubs, lawn, or other vegetative groundcover
        ii. 25 shrubs per 100 Linear feet of the pathway
    f. Minimum lot frontage of 30'
10. Prior to City Council, the applicant shall submit an updated preliminary plat showing the following:
    a. 25' wide landscape buffer along Northside Blvd.
    b. Minimum lot frontage of 30'

<u>General Requirements:</u>

1. Development of the subject property shall be in conformance with all municipal codes, policies, standards, and regulations of the City of Caldwell at the time of development, unless specifically stated otherwise in a Development Agreement or in the Order of Decision. Failure to identify a code violation during the review of the plans DOES NOT give the applicant the right or permission to violate any codes, policies, standards and/or regulations.
2. If any term or provision of this decision, to any extent, is held invalid or unenforceable, the remaining terms and provisions hereof shall not be affected thereby, but each such remaining term and provision shall be valid and enforced to the fullest extent permitted by law.
3. *<u>Nuisance Violations:</u>* Any nuisances existing on the property (weeds, trash, debris, etc.) shall be resolved and in compliance with city codes prior to the approval of any construction drawings and/or issuance of building permits.
4. Any changes to the plans and specifications upon which this approval is based, other than those required by the above conditions, will require the submission of an application for modification and approval of that application prior to commencing any change.

Site Design and Development Standards:

1. *<u>Bulk and Dimensional Standards:</u>* All new construction shall comply with the current bulk and dimensional standards schedule in effect at the time the building permit is filed, excluding any deviations/modifications approved through a planned unit development, special use permit, and/or development agreement.
2. *<u>Stormwater:</u>* Strict adherence to the "Caldwell Stormwater Management Manual", as adopted by the city council as well as any subsequent adopted updates, is required. NOTE: Any modifications necessary to

the original approved stormwater design where additional stormwater retention or detention facilities are required, or where the approved retention and detention facilities are required to be expanded, still requires adherence to the requirements for minimum open space, landscape buffers, lot sizes and setbacks.

Landscaping Specific Requirements:

1. *Compliance:* The applicant shall comply with all landscaping requirements based on Caldwell City Code.
2. *Landscape Maintenance:* All required landscaping and screening devices shall be continuously maintained in a healthy, living, safe, and attractive condition, and shall be free of weeds, dead or diseased plant materials, and debris. Any dead, dying, or diseased plant materials shall be promptly replaced in kind or with alternatives approved by Planning and Zoning.
3. *Homeowner's Association:* The homeowner's association is responsible for maintaining all common area landscaping and screening devices within a subdivision, development, and/or the subject property.
4. *Parking Lot Landscaping:* Linear grouping of parking spaces shall not exceed twelve (12) in a row, without the installation of an interior landscape planter island. All off-street parking lots/parking areas, drive aisles, and other vehicular use areas shall install a perimeter landscape buffer along the property line and/or project boundary. Class 3 trees are prohibited in the interior planter islands, and all parking lot landscaping shall comply with 10-02-09-8.
5. *Street Landscape Buffers:* The street landscape buffers shall comply with CCC 10-02-09-5 and shall contain a mixture of trees, shrubs, lawn, vegetative and nonvegetative ground cover so that the entire buffer area is covered. Plantings shall meet or exceed the minimum plant sizes as follows:

TYPE	**MINIMUM (at planting)**
Evergreen trees	6-foot height minimum
Ornamental trees	2-inch caliper minimum
Shade trees	2-inch caliper minimum
Shrubs & Perennials	10" height and/or spread minimum, depending on plant species

Subdivision Specific Requirements:

1. *Cluster Mailboxes:* The development shall utilize cluster mailboxes for delivery of mail. Individual mailboxes shall not be allowed. A cluster mailbox placement plan shall be submitted to the Planning and Zoning department showing coordination with the United States Postal Services prior to submitting the construction drawings.
2. *Subdivision Construction Signage:* At the time of development, a "rules and regulations" sign shall be posted and maintained at the entryways to the project until it is fully developed and built out is complete. The signs would be intended for subcontractors performing work and should include: a) no dogs; b) no loud music; c) no alcohol or drugs; d) no abusive language; e) disposal of personal trash and site debris; f) daily cleanup of any mud and/or dirt that is deposited from the construction parcel onto streets; g)

installation of a temporary construction fence that would keep debris from being blown off site by the wind; h) no burning of construction or other debris on the property.

3. *Plat Expirations:* Final plats must be submitted for approval within twenty-four (24) months of the date of signature on the approving order of decision for the preliminary plat; and Final plats must be recorded for a single-phase development or for the first phase of a multi-phase development within twenty-four (24) months of the date of signature on the approving order of decision for the final plat. For phased subdivisions, see 11-02-02 (1).
4. *Final Plat Submission:* Final plat applications shall be submitted to planning and zoning at the same time as the application for review of construction drawings has been submitted to the engineering department.
5. *Approved Subdivision Name:* No changes to an approved subdivision name shall occur unless a request is initiated through the filing of an application for a "Subdivision Name Change Request", and subsequently reviewed and approved by City of Caldwell Mapping and Planning and Zoning, at an administrative staff level. In making application, the application shall file a completed application with Planning and Zoning on forms prescribed by the department accompanied by such data and information necessary to assure the fullest presentation of facts, as determined by the Director. Subdivision name change requests shall follow the following process:

   Subdivision Name Change Requests; Prior to Final Plat Submission: If approved, an amended preliminary plat will need to be submitted to the Planning and Zoning Department with the reflected subdivision name change prior to the approval of construction drawings. All construction drawings and final subdivision plats shall reflect the new approved subdivision name.

   Name Change Requests; Prior to Final Plat Recording: If approved, an amended final plat drawings and mylars will need to be submitted to the Planning and Zoning Department with the reflected subdivision name change prior to signature of the final plat.

   Name Change Requests; After Final Plat Recording: If approved, an amended final plat drawing indicating the new subdivision name OR an Affidavit of Correction indicating that the plat is otherwise known as "insert the new approved subdivision name", shall be recorded at the county recorder's office. Once the plat or affidavit is recorded, a copy of the recorded plat or affidavit shall be provided to the Planning and Zoning Department.
6. *Approved Street Names, Street Layout, Lot and Block Numbering, and Subdivision Phasing Plan:* No changes to the original approved street names, street layout and configuration, lot and block numbering, or subdivision phasing plan shall occur without prior approval from the City of Caldwell Mapping Division. Any substantial changes from what was originally approved may require additional public hearings.

XVI. ATTACHMENTS

Application Exhibits: (AP-Exhibits)

Application(s), Checklists, Project Narrative, Plans, Plats, Maps, and Supplemental Materials Submitted by the Applicant

Applicant's Public Hearing Presentation Materials

Staff Exhibits: (S-Exhibits)

Exhibit S-1: Vicinity Map

Exhibit S-2: Zoning Map

Exhibit S-3: Future Land Use Map

Exhibit S-4: Public Agency Notification List

Exhibit S-5: Draft Bill and Ordinance and Ordinance Summary *(Staff report will be updated prior to City Council)*

Exhibit S-6: P&Z Commission Minutes *(Staff report will be updated prior to City Council)*

Public Comments: (PC-Exhibits)

N/A

Public Agency Comments: (PA-Exhibits)

Caldwell Engineering Dept.

Caldwell Mapping Dept.

Nampa Fire Dept.

Caldwell Police Dept.

Community Planning Association of Southwest Idaho (COMPASS)

Idaho Transportation Department

Vallivue School District

Planning and Zoning Commission / Hearing Examiner Public Hearing Late Exhibits: (PH-Exhibits)

Late exhibits from Planning and Zoning Commission / Hearing Examiner meeting will be listed here prior to City Council meeting

AP-EXHIBITS

This includes all application materials and documents submitted and Applicant's Presentation Materials for Public Hearing

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

Please note that any land use action below marked with an asterisk (*) will require public hearing. Land use actions below marked with two asterisks (**) may require public hearing depending on the scope of project.

APPLICATION REQUESTS

Note: Please check all that apply.

- ☐ Director Determination
- ☐ Administrative Development Review[2]
- ☐ Alternative Method of Compliance
- ☒ *Annexation w/ Zoning
- ☐ Business License (Business Permit)
- ☐ *Certificate of Appropriateness
- ☐ *Comprehensive Plan Amendment
  - ☐ Text
  - ☐ Map
- ☐ *Deannexation
- ☐ **Design Review
- ☒ Development Agreement
  - ☒ *New
  - ☐ **Modification
  - ☐ *Termination
- ☐ Home Occupation Permit
  - ☐ New
  - ☐ Renewal
- ☐ Lot Line Adjustment
- ☐ Lot Split
  - ☐ Administrative
  - ☐ Simple
- ☐ *Manufactured Home Community
- ☐ Mobile Food Unit (Individual)
- ☐ Mobile Food Unit Park / Court
- ☐ Outdoor Dining Permit
- ☐ Parcel Consolidation
- ☐ Performance Bonding
- ☐ Planned Unit Development (PUD)
  - ☐ *New
  - ☐ **Modification
- ☐ Public Art / Murals
- ☐ *Rezone (Zoning Map Amendment)
- ☐ Signs[1]
- ☐ Special Use Permit (SUP)
  - ☐ *New
  - ☐ **Modification
  - ☐ Time Extension
- ☒ Subdivision Plats
  - ☒ *Preliminary Plat
  - ☐ Final Plat
  - ☐ *Short Plat (Regular)
  - ☐ *Short Plat (Condo)
  - ☐ **Plat Modification
  - ☐ Time Extension
  - ☐ Renewal
- ☐ Temporary Use Permit
  - ☐ New ☐ Renewal
  - ☐ Construction Trailer
  - ☐ Model Home Sales Office
  - ☐ Storage Containers / Pods
  - ☐ Temporary Housing
  - ☐ Transient Merchant
- ☐ Traffic Impact Study Review
- ☐ Vacation of Easement and/or Right-of-way
- ☐ *Variance
- ☐ *Zoning Ordinance Text Amendment
- ☐ Other, Pleases Describe:

_____

_____

_____

[1]Freestanding, post/pole, or monument signs less than 6' in height. All other signs must be submitted through the building department.

[2] Used when not associated with other land use applications, when revisions to an approved (non-subdivision development) is being proposed, or when the land use schedules or specific use provisions of the Code indicate the requirement for Administrative Development Review.

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

PROJECT and SITE/PROPERTY INFORMATION

Project or Business Name: Porchlight Development

Site Address (s):
810 E Central Dr
Meridian, Idaho 83642

Suite #:

Parcel #(s):
R3428313400, R3426800000, R3426500000

Total Acres: 95.60

General Location of Site:

North of Linden Road between Northside and Knot Lane

Current Zoning of Parcel(s): *(Check all that apply)*	☐ RS-1 ☐ RS-2 ☐ R-1 ☐ R-2 ☐ R-3 ☐ C-1 ☐ C-2 ☐ C-3 ☐ C-4 ☐ C-C ☐ DCB ☐ M-1 ☐ M-2 ☐ I-P ☐ A-D ☐ C-D ☐ H-D ☐ P-D ☐ T-N ☐ H-C ☒ Property currently In County Please list the current county zoning designation: R1
Overlay Districts: *(Check all that apply)*	☐ APO-1 ☐ APO-2 ☐ Indian Creek Corridor Overlay ☐ Downtown Local Historic Area ☐ Steunenberg Historic District ☐ Floodplain Overlay ☒ None
City of Caldwell Comprehensive Plan Designation of Parcel(s): *(Check all that apply)*	☐ Neighborhood 1 ☒ Neighborhood 2 ☐ Neighborhood 3 ☐ Urban Neighborhood ☐ Community Center ☐ Mixed Use Center ☐ Downtown ☐ Employment Center ☐ Special Purpose
Are parcels located within an Area Hub as indicated on the City of Caldwell Comprehensive Plan?	☐ Yes ☒ No

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

Description of Proposed Project / Request:

The applications for the Legacy Farm Neighborhood, located north of Linden Road and west of Northside Road, are attached for your r

APPLICANT INFORMATION:

Name: Legacy Farm Neighborhood

Company Name (if applicable): Porchlight Development

☒ Property Owner ☒ Authorized Agent ☐ Purchaser ☐ Petitioner (Vacations only)

Mailing Address: 810 E Central Dr, Meridian Idaho 83642

Phone: 208-899-1155

Email: Laren@congergroup.com

PROPERTY OWNERS' INFORMATION

(If an LLC, please provide documentation of being an authorized signer)

☐ Not Applicable

Name: Gemnini LLLP

Mailing Address: 810 E Central Dr, Meridian Idaho 83642

Phone: 208-899-1155

Email: Laren@congergroup.com

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

DESIGNATED CONTACT PERSON

(Who will receive and disseminate all correspondence from the city)

Same as:

☒ Applicant ☐ Property Owner ☐ Other

Name: Laren Bailey

Company Name (if applicable): Porchlight Development

Mailing Address: 810 E Central Dr, Meridian Idaho 83642

Phone: 208-899-1155 - Laren@congergroup.com

Email:

CONTRACTOR / DEVELOPER INFORMATION

☒ Not Applicable

Name:

Company Name (if applicable):

Mailing Address:

Phone:

Email:

ARCHITECT INFORMATION

☒ Not Applicable

Name:

Company Name (if applicable):

Mailing Address:

Phone:

Email:

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

ENGINEER / SURVEYOR INFORMATION

☐ Not Applicable

Name: Dennis Jordan

Company Name (if applicable): Focus Engineering

Mailing Address:

Phone:

Email:

LANDSCAPE ARCHITECT INFORMATION

☐ Not Applicable

Name: Kim Seigenthaler

Company Name (if applicable): Jensen Belts

Mailing Address:

Phone:

Email:

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

ACKNOWLEDGEMENTS

☒ By signing this application, I authorize employees/agents of the City to enter onto the property that is the subject of this application during regular business hours. The sole purpose of entry is to make an examination of the property that is necessary to process this application.

☒ I certify that I am the owner of this property, the owner's authorized agent, or the petitioner (if for a vacation). If acting as an authorized agent, I further certify that I have full power and authority to file this application and to perform, on behalf of the owner, all acts required to enable the jurisdiction to process and review such an application. I will comply with all provisions of the law and ordinance governing this type of application.

☒ I certify that the information furnished by me as part of this application is true and correct to the best of my knowledge.

I am the: ☐ Property Owner ☒ Authorized Agent ☐ Petitioner (Vacations Only)

Applicant Signature: Laren Bailey Date: 2.18.2026

Printed Name: _____

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

Online Application Submittal Instructions

The City of Caldwell Planning and Zoning Department utilizes an online application portal for submission of all applications, documents, plans, and payment of fees.

Step 1:

- Log in or create an account in Citizenserve (Citizenserve Users Guide)
- Select your permit and/or application type and enter in all required information.

Step 2

- Pay fees online via Citizenserve. You will receive an email from Citizenserve directing you to make a payment once staff have reviewed your application.

Drawing Submittal Instructions:

1. All plan sheets must be uploaded in PDF format only (no CAD, JPEG, TIFF, PNG, etc.)
2. All plan sheets must be to scale.
3. All plan sheets must be uploaded to Citizenserve.
4. All applications, checklists, calculations, reports, drawings, plans, and other supporting documents must be uploaded as single-sided pdf's and must be legible and in a high-definition format.
5. All documents and plans must follow the "Naming Schematic" as listed on the attached document.

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Annexation (with initial zoning)

CCC Chapter 10, Article 3, Section 10-03-01

PURPOSE: Annexation is a legal process by which some property located in an unincorporated area (Canyon County) may become part of the incorporated area (City of Caldwell). Annexations may be initiated by the City with property in the City Impact Area or by individuals with property in the City Planning Boundaries. An annexation requested by an individual is a quasi-judicial matter requiring public hearings and public hearing notification in accordance with the Idaho Land Use Planning Act and Caldwell City Code.

The following items shall be included in the application submittal. Additional information may be required upon official review of the plans. Please check the box for each item listed below to confirm submission of the item listed.

I. Filing and Submittal Standards

- ☑ All applications, checklists, plans and supporting documents must be submitted electronically through our Online Permit Center.
- ☑ Upload all documents and drawings per required checklist, as high-resolution PDFs and formatted in accordance with this checklist.
- ☑ Each checklist item **MUST** be named according to the naming convention listed below. The naming convention shall start with the document name as shown in the table below, followed by an underscore, and then the project name.
- ☑ Resubmittals must use the EXACT same file name as the original and contain a versioning number at the end (V2, V3, V4, etc.)
- ☑ All applicable fees be required to be paid once the application has been submitted and received by the department. Some applications may require fees to be paid at time of actual submittal.

II. Submittal Documents

The items listed below are considered a minimum. Additional information may be necessary for clarification during the review process.

√	Submittal Item Description	Document Naming Convention
☑	**Master Land Use Application.** Copy of a completed and signed Master Land Use Application.	Application_ProjectName
☑	**Annexation Checklist.** Copy of a completed and signed Annexation checklist.	ANNChecklist_ProjectName
☑	**Copy of Deeds or Proof of Ownership.** If the owner is a corporation or LLC, proof of the representative or agent for the LLC or corporation will be required.	Deeds_ProjectName
☑	**Property Owner Acknowledgement.** Signed Property Owner Acknowledgement form (if applicable).	OwnerAck_ProjectName

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☑	**Neighborhood Meeting Information,** including; ☑ A copy of the letter sent to all owners, residents, and associations within 500' of the property boundary. ☑ A copy of the 500' mailing list ☑ A copy of the sign-in sheet, with your signature for certification	NeighborhoodMtg_ProjectName
☑	**Legal Description.** • Attach a metes and bounds legal description of the property including all adjacent rights of ways. • All legal descriptions shall be stamped and certified by a land surveyor registered to the State of Idaho and shall be accompanied by an exhibit stamped.	Legals_ProjectName
☑	**Annexation Exhibit Map.** An exhibit map, stamped and signed by the land surveyor outlining the area being annexed, to include the adjacent rights of ways.	
☑	**Site Plan (to scale).** Site plan, drawn to scale, showing: ☑ Location of all property lines and dimensions ☑ All streets with street names ☑ All existing and proposed buildings and structures ☑ All setbacks to the property lines and between buildings ☑ All utilities ☑ All easements	SitePlan_ProjectName
☑	**Vicinity Map.** Showing the boundaries of the subject property with relation to nearby roadways and landmarks.	VicinityMap_ProjectName
☑	**Project Narrative.** A detailed project narrative addressing the following: • Description of overall proposed development plan • Description of compliance with the City's Comprehensive Plan and Vision and compliance with zoning ordinances. • Description of overall project benefits, the impacts on surrounding properties, and the mitigation of those impacts. • List of all proposed land uses	Narrative_ProjectName
☑	**Conceptual Development Plan.** *If the annexation is not associated with a special use permit, planned unit development or subdivision plat, please submit a concept future development plan.*	ConceptPlan_ProjectName

III. Project Specifics

Fill in all the information below that is applicable to the proposed project.

Will the Existing Land Use on the Property Continue:	☐ Yes ☑ No
Explain any Future Development Plans:	Residential Subdivision
Existing City or County Zoning Designation of Property Surrounding Subject Parcel(s):	North of the Site: South of the Site: East of the Site West of the Site:
Type of Access to Subject Parcel(s)	☑ Street Frontage ☐ Easement If easement, list easement width and Instrument # below: Easement Width: ____ Instrument #: ____
Name of Streets Providing Access:	Knot Lane Northside Blvd Skyway Drive
Existing Domestic Water:	☐ Individual Domestic Well ☐ Centralized Public Water System ☐ City Municipal Water System ☑ Not Applicable

Nearest Water Line Connection:	Being constructed to Midland and Skyview
Existing Sewer:	☐ Individual Septic ☐ City Municipal Sewer ☑ Not Applicable
Nearest Sewer Connection:	Being constructed to Midland and Skyview
Existing Irrigation:	☑ Surface ☐ Irrigation Well ☐ Pressurized ☐ Gravity ☐ Not Applicable
Nearest Irrigation Connection:	on property
Irrigation District:	Pioneer Irrigation
School District Serving this Location:	☐ Caldwell SD ☐ Nampa SD ☑ Vallivue SD

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IV. PDF Formatting Requirements

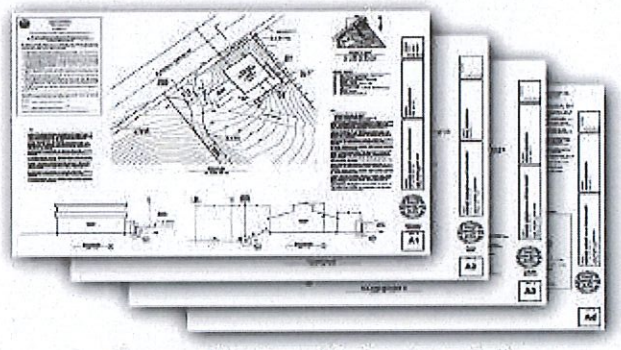
Portable Document Format (PDF) is the industry standard for electronic plans. The City of Caldwell only accepts PDF files for plan review. PDF files must be properly formatted as described below. Please read the instructions carefully. Improperly formatted plans can delay the plan review process for your project.

Layers: No multiple layers. Layers must be merged or flattened.

Format: Vector-based files are preferred given the ability to scale these files.

Resolution: Min. of 300 pixels per inch (PPI)

Grouping: Multiple sheet PDF (single file with multiple sheets)



plans.pdf (multiple sheets)

✓Correct

Labeling:

Each sheet of the plans must be labeled with the project name, contractor, and address of the subject site.

V. Applicant Acknowledgement

☑ I acknowledge that all items on the checklist are included in the submittal package and that all documents have been named accordingly and submitted as single-sided, high-resolution pdf documents; and

☑ I acknowledge that I, the applicant, or my representative, is responsible for attending all public hearings; and

☑ I acknowledge that applications are not deemed complete until the application has been submitted, all fees have been paid, and the application has been deemed accepted after completion of the pre-screening process. This could impact scheduling of public hearing dates; and

☑ I acknowledge that I have read, understand, and am in compliance with all standards, terms, and requirements listed in Caldwell City Code; and

☑ I acknowledge that the decision to grant or deny a owner-consented annexation is at the sole discretion of the City Council, and that any decision but City Council does not require council to articulate or provide findings justifying its decision as owner-consented annexation are not subject to judicial review in accordance with Idaho Code 50-222.

☑ I certify I am the:

☐ Property Owner as the Applicant ☑ Property Owner's Agent / Representative

Laren Bailey
Applicant / Applicant's Representative Printed Name

2.18.2026
Date

Applicant / Applicant's Representative Signature

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Planning and Zoning Department
621 Cleveland Blvd., Caldwell, Idaho, 83605
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SUBDIVISION PRELIMINARY PLAT CHECKLIST

The following items shall be included in any application submittal. Additional information may be required, as indicated in your roundtable (pre-app) meeting or upon official review of the plans. Please check the box for each item listed below to confirm submission of the item listed.

SECTION I

SUBMITTAL DOCUMENTS & RELATED PLANS		Applicant	Staff
Master Land Use Application	Copy of completed, signed and dated application	X	
Application Checklist	Copy of completed, signed and dated checklist	X	
Property Owner Acknowledgement	If the signatory of the application is not the owner of the property, a notarized statement (property owner acknowledgement) must be signed by the legal owner of record and submitted with the application	X	
Proof of Property Ownership	Recorded Warranty Deed for the subject property showing proof of ownership, or evidence of property interest to subject property	X	
Legal Description of Property	Attach a legal description of the property including metes and bounds to the centerline of all adjacent rights of ways. All legal descriptions shall be certified by a land surveyor registered to the State of Idaho.	X	
Neighborhood Meeting Information	The verification shall include: • A copy of the letter mailed by the applicant *(Min. 15 days prior to meeting)* • A copy of the 500' mailing list indicating all notified owners, residents and associations • A copy of the sign-up sheet from the meeting, with your signature *Note: Neighborhood meetings must have been held within four (4) months of application submission.*	X	
Photographs	Photographs of existing site conditions	X	
Project Narrative	Narrative fully describing the application request(s), the purpose of the development, existing site conditions, and what is being proposed.	X	
Concept Building Elevations	Colored concept elevations of all four (4) sides of buildings, indicating building heights, colors, materials, windows, doors, and architectural features.	X	
Site Plan (Scaled)	Site plan, drawn to scale, showing location of all property lines, existing and proposed buildings, utilities, setbacks, easements, and streets with street names.	X	
Preliminary Plat	High resolution preliminary plat, to scale. See requirements for plan content in **Section II below**	X	
Landscape Plan	High resolution landscape plan, to scale. See requirements for landscape plan contents in **Section III below**	X	

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SECTION II

PRELIMINARY PLAT CONTENT		Applicant	Staff
Plans to Scale	All mapped data for the same plat shall be drawn at a scale suitable to ensure the clarity of all lines, bearings and dimensions, said scale typically being one hundred feet to an inch (100' = 1"). Whenever practical, scales shall be adjusted to produce an overall drawing measuring eighteen inches by twenty- four inches (18" x 24"), but not exceeding forty-two inches by sixty inches (42" x 60").	X	
Subdivision Name and Location	The proposed subdivision name and location shall be provided on the plat and shall meet the following: • Said name shall be approved by the City Mapping Department and shall not being a duplicate name of any other recorded subdivision within Canyon County or any of the cities in Canyon County; • Location of subdivision by section, township and range; reference by dimension and bearing to a combination of two (2) section corners, quarter section corners, or recorded monuments. (Ord. 3374, 12-6-2021)	X	
Contact Information	Name, address and phone number of property owner(s), subdivider, engineer, planner, and surveyor who prepared the plat, and any other professional persons involved in the subdivision.	X	
Scale, North Arrow, and Plan Preparation Date	Scale, north arrow and date of preparation including dates of any subsequent revisions.	X	
Vicinity Map (Scaled)	Vicinity map drawn to a maximum scale of one inch equals five hundred feet (1" = 500'), clearly showing the proposed subdivision or planned unit development configuration in relationship to, as well as, identifying and showing lot lines and street connections of all adjacent subdivisions, all arterial streets, all collector streets and bodies of water.	X	
Topography	Topography based on NAVD 88 datum shown on the same map as the proposed subdivision layout. Contour lines shown at five foot (5') intervals where land slope is greater than ten percent (10%) and at two foot (2') intervals where land slope is ten percent (10%) or less, referenced to an established bench mark, including location and elevation.	X	
Existing Water	Location of existing water wells and type, streams, canals, irrigation laterals, drainage facilities, private ditches, washes, lakes and other water features; direction of flow; regulatory floodplain and floodway boundaries if any; and location and extent of known areas subject to inundation if any.	X	
Streets and other Important Features	Location, widths and names of all existing streets and location, arrows indicating direction of slopes, type of surface and existence of any curb, gutter and/or sidewalks. Other important features such as railroads, utility rights of way and easements of public record, public areas, permanent structures to remain including water wells, and municipal corporation lines within or adjacent to the tract.	X	
Recorded Subdivisions with Common Boundaries	Name, book, page number and lot line layout of any recorded adjacent subdivision having common boundary with the tract.	X	
Table Schedule *(see attached example)*	Table Schedule of: • Existing zoning classification of the tract with any requested zoning changes. • Total acreage of the entire subdivision • Total number of buildable lots by land use type. • Total number of common lots. • Total gross acreage • Average buildable lot size • Dwelling units per gross acre.	X	

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PRELIMINARY PLAT CONTENT cont.		Applicant	Staff
Subdivision Boundary	The subdivision boundary with dimensions and bearings shall be based on an actual recorded field survey, performed within six (6) months of the preliminary plat application, and shall include the professional land surveyor stamp. Boundary problems shall be resolved prior to preliminary plat submittal. Stamping of the preliminary plat by the professional land surveyor pertains only to the boundary survey and should be noted as such.	X	
Public dedications of rights of way or easements	Proposed location, width, dimensions and bearings, and use of all proposed easements within the subdivision. All existing easements with location, width, dimensions, bearings, use and instrument numbers. Designation of all land to be dedicated or reserved for public use with purpose indicated.	X	
Names, Addresses, and Tax Parcel Numbers	Names, addresses and tax parcel numbers for all property owners within three hundred feet (300') of the exterior boundary of the subdivision, displayed visually on the plat in the appropriate locations.	X	
Utilities	Storm drains and water supply mains, both proposed and existing, within and immediately adjacent to the subdivision. Approximate location of existing sanitary sewer facilities, manholes, lines, and any other sewer related facilities within and adjacent to the subdivision.	X	
Proposed Street Layout	Proposed street layout, including location, width and proposed names of streets, common driveways, alleys, major pathways, micro pathways and easements; pedestrian and vehicular connections to adjoining properties.	X	
Lot Dimensions	Typical lot dimensions to scale; dimensions of all corner lots and lots of curvilinear sections of streets; each lot and block numbered individually; each lot labeled with its individual lot acreage and square footage.	X	
Land Use and Zoning Classification (Each Area)	If plat includes land for which multi-family, commercial, industrial or mixed use is proposed, such areas shall be clearly designated together with existing zoning classification and status of zoning change, if any.	X	
Special Development Areas	Appropriate information that sufficiently details the proposed subdivision within any special development area, such as: • Hillside • Floodplain	X	
On and Off-Site Improvements	The proposed on and off site improvements including water supply systems, sanitary sewer systems and stormwater drainage.	X	
Access and Approaches	Width, spacing and location of all proposed approaches to the subdivision with type (example: full approach, right in/right out approach) of approach indicated.	X	
Proposed Utility Methods	(A) Sewage Disposal: Such evidence relative to the design flows within the subdivision, and operation of the sanitary sewage facilities proposed. A statement as to the type of facilities proposed shall appear on the preliminary plat. (B) Water Supply: Such evidence relative to the design, operation, volume and quality of the water supply and facilities proposed. A statement as to the type of facilities proposed shall appear on the preliminary plat. (C) Stormwater Disposal: Such evidence relative to the design and operation of the stormwater disposal system. A statement as to the type of facilities proposed, and an indication of all areas to be used for treatment/disposal shall appear on the preliminary plat. All stormwater design shall comply with the city's most recent "Stormwater Management Manual" as adopted by council as of the date of preliminary plat application submittal. (D) Irrigation System: A statement describing the proposed irrigation system, consistent with section 10-07-12 of the Caldwell City Code, shall appear on the preliminary plat.	X	

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PRELIMINARY PLAT CONTENT cont.		Applicant	Staff
Acknowledgement	Note acknowledging that, to the best of the preparer's knowledge, the preliminary plat meets all requirements of city code; or if said plat does not meet all requirements then the plat has been submitted as a planned unit development and any and all requested exceptions have been listed in detail as part of the planned unit development application or it is not a planned unit development but any exceptions as allowed in this chapter have been noted on the preliminary plat and specifically requested as a part of the application.	X	

SECTION III

LANDSCAPE PLAN CONTENT (CCC 10-07-03)		Applicant	Staff
Plan Preparation	Landscaping 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.	X	
Plan Size	Detailed plan at a scale no smaller than one inch equals fifty feet (1" = 50')	x	
Streets, Setbacks and Easements	Show all streets, setbacks, and easements, Streets shall be identified by name. Dimension and label all right-of-way, setbacks, and easements	X	
Sight Visibility Triangles	Show and label all sign visibility triangles.	X	
Storm Water Facilities and Berms	Show all storm water facilities and berms. Indicate berm heights, slopes and proposed landscaping	X	
Off-Street Parking & Bicycle Parking	• A note listing the required number of parking spaces and bicycle parking spaces. • A note listing the provided number of parking spaces and bicycle parking spaces. The provided number of parking spaces and bicycle parking spaces shall equal or exceed the required number of parking spaces and bicycle parking spaces. • Circulation area required to serve the parking spaces with typical dimensions.	X	
Existing Trees and/or Shrubs	Location of all existing trees and shrubs, and the approximate size and type of any existing trees and shrubs. Indicate by note which trees and/or shrubs will remain, if any.	X	
Existing and Proposed Structures	Location of all existing and proposed structures and a note of whether or not the existing structures will remain	X	
Pathways	Location, width, and type of pathways, along with identification of all required pathway materials and landscaping callouts: • Micro Pathways • Major Pathways • Public Pathways • Regional Pathways • Indian Creek Corridor Pathways (if applicable)	X	
Open Space Exhibit	All open space clearly delineated using colored shading so it is readily identifiable. The open space exhibit shall contain a table identifying: • The percentage and acreage of each individual areas of open space and if the open space is being calculated as qualified open space • The total percentage and acreage of code required open space and qualifying open space in relationship to the gross area of the project • The total percentage and acreage of proposed open space and qualifying open space in relationship to the gross area of the project	X	
Public Amenities	Location, size, and types of new structures for recreational use (i.e., gazebos, water features, picnic areas, shuffleboard, etc)	X	

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LANDSCAPE PLAN CONTENT (CCC 10-07-03)		Applicant	Staff
School Bus Stops	Location of school bus stop areas within a common lot or common easement	x	
Public Transit Stops	Location of any public transit	x	
Street Landscape Buffers	Location and width of all street landscape buffers. Include the location of all sod, trees, shrubs, plantings, and other materials proposed.	X	
Landscape Buffers Between Land Uses	Location and width of all landscape buffers between different land uses. Include the location of all sod, trees, shrubs, plantings, and other materials proposed.	X	
Parking Lot Landscaping	Location and size of all landscape islands within parking lots, Include the location of all landscaping materials proposed	X	
Trash Enclosures	Location of all trash enclosures, to include details about screening and landscaping	x	
Fencing	Location, height, color, and materials for all existing or proposed fencing	x	
Other Landscape Amenities	Provide location, size, type and description of all other landscape improvements such as berms, decorative rock, boulders, etc.	X	
Landscape Schedule	Provide a table listing all of the locations, descriptions, types and numbers of landscaping products to be installed.	X	

SECTION IV

GENERAL PROJECT INFORMATION

Type of land uses within subdivision:	Residential only Commercial only Industrial only Mixed-use *(mix of residential and non-residential uses)*
Has your development / subdivision name, street names, and lot and block numbers been approved by the City of Caldwell Mapping Division?	Yes No *If yes, have you made any changes or modifications to the previously approved pre-plat approved by Mapping?* Yes No
Will the subdivision be phased?	Yes No If yes, how many phases are proposed? 8
Development timeline for full build out?	8-10 years

LAND USE AND ZONING INFORMATION

	Zoning Designation	Comp Plan Designation	Land Use
Existing (Subject Property)	R1	Neighborhood 2	Ag
Proposed (Subject Property)	R2	Neighborhood 2	Residential
North of Site		Neighborhood 3	Ag
South of Site		Neighborhood 2	Ag
East of Site		Neighborhood 2	Ag
West of Site		Neighborhood 2	Ag

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PROJECT SPECIFIC INFORMATION

	Number of Lots	Acres	Percent of "Net" Acres *Net acreage is the total acreage minus any public streets and public rights of way*
Residential Lots	402	95.60	
Commercial Lots	0		
Industrial Lots	0		
Common Lots	47	16.4	

EXISTING AND PROPOSED BUILDING DATA

	# of EXISTING buildings	# of PROPOSED buildings	# of EXISTING dwelling units	# of PROPOSED dwelling units	Max. Building Height	Total GROSS square footage of buildings
Residential:						
Single-family (detached) homes		402				
Townhomes						
Two-family *(duplex)*						
Three-family residential *(triplex)*						
Four, five and six family *(fourplex, fiveplex, and sixplex)*						
Multi-family (7 or > dwelling units) in a single building						
Commercial			N/A	N/A		
Industrial			N/A	N/A		
Type of Commercial or Industrial Buildings:		Single-tenant building(s)		Multi-tenant buildings		

DENSITY AND OPEN SPACE (Comprehensive Plan and CCC 10-07-05)

Dwelling units per gross acre (Density):	Max. Allowed	Proposed
	8	4.19
Total Open Space	% Required	% Proposed
	10	17.2
Total "Qualifying" Open Space	% Required	% Proposed
	10	17.2
Included	**NOTE:** *Attach a separate Open Space Exhibit showing all areas of open space highlighted, all areas highlighted and labeled for qualifying open space, and table with breakdown, square footage, percentage and acreage of all open space vs. qualifying open space.*	

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PARKING, LOADING AND PEDESTRIAN AMENITIES (CCC 10-02-05)		
Description	**Min. Required**	**Proposed**
Electric vehicle parking spaces		
Off-street parking spaces		
Commercial loading spaces		
Industrial loading spaces		
Bicycle parking spaces:		
Describe any public transportation facilities that will be provided in accordance with (CCC 10-02-05 B)		
Public Amenities:	***Provide a description of the type of public amenities proposed***:	

LANDSCAPING AND PATHWAYS (CCC Chapter 10, Article 7)	
Landscaping: (*Please check all locations where landscaping will be provided)*	Parking lot Common areas Street landscape buffers Between different land uses Pathways Around building exterior Other _____
Major Pathways	*Describe location, width, and landscaping:* Madden Spur Drain Pathway, 5' wide, 3/4 mile long
Micro Pathways	*Describe location, width, and landscaping* Internal pathways, 5' wide
Public Pathways *(per Bicycles and Pathways Master Plan)*	*Describe location, width, landscaping, and any proposed fencing:* N/a

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STREET LANDSCAPE BUFFERS (CCC 10-07-08)

Location *(Enter Street Name)*	Min. Width Required	Proposed Width	% of Sod Proposed	# of Trees Proposed	Min. Tree Spacing *(in feet)*	# of Shrubs Proposed	Min. Shrub Spacing *(in feet)*
knot Lane	20'	20'	per code	per code	per code	per code	per code
Linden Road	20'	20'					
Northside Blvd	20'	20'					
Skyway Drive	20'	20'					

BUFFERS BETWEEN LAND USES (CCC 10-07-10)

Location *(If not required, put N/A)*	Min. Width Required	Proposed Width	% of Sod Proposed	# of Trees Proposed	Min. Tree Spacing *(in feet)*	# of Shrubs Proposed	Min. Shrub Spacing *(in feet)*
North Property Line							
South Property Line							
East Property Line							
West Property Line							

PUBLIC SIDEWALKS

Location (Street Name)	Min. Width Required	Proposed Width	Type of Sidewalk		
			Meandering	Attached	Detached
			Meandering	Attached	Detached
			Meandering	Attached	Detached
			Meandering	Attached	Detached

UTILITIES, INFRASTRUCTURE, AND PUBLIC SERVICES INFORMATION

Domestic Water:		Individual Domestic Well – How Many?
		Centralized Public Water System
		City Municipal Water System Caldwell
		N/A
	Nearest Water Line Connection:	
Sewer (Wastewater):		Individual Septic
		City Municipal Sewer Caldwell
		N/A
	Nearest Sewer Line Connection:	
Irrigation:		Surface Pioneer Irrigation
		Irrigation Well
	X	Pressurized
		Gravity
		N/A
	Nearest Irrigation Connection: Caldwell Highline Canal	
	Irrigation District: Pioneer Irrigation dist	

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Stormwater:		Swales X
		Ponds X
		Borrow Ditches
		Other, Explain:
Stormwater Management:	Does the site disturb one or more acres of land? Yes No	
Fire Suppression Water Supply Source:	Municiple Water	
Sources of Surface Water on or Nearby Properties (i.e., creeks, ditches, canals, lake, etc.):	Caldwell Highline canal, Miller Lateral and Groves Branch Lateral	
Type of Site Access:		Street Frontage
		Easement Easement Width: Instrument #
Street(s) Providing Access:	Knot Lane, Linden Road, Skyway Drive, Northside Blvd	
Will Secondary Access for Fire be Provided:		Yes Yes
		No
Internal Roads:		Public Yes
		Private
		Internal Circulation Yes
		Road User's Maintenance Agreement Inst#
School Districts Serving this Location:		Caldwell School District
		Vallivue School District Vallivue School District

SPECIAL ON-SITE CHARACTERISTICS

	Yes	No	If yes, explain:
Areas of Critical Environmental Concern?		X	
Evidence of Erosion?		X	
Fish Habitat?		X	
Floodplain?		X	
Riparian Vegetation?		X	
Steep Slopes?		X	
Streams/Creeks?		X	
Unique Animal/Plant Life?		X	
Unstable Soils?		X	
Wildlife Habitat?		X	
Historic Buildings or Features?		X	

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Describe any other unique site characteristics:	None

ACKNOWLEDGEMENT	
✓	I acknowledge that all items on the checklist are included in the submittal package and that all documents have been submitted as single-sided, high-resolution documents; and
✓	I acknowledge that the applicant or the applicant's representative is responsible for the physical posting of all subject sites prior to the public hearings, and for providing affidavit of proof of posting in accordance with Caldwell City Codes; and
✓	I acknowledge that the applicant or the applicant's representative IS REQUIRED to attend all public hearings for this application.

I certify this document has been acknowledged, signed and dated by the:

☐ Property Owner as the Applicant ☒ Property Owner's Agent / Representative

Laren Bailey
Applicant / Applicant's Representative Printed Name

2.18.2026
Date

Applicant / Applicant's Representative Signature

LEGACY FARM
NEIGHBORHOOD

Narrative

The applications for the Legacy Farm Neighborhood, located north of Linden Road and west of Northside Road, are attached for your review and favorable consideration. We respectfully request approval of our Annexation and Zoning, Development Agreement, and Preliminary Plat applications.

For design and planning purposes, our design team used the Caldwell City Pre-Application Meetings, Neighborhood Meetings, the Comprehensive Plan, and Zoning Code as the policy basis for the design of the Legacy Farm Neighborhood. We have thoughtfully designed 402 single-family residential dwellings on 95.60 acres that will be added to the surrounding neighborhoods. Located north of Linden Road and west of Northside Road, Legacy Farm Neighborhood will add to the mix of Caldwell's available housing opportunities. Homeowners will have access to on-site amenities such as a pool facility, four pickleball courts, a large playground, several dog parks, pathways, and attractive landscaping. Off-site amenities include access to the newly widened Highway 20/26 Corridor with its existing and proposed retail and commercial businesses. This project will provide homes that people can afford on a property that will utilize existing utilities and roads that have been planned for development in this area.

SUMMARY OF APPLICATIONS

- Annexation/Zoning
- Preliminary Plat
- Development Agreement

ZONING INFORMATION

- Current Zone – County
- Comp. Plan Designation – Neighborhood 2
- Proposed Zone – R-2

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LEGACY FARM
NEIGHBORHOOD

Executive Summary

Legacy Farm is a thoughtfully planned, infrastructure-supported neighborhood that aligns with the City of Caldwell's long-term vision for balanced growth. The project delivers housing, infrastructure, open space, and economic support in a manner that is consistent with adopted policy and responsive to community needs.

Comprehensive Plan Compliant
Legacy Farm directly advances the goals of the Caldwell Comprehensive Plan, including creating a connected community, providing vibrant gathering spaces, supporting quality neighborhoods, and reinforcing intentional centers along key corridors.

Lower Density Than Allowed
The proposed density is below what is permitted under current zoning and Comprehensive Plan designations. This ensures compatibility with surrounding development while still contributing meaningfully to the City's housing supply.

17% Qualifying Open Space
The project provides 16.4 acres (17.2%) of qualifying landscaped common area—well above the City's 10% requirement. This oversized open space includes a pool, pickleball courts, playground, soccer fields, dog parks, and regional pathway connections, setting a high standard for neighborhood design.

Developer-Funded Infrastructure
All necessary water, sewer, roadway, and utility extensions will be funded by the developer. The project also generates substantial impact fees that support transportation, parks, and public safety infrastructure citywide. In addition, a future municipal well site will be dedicated to support long-term water planning.

Attainable Owner-Occupied Housing
Legacy Farm delivers 402 detached single-family homes designed for attainable homeownership. This product type promotes neighborhood stability, long-term residency, and wealth-building opportunities for Caldwell families.

Supports the Highway 20/26 Commercial Corridor
The project is located approximately one-half mile from the Highway 20/26 corridor and designated mixed-use commercial areas. These rooftops are essential to supporting retail, service, and employment uses along the corridor, strengthening the commercial tax base and reducing trip lengths by placing housing near goods and services.

Adds Tax Base and Impact Fee Revenue
Legacy Farm will expand Caldwell's property tax base while generating significant one-time and ongoing revenue through impact fees and building permits. Growth in this location is efficient, logical, and supported by existing and expanding infrastructure.

Strong Emergency Response
The site is served by existing fire protection services, with anticipated response times within standard service thresholds. The interconnected street network further supports efficient emergency access and circulation.

Schools in Place
The Vallivue School District has already made substantial investments in the area, including Ridgevue High School and new elementary schools. Capacity and facilities are in place to serve families who will reside in Legacy Farm.

Conclusion

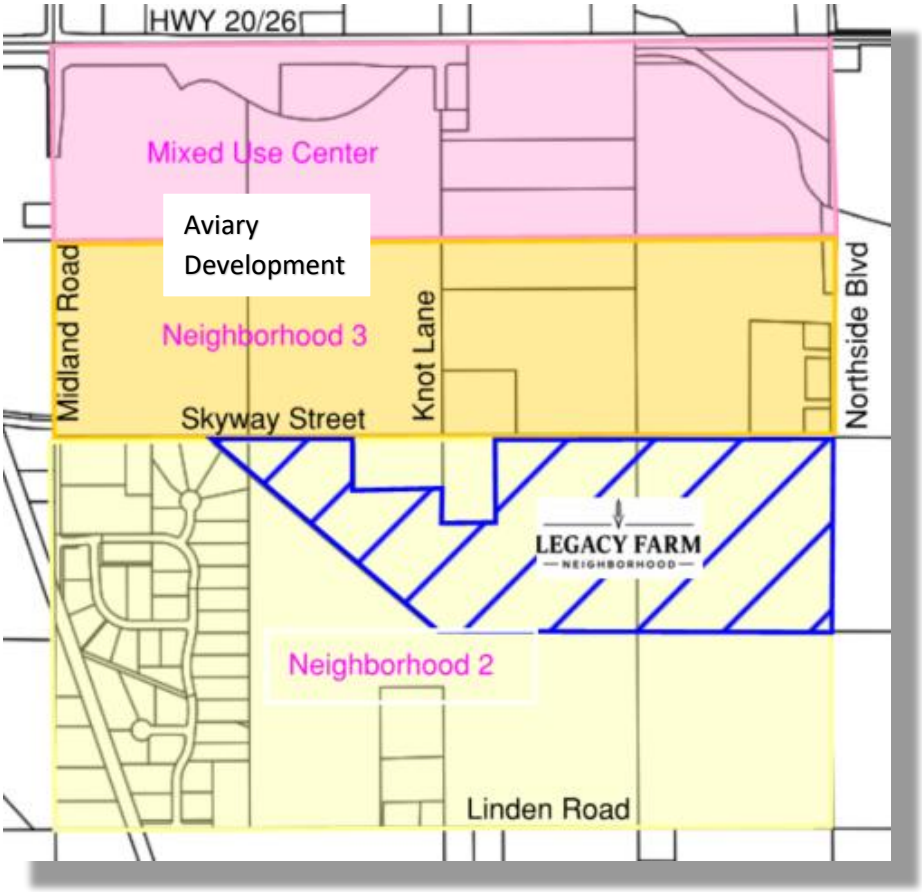
Legacy Farm represents responsible growth in the right location, at the right density, with the right infrastructure. It is Comprehensive Plan compliant, fiscally beneficial, infrastructure-ready, and designed to enhance the quality of life for future residents and the broader Caldwell community.

LEGACY FARM
NEIGHBORHOOD

Exhibit A – Vicinity Map / Comprehensive Plan Map

Legacy Farm Neighborhood is a residential community located in the City of Caldwell Impact Area and designated in its Comprehensive Plan as Neighborhood 2. The Legacy Farm Neighborhood will provide a mix of single-family home sizes that fit the R-2 Zoning designation.

- The project is located approximately one-half mile from the newly expanded Highway 20/26 and the mixed-use commercial corridor designated in the Comprehensive Plan.
- The development contributes to an appropriate mix of densities in the area and provides additional residential housing in close proximity to planned commercial and retail uses along the Highway 20/26 corridor.
- Residents of Legacy Farm will benefit from a walkable and bikeable community with convenient access to shopping, healthcare services, employment opportunities, and major regional transportation corridors.



LEGACY FARM
NEIGHBORHOOD

Exhibit B - Site Plan

Legacy Farm Neighborhood will consist of 402 single-family residential homes. Legacy Farm will provide much-needed housing options for future residents looking to live in the Eastern Caldwell Area in a highly amenitized neighborhood. Additional rooftops in this quickly developing area of Caldwell will help support commercial and retail uses along the Highway 20/26 Corridor.

Legacy farms will focus on homes that people can afford to buy and live in.

Pathways and sidewalks within the development will encourage walkability through the community and along regional pathways that connect to the neighborhood on the south side along the existing waterway.

The project has a pool facility, multiple pickleball courts, a playground, soccer fields, several dog parks, pathways, generously landscaped boulevards and endcaps, and other amenities distributed throughout the development. These will welcome residents' homes and create a sense of place and a feeling of community.

LEGACY FARM
NEIGHBORHOOD

Exhibit C – Benefits to The City of Caldwell

The Legacy Farm Neighborhood represents a strategic investment in Caldwell's future and delivers clear, measurable benefits that align with the City's long-term goals for growth, economic vitality, and quality of life.

- **Helps Caldwell Meet Housing Supply Targets**
  The addition of 402 new homes directly supports the City's responsibility to accommodate projected population growth. By providing new housing in a planned and infrastructure-ready area, the project helps Caldwell stay ahead of demand rather than react to shortages that drive up costs and strain services.
- **Adds Owner-Occupied, Attainable Housing**
  Legacy Farm will expand opportunities for attainable homeownership in Caldwell. Quality, detached single-family homes at attainable price points strengthen neighborhood stability, encourage long-term residency, and build generational wealth within the community.
- **Funds Infrastructure Through Impact Fees**
  The project will generate significant impact fees and permit revenue that directly fund transportation, parks, public safety, and utility infrastructure. Growth within a planned development such as Legacy Farm pays its own way and contributes to the broader public improvements that benefit the entire community.
- **Donates a Future Well Site**
  The dedication of a future municipal well site demonstrates forward-thinking partnership with the City. This contribution supports Caldwell's long-term water system planning and ensures that essential infrastructure keeps pace with growth.
- **Provides Oversized Open Space**
  With 16.4 acres of qualifying landscaped common area—well exceeding City Code requirements—the project delivers meaningful recreational amenities and high-quality open space. These investments enhance livability, promote healthy lifestyles, and set a strong standard for future residential development.
- **Supports the Highway 20/26 Commercial Tax Base**
  Residential rooftops are the foundation of successful commercial development. By placing 402 homes within close proximity to the Highway 20/26 corridor, Legacy Farm strengthens the viability of existing and planned retail, service, and employment uses. This balanced growth pattern supports local businesses, expands the commercial tax base, and reduces vehicle trip lengths by locating housing near goods and services.

In sum, Legacy Farm is not simply a residential subdivision—it is a thoughtfully planned neighborhood that supports Caldwell's housing goals, strengthens its economic base, and invests in the infrastructure and amenities that define a thriving community.

LEGACY FARM
NEIGHBORHOOD

Exhibit C –Community Amenities

PROJECT AMENITIES

As developers, we have researched and interviewed past homeowners and used the city ordinances as a guide to plan the most productive amenities for this neighborhood. As typical of our developments, the amenity package exceeds the requirement of the Caldwell City Development Code.

Proposed Amenities

A. Main Central Park (Block 18, Lot 1) - The Over 6-acre park will contain the following recreation facilities:

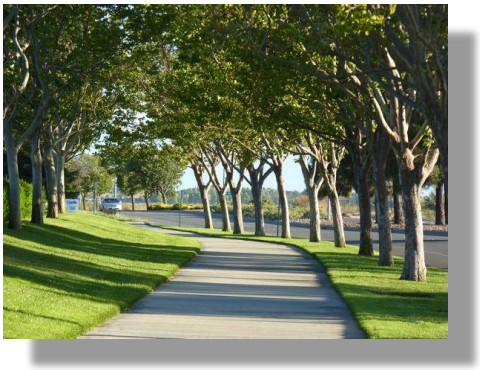
- **Community Pool and Changing Rooms**
- **Parking lot**
- **Fenced Play Structures, Swing Set, Climbing Dome**
- **Seating Benches**
- **Dog Park**
- **4 Pickleball Courts**
- **3 Soccer Fields**
- **Large Fenced Dog Park Area**
- **Cornhole Pad**
- **Food Truck Area W/ Seating**
- **Attractive Landscaping**

C. Four Dog Parks (Block 3, Lot 1, Block 6, Lot 1, Block 9, Lot 1 & Block 18, Lot 1) - parks will be nearly 1/2 of an acre and feature:

- **Open fencing, gated area**
- **Waste station**
- **Sitting benches**
- **Attractive landscaping**

D. Pathways – The Legacy Farm Neighborhood will include the following pedestrian pathways:

- **5 ' Regional Pathways will be constructed along The Maddens Spur Drain (4.748 L.F. ft) with numerous internal**



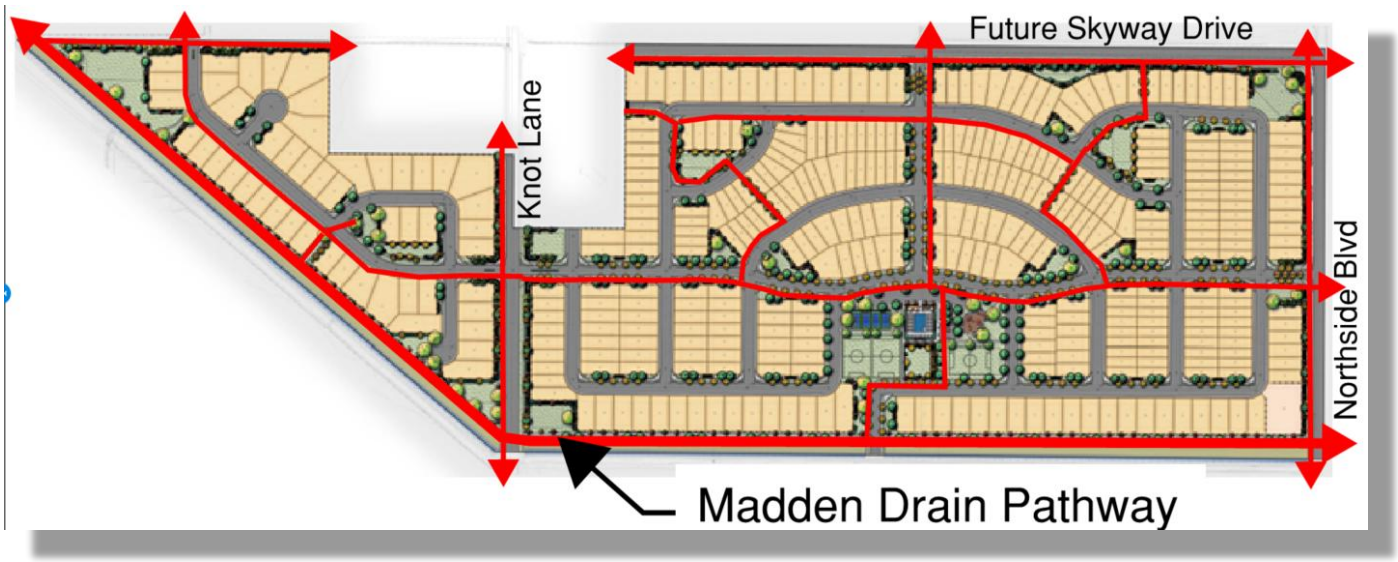
LEGACY FARM
NEIGHBORHOOD

Exhibit D – Pedestrian Connectivity

The Legacy Farm Neighborhood will feature pedestrian pathways and internal sidewalks that create a highly connected and pedestrian-friendly environment for both residents and the public.

A three-quarter-mile pedestrian pathway along the Maddens Spur Drain will provide an exceptional walking and biking experience. This pathway will connect to the already approved Aviary Subdivision located northwest of the Legacy Farm Neighborhood, enhancing regional connectivity and expanding recreational opportunities.

Internal pathways and sidewalks throughout the community will establish a series of walking loops and circuits, allowing residents convenient access to central amenities, common open spaces, and dog parks while promoting an active and walkable neighborhood design.

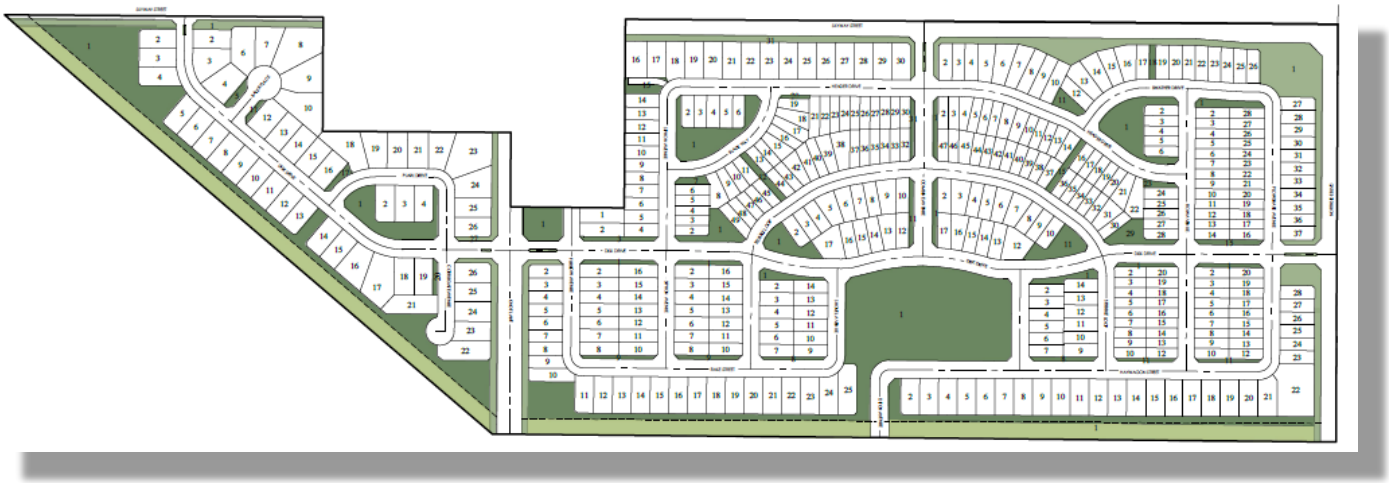


LEGACY FARM
NEIGHBORHOOD

Exhibit E – Open Space
(70% more than required)

Open Space – The Legacy Farm Neighborhood will provide over 16 acres of qualifying landscaped common area, including a neighborhood pool with changing rooms, four pickleball courts, four dog parks, a playground, landscaped internal pathways, landscaped end caps at each block, and enhanced landscaping along arterial and collector street frontages.

The total qualifying landscaped common area equals 16.4 acres (17.2% of the site). This exceeds the City Code requirement of 10%, providing approximately 6.84 acres, more open space than required or a 70% increase.



LEGEND

DRAINAGE/IRRIGATION OPEN SPACE	5.1 ACRES / 5.3%
LANDSCAPED OPEN SPACE	3.9 ACRES / 4.1%
PARK OPEN SPACE	12.5 ACRES / 13.1%

LEGACY FARM
NEIGHBORHOOD

Exhibit F – Home Design

Homes within the Legacy Farm Neighborhood will include 402 residences featuring a mix of product types, including both single-story and two-story detached single-family homes.

The architectural design of Legacy Farm has been intentionally developed to support the City of Caldwell's "Quality Neighborhoods to Call Home" Comprehensive Plan goal. The community will feature meaningful architectural diversity through multiple floor plans, varied elevations, and distinctive façade options to avoid repetition and create visual interest throughout the neighborhood. Design standards will require high-quality exterior materials, architectural-grade shingles, enhanced articulation, and carefully composed elevations. Vinyl siding will not be permitted.

Garage dominance will be mitigated through thoughtful placement, varied setbacks, and architectural treatments that emphasize primary living spaces and entry features. These standards ensure attractive streetscapes and pedestrian-friendly frontages rather than garage-forward repetition.

Interior finishes will include upgraded materials and functional layouts designed to meet modern expectations while remaining attainable for working families. By combining affordability with durable construction and strong architectural standards, Legacy Farm is designed to maintain long-term neighborhood quality, protect property values, and deliver a community that will age well over time.

This approach elevates the project from simply providing housing to creating a lasting, high-quality neighborhood consistent with Caldwell's adopted vision.

The following exhibits illustrate representative home types and architectural styles proposed for the community. Most floor plans will offer three to four distinct façade options, allowing the builder to create architectural diversity and varied streetscapes throughout the neighborhood.

LEGACY FARM
NEIGHBORHOOD

LEGACY FARM
NEIGHBORHOOD

LEGACY FARM
NEIGHBORHOOD

LEGACY FARM
NEIGHBORHOOD

Exhibit G –Infrastructure Investments and Utilities

INFRASTRUCTURE INVESTMENT

Investment in the East Caldwell area has been substantial and intentional. Over the past decade, coordinated public and private partnerships have delivered new recreational amenities and expanded critical municipal infrastructure. State and federal investments have significantly improved regional transportation corridors, including the widening of Highway 20/26 and the construction of Highway 16, positioning this area for planned and orderly growth.

Legacy Farm builds upon that foundation and continues this investment. All on-site and necessary off-site water, sewer, roadway, and utility extensions required to serve the project will be fully funded and constructed by the developer. The project will also generate substantial impact fees and permit revenue to support transportation, parks, and public safety infrastructure citywide. Growth within Legacy Farm is designed to pay its own way and will not create a financial burden on existing taxpayers.

In addition, the development includes the dedication of a future municipal well site, providing long-term value to the City's water system planning and capacity needs. Where required, utilities will be sized and installed to accommodate future growth beyond the boundaries of the project, creating additional infrastructure capacity that benefits surrounding properties and supports continued expansion in the East Caldwell area.

The Vallivue School District has also made major investments in the vicinity, including Ridgevue High School and new elementary schools, ensuring that educational facilities are already in place to serve future residents.

With regional transportation improvements, expanded utility capacity, educational facilities in place, and developer-funded infrastructure extensions, Legacy Farm represents efficient, fiscally responsible growth in an area specifically positioned for expansion. It leverages existing public investment, strengthens long-term system capacity, and adds to the City's tax base without shifting costs to current residents.

UTILITIES

The Legacy Farm Neighborhood will be fully supported by existing and extended utility infrastructure necessary to serve the development.

- Municipal water and sewer mains are available and of sufficient capacity to serve the Legacy Farm Neighborhood.
- The developer will fund the extension of these public utilities to and throughout the project site.
- Extension of water and sewer infrastructure will also benefit surrounding properties and help facilitate additional development in the area.
- Dry utilities, including electrical power, natural gas, telecommunications, and cable services, are also available to serve the site.

LEGACY FARM
NEIGHBORHOOD

Exhibit H – Schools / Emergency Response Times

VALLIVUE SCHOOL DISTRICT

The Vallivue School District has made significant investments in the surrounding area, including the construction of Ridgevue High School and the addition of new elementary schools. These facilities enhance the educational resources available to residents of the Legacy Farm Neighborhood.

School-age children residing in the Legacy Farm Neighborhood will attend schools within the Vallivue School District.

Legacy Farm Schools
East Canyon Elementary School
Summitvue Middle School
Ridgevue High School

There are four private and charter schools within a short drive of the project:

- Legacy Academy of Idaho (K-12) 8 min drive.
- Vision Charter School (K-12) 6 min drive.
- Thomas Jefferson Charter School (K-12) 8 min drive.
- Gem Prep Charter School (K-12) 11 min drive.

.

EMERGENCY RESPONSE TIMES

The Legacy Farm Neighborhood will be located within 6 minutes of Caldwell Fire Station #3 and is within the emergency response time goals for the fire department and other first responders. When Skyway Drive is completed, it is anticipated the response time will be even less.

LEGACY FARM
NEIGHBORHOOD

Exhibit I – Transportation

TRANSPORTATION

The Legacy Farm Neighborhood is located at the northeast corner of the intersection of Northside Boulevard and Linden Road and is bisected by Knot Lane.

According to the traffic study, the majority of site-generated traffic is anticipated to travel north to Highway 20/26, then head east and west to access Interstate 84 via the Franklin Interchange to the west and the Highway 16 interchange to the east. The planned Skyway Drive will serve as a much-needed frontage (backage) road along the 20/26 corridor, facilitating east–west traffic movement and improving overall circulation in the area.

A portion of traffic is expected to travel south along Northside Boulevard and Midland Boulevard to access shopping, services, and freeway connections in Nampa. The transportation network in this area is highly interconnected, providing multiple routes in and out of the neighborhood. This level of connectivity is expected to help reduce congestion, particularly as additional commercial, service, and retail uses continue to develop along the Highway 20/26 corridor, including establishments such as WinCo and Home Depot.

ROADWAY CONSTRUCTION

The Idaho Transportation Department is currently widening Highway 20/26 to five lanes. It is anticipated that the widening will be completed prior to occupancy of any homes within the Legacy Farm Neighborhood.

The expansion of this key state highway will help alleviate existing and projected traffic congestion in the area while improving overall mobility. The project will also enhance regional connectivity by providing improved access to the new Highway 16 corridor and Interstate 84, creating more efficient transportation routes for residents and the surrounding community.

EMERGENCY ACCESS

Emergency access will be provided during all seven phases of the project via the phasing plan submitted with this application.

LEGACY FARM
NEIGHBORHOOD

Exhibit J - Preliminary Plat/ Annexation/ Rezone

PRELIMINARY PLAT APPLICATION

The Legacy Farm Neighborhood will provide attainable homeownership opportunities in one of the most desirable and infrastructure-supported areas of East Caldwell. The proposed single-family residential density is 4.19 dwelling units per acre.

The City of Caldwell Comprehensive Plan designates this area as Neighborhood 2, which allows for densities ranging from 2 to 8 dwelling units per acre. **At 4.19 dwelling units per acre, the project falls on the lower end of the permitted range, ensuring compatibility with surrounding development while still contributing meaningfully to the City's housing supply.**

Importantly, this density reflects a **balanced and sustainable development pattern**—one that supports long-term fiscal responsibility. Development at this level generates sufficient tax base and impact fee revenue to contribute to infrastructure, public safety, and municipal services over time, while avoiding the inefficiencies associated with underdeveloped land. The result is a neighborhood that pays for itself over the long term and represents economically responsible growth for the City of Caldwell.

ANNEXATION:

The Legacy Farm Annexation consists of three parcels R3428313400 (0.887 Ac), R3426800000 (54.56 Ac.), and R3426500000 (40.08 Ac.). The annexation path will be through the Aviary Subdivision to the North and West of the Property.

REZONING

It is requested that all three parcels in the Legacy Farm Neighborhood be rezoned to the R-2 Zoning Designation which is consistent with the Neighborhood 2 designation in the Comprehensive Plan.

LEGACY FARM
NEIGHBORHOOD

Exhibit K – Development Agreement

<u>Development Agreement Request for Relief from Code Requirements</u>

The Legacy Farms Neighborhood requests approval of a Development Agreement to allow limited relief from two specific zoning code standards. These requests are intended to support a thoughtfully designed residential neighborhood that expands housing choice while maintaining safety, functionality, and compatibility with surrounding development.

Side Yard Setback Reduction

The applicant requests a reduction in the required side yard setback from 5 feet to 3 feet. A 3-foot side yard setback is consistent with the International Fire Code and provides adequate separation for life safety and emergency access. This standard has been successfully implemented in numerous jurisdictions, including the Cities of Meridian and Boise, where similar housing types have demonstrated long-term functionality and neighborhood compatibility.

To further ensure usability and access, the project will utilize side yard use easements between adjacent homes. These easements will provide each residence with a combined 6-foot-wide access corridor to the rear yard, preserving practical side yard access while allowing for more efficient lot design. This approach balances safety, access, and livability while supporting a compact and well-organized neighborhood pattern.

Minimum Lot Size Reduction

The applicant also requests a reduction in the minimum lot size within the R-2 zoning district from 4,000 square feet to 3,500 square feet. This modest adjustment enables the development of a housing size, type, and price point that is not currently available in the Caldwell market.

Reducing the minimum lot size allows for the creation of attainable, for-sale single-family homes that respond to current market demand while maintaining high-quality design and neighborhood character. This housing product has been built with significant success in Meridian and Boise, where it has expanded homeownership opportunities and contributed positively to the local housing supply.

Together, these requested adjustments support the City's goals of providing diverse housing options, efficient land use, and well-designed neighborhoods. The proposed Development Agreement offers a reasonable and proven approach to achieving these objectives while maintaining public safety and community standards.

LEGACY FARM
NEIGHBORHOOD

Exhibit L – Comprehensive Plan

The City of Caldwell Comprehensive Plan identifies five Vision Goals. The Legacy Farm Neighborhood is consistent with and supports each of these goals as outlined below:

1. **A Connected Community**
   The Legacy Farm Neighborhood features a highly interconnected and porous street network, providing multiple routes for residents to travel to and from work, school, and shopping areas. Walkability is a central design element, with nearly one mile of regional pathways in addition to internal sidewalks, walking loops, and trail connections. These facilities provide convenient access to neighborhood amenities as well as external connections to adjacent neighborhoods and regional commercial and activity centers along the Highway 20/26 corridor.

2. **Vibrant Gathering Spaces**
   The Legacy Farm Neighborhood's central park and amenity areas are designed to serve as a model for future residential development in Caldwell. Amenities include a neighborhood pool with changing rooms, four pickleball courts, a playground, soccer fields, a designated food truck area, and four dog parks distributed throughout the community. Together, these features create multiple vibrant gathering spaces that encourage recreation, community interaction, and neighborhood events.

3. **Where Rivers, Parks, and Agriculture Meet**
   While the project is not located along the Boise River, it provides connectivity to natural features such as the Maddens Spur Drain, an open waterway along which nearly one mile of pathway will be constructed on the south side of the neighborhood. The planned parks and open spaces will further establish a strong connection to the area's agricultural and open space character, creating opportunities for community gatherings and outdoor recreation.

4. **Quality Neighborhoods to Call Home**
   Legacy Farm exemplifies a high-quality residential neighborhood, offering attractive landscaping, thoughtfully designed amenities, and well-constructed homes at attainable price points. The community has been planned with a healthy lifestyle in mind, incorporating walking paths, open spaces, and recreational amenities that allow residents to exercise, gather, and recreate without leaving their neighborhood.

5. **Intentional and Distinct Centers**
   Legacy Farm will establish a distinct residential center within the community through its central amenities and gathering spaces. In addition, the development will provide the rooftops necessary to support commercial and economic activity along the Highway 20/26 corridor. Proximity between residential and commercial uses strengthens local businesses, reduces vehicle trip lengths, and promotes more efficient traffic patterns. By locating homes near goods and services, the project supports a balanced and sustainable growth pattern for the City of Caldwell.

Please refer to specific compliance with comprehensive plan goals in section K.

LEGACY FARM
NEIGHBORHOOD

Exhibit M – Comprehensive Plan Goals

The Legacy Farm Neighborhood will help Caldwell honor its heritage as it embraces its future through thoughtful growth, mixture of housing, accessible community connections and distinct spaces. The following table describes how the Legacy Farm Neighborhood design and meets the City of Caldwell's Comprehensive Plan Goals:

CP Page	Goal and *Response*
8	Support a balance and integration of diverse housing and neighborhood types.
	• *The Legacy Farm Neighborhood will incorporate three distinct housing types that will provide for sale housing at price points that residence can afford.*
10	A connected Community
	• *The Legacy Farm Neighborhood will provide a network of efficient and accessible vehicular and pedestrian corridors linking the neighborhood to multiple transportation options to shopping and recreation.*
10	Vibrant Gathering Spaces
	• *A large park/gathering area will be the central focus of the Legacy Farms Community. The park will include numerous recreation and gathering opportunities such as a swimming pool, four pickleball courts, soccer fields, playground, picnic shelters, food truck patio and dog parks.*
10	Where Rivers, Parks and Agriculture Meet
	• *The Large Park in the Legacy Farms Neighborhood will have a connected pathway to a regional pathway along the Maddens Spur Drain that could provide future pedestrian connections to other community resources such as shopping and schools.*
10	Quality Neighborhoods to Call Home
	• *The Legacy Farm Neighborhood will be a highly amenitiezed community with attractive landscaping and open spaces that residence will be glad to call home.*
10	Intentional and Distinct Centers
	• *The Legacy Farm Neighborhood will provide housing density and rooftops near employment, large shopping areas, and along major transportation corridors. These "rooftops" will support commercial and retail growth in the area as well as providing important impact fees and tax revenue to the city.*
15 - 16	Future Land Use Plan
	• *The Legacy Farm Neighborhood embodies the vision for Caldwell's Future by using the elements in the comprehensive plan as a guide for the neighborhood design by using elements such as, curvilinear street design, place making parks and common areas, walkability to Area hubs such as the large neighborhood park, schools and shopping areas.*

17 - 18	Primary and Supporting land uses
	• *The Legacy Farm Neighborhood is within the Neighborhood 2 Comprehensive Plan Designation on the Future Land Use Map. The proposed single family home density of 4.19 fits well within the range of 8 units and under as required by the Comprehensive Plan.*
24	Neighborhood 2 - Density
	• *The Legacy Farm Neighborhood will fit perfectly into the "Primary Residential Place Type" of the Neighborhood 2 Designation with a density well under the 8 units per acre limit.*
25	Neighborhood 2 - Connectivity
	• *The Legacy Farms Neighborhood will be a highly connected neighborhood with both vehicular and pedestrian connections throughout the neighborhood.*
25	Area Hub Connections
	• *The legacy Farm Neighborhood will be an integral part of the commercial and retail hub along the Highway 20/26 Corridor providing the needed residential rooftops to support the commercial and retail activity.*
71	Ensure that Development Pays for Itself
	• *The Legacy Farm Neighborhood will build all of the necessary sewer, water, power, gas and telecom infrastructure required by neighborhood. Roadway widening and improvements to Northside, Skyway and Knot Lane will be constructed with the development. A City well site is also being donated to the City for the construction of a future municipal well.*
71	Local and Collector Street Design
	• *The street network within and adjacent to the Legacy Farms Neighborhood have been carefully and thoughtfully designed to meet all of the City of Caldwell requirements and best design practices.*
71	Connect to Existing Street Network
	• Connection to the existing street network and future main roadways such as Skyway Drive were important design considerations in the layout of the neighborhood plan.
71	Preserve the Function of Highways
	• *The location of the neighborhood and future street network connectivity will not reduce the functionality of the Highway 20/26 Corridor, the addition of Skyway Drive and access to several other main arterials will help to distribute traffic easily and provide alternatives in high traffic times of day.*

72	Ensure Safe, Pathways for Pedestrians
	• *In the Legacy Farm Neighborhood walking paths, large open play areas with perimeter fencing, streets with curb, gutter and sidewalks will promote a safe and healthy community.*
73	Prioritize Public Safety
	• *Emergency responders will have multiple routes to the Legacy Farms Neighborhood. Caldwell Fire Station #3 is less than 6 minutes from the neighborhood.*
73	Proper Ingress and Egress for Emergency Vehicles
	• *The Legacy Farm Neighborhood will meet all local and international fire code requirements for access of emergency vehicles.*
74	Utility Services and Facilities
	• *The Legacy Farm Neighborhood will provide adequate power, gas and telecommunications services to all of its residence as well as extending it to future developments.*
75	Average Travel Time to Work
	• *Legacy Farm Neighborhood is on the lower end of the travel time to work exhibit in the Comprehensive Plan. Many options for drivers will cut down on commute times.*
78	Vibrant Gathering Spaces
	• *The Legacy Farm Neighborhood will provide many community gathering spaces as described above.*
81	Range of Activities
	• *The amenities listed in the narrative above clearly illustrate lengths that the developer is going to in order create a welcoming community that has activities for all age groups.*
87	Neighborhood Park Opportunity
	• *The Main Community Park and Gathering Area are located near a Neighborhood Park designation on the map on page 87 of the Comprehensive Plan Document.*
89	Safeguard Environmental Features
	• *Legacy Farms will utilize City and National Codes and best practice requirements for Environmental Protection, both during and after construction to ensure there are no impacts on natural resources.*
87	Neighborhood Park Opportunity
	• *The Main Community Park and Gathering Area are located near a Neighborhood Park designation on the map on page 87 of the Comprehensive Plan Document.*

June 26, 2026

City of Caldwell Planning & Zoning Commission
c/o Morgan Bessaw, City Planner
205 S. 6th Ave.
Caldwell, Idaho 83605

RE: Legacy Farms Preliminary Plat and Development Agreement

Dear Planning & Zoning Commission Members:

Thank you for your thoughtful review of the Legacy Farms Preliminary Plat and Development Agreement and for the constructive comments provided during the June 10, 2026 public hearing. The Commission identified three primary issues during the hearing, and this letter responds to each of those issues while outlining revisions the applicant has made in response to the Commission's comments.

Legacy Farms is a proposed 95.60-acre master planned residential community located within the City's planned growth area near the Highway 20/26 corridor. The project has been thoughtfully designed to provide a high-quality neighborhood with a mix of residential lot sizes, substantial parks and open space, trails, recreational amenities, enhanced landscaping, and attractive transitions to surrounding properties.

The project also plays an important role in implementing the City's long-term land use strategy. Legacy Farms is located immediately south of properties designated Neighborhood 3 and Commercial along the Highway 20/26 corridor, making it a natural transition between traditional residential neighborhoods and the City's planned commercial employment corridor. The Comprehensive Plan envisions these land use designations working together by providing a range of housing opportunities that support nearby commercial development while creating logical transitions between neighborhoods of varying intensity.

The Comprehensive Plan serves as the City's blueprint for future growth. Commercial businesses rely upon it when determining future locations because they depend upon nearby households to support successful commercial activity. Likewise, the City plans water and sewer infrastructure, highway districts plan future roadway improvements, school districts project future enrollment, and developers make land acquisition decisions based upon the residential densities identified in the Comprehensive Plan. Together, these planned land uses create the residential population, commercial activity, and infrastructure planning framework envisioned by the Comprehensive Plan.

The revisions outlined below demonstrate the applicant's willingness to address neighborhood compatibility concerns while preserving the flexibility necessary to implement the housing diversity envisioned by the Comprehensive Plan while providing exceptional community amenities and public benefits.

Item 1 -Northern Boundary Buffer

To provide an enhanced transition to the existing Canyon County residential properties along the northern project boundary, the applicant proposes increasing the rear yard setback to 20 feet and requiring a minimum of three landscape trees within the rear yard of Lots 20, 21, 22, and 23, Block 2, as shown on the Preliminary Plat dated February 17, 2026 and per the exhibit below. Trees will be spaced no greater than 20 feet apart to establish a meaningful visual buffer as the landscaping matures.

Item 2 – Housing Diversity, Comprehensive Plan Implementation, and Community Benefit (Lot Size)

Legacy Farms <u>is not</u> requesting additional density. Rather, the applicant is requesting the dimensional flexibility necessary to implement the housing diversity envisioned by the City's Comprehensive Plan while providing exceptional community amenities and public benefits.

The Comprehensive Plan is the City's blueprint for future growth. It guides long-term decisions by the City, utility providers, highway districts, school districts, developers, landowners, and commercial businesses.

Commercial investment in this area—including existing businesses such as Fred Meyer and proposed developments such as WinCo and Walmart—is occurring because those businesses rely on the residential densities identified in the Comprehensive Plan to provide the customer base necessary to support their long-term investment. These commercial uses are counting on the City to implement the medium to higher end of the comprehensive plan densities.

Likewise, the City plans future water and sewer capacity, roadway improvements, and other public infrastructure based on those planned residential densities. For these reasons, the density ranges identified in the Comprehensive Plan should be viewed as achievable planning objectives—not merely theoretical maximums.

If the residential densities identified in the Comprehensive Plan cannot reasonably be achieved through the City's development regulations, then the City's adopted vision for growth becomes difficult to implement. The Development Agreement process exists to provide the flexibility necessary to achieve that vision while balancing exceptional public benefits.

The Neighborhood 2 designation contemplates residential densities ranging from two to eight dwelling units per acre. Legacy Farms is proposed at approximately one-half of that maximum planned density.

Comprehensive Plan vs. Legacy Farms	Result
Maximum Density (95.60 AC @ 8 DU/AC)	Approximately 765 Lots
Legacy Farms Proposed	402 Lots
Difference	Approximately 363 Fewer Lots
Percentage of Maximum Planned Density	Approximately 53%

The Comprehensive Plan specifically encourages a variety of housing opportunities serving residents at different stages of life and income levels. Achieving that housing diversity is difficult if every home must be located on a minimum 4,000-square-foot lot with traditional setbacks. Legacy Farms instead provides detached, fee-simple homes that better reflect today's market while expanding opportunities for long-term homeownership.

Importantly, the proposed smaller-lot neighborhood comprises less than 38 percent of the project, is located entirely within the interior of the development, and does not adjoin existing neighborhoods. As a result, the requested dimensional flexibility will not adversely affect surrounding property owners.

Finally, the requested flexibility is balanced by substantial public benefits. Legacy Farms significantly exceeds the minimum requirements of City Code by providing an extensive network of parks, open space, trails, recreational amenities, enhanced landscaping, pedestrian connections, community gathering areas, and other community features. These improvements represent a significant private investment in public infrastructure and quality of life and exemplify the type of community benefit the Development Agreement process was created to encourage.

Item 3 - Three-Foot Side Yard Setbacks

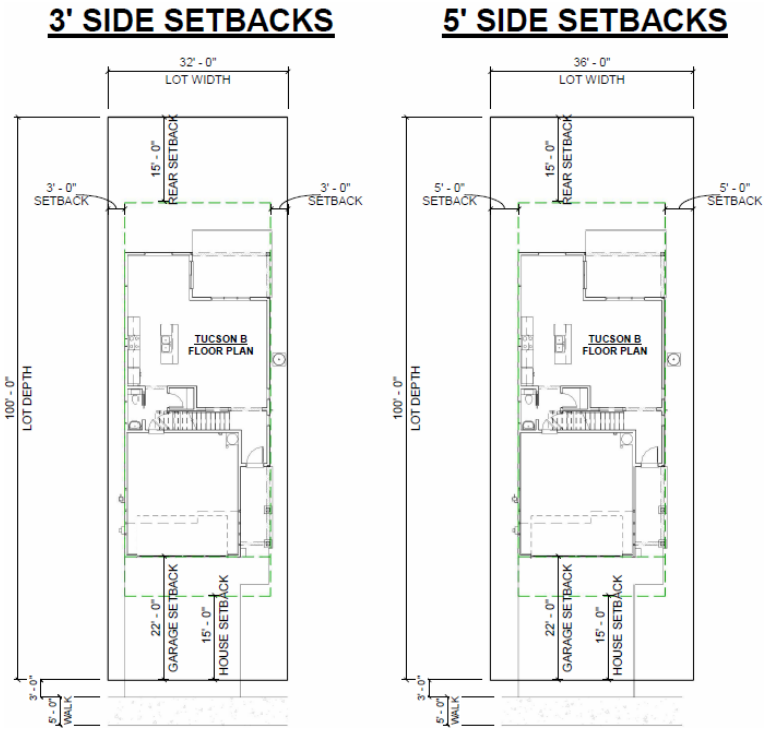
The proposed three-foot side yard setbacks apply only within the smaller-lot neighborhood and will not impact surrounding properties or the project's external appearance.

Caldwell's development standards already contemplate residential side yard setbacks ranging from zero to five feet depending upon housing type. Table 10-05-04, Note 5 permits zero-foot setbacks for attached product. While attached housing could help achieve the City's planned residential densities, the applicant is intentionally proposing detached, fee-simple homes that better reflect current market demand while promoting long-term homeownership.

A three-foot setback is not unprecedented when the City's regulations already contemplate zero-foot setbacks. Rather than representing a departure from City standards, it is an intermediate standard that provides greater separation than the minimum already permitted by City Code.

The proposed setbacks fully comply with all applicable building and fire code requirements. If attached housing with zero-foot setbacks is permissible, detached homes with three-foot setbacks are likewise consistent with the intent of the City's development regulations while providing individually owned homes preferred by today's market.

A 32-foot-wide lot with three-foot side yard setbacks creates the same 26-foot building envelope as a 36-foot-wide lot with five-foot setbacks. In both cases, the resulting home is essentially the same size. The difference is that the narrower lots reduce land and infrastructure costs while expanding housing opportunities without increasing building mass, neighborhood intensity, or visual impacts.



Conclusion

The Comprehensive Plan establishes the City's long-term vision for growth. The Development Agreement process exists to implement that vision by allowing flexibility where projects provide exceptional public benefits.

Legacy Farms does exactly that. The project develops at only approximately 53 percent of the maximum residential density contemplated by the Comprehensive Plan while providing a level of parks, open space, trails, recreational amenities, landscaping, and community features that substantially exceeds the minimum requirements of City Code.

The applicant is not asking the Commission to choose between good planning and flexible development standards. Rather, Legacy Farms demonstrates that the two work together. The project creates a thoughtful transition between Neighborhood 2, Neighborhood 3, and Commercial land uses while expanding owner-occupied housing opportunities, supporting future commercial development, and implementing the Comprehensive Plan exactly as it was intended.

For these reasons, the applicant respectfully requests that the Planning and Zoning Commission recommend approval of the Legacy Farms Preliminary Plat and Development Agreement.

Respectfully submitted,

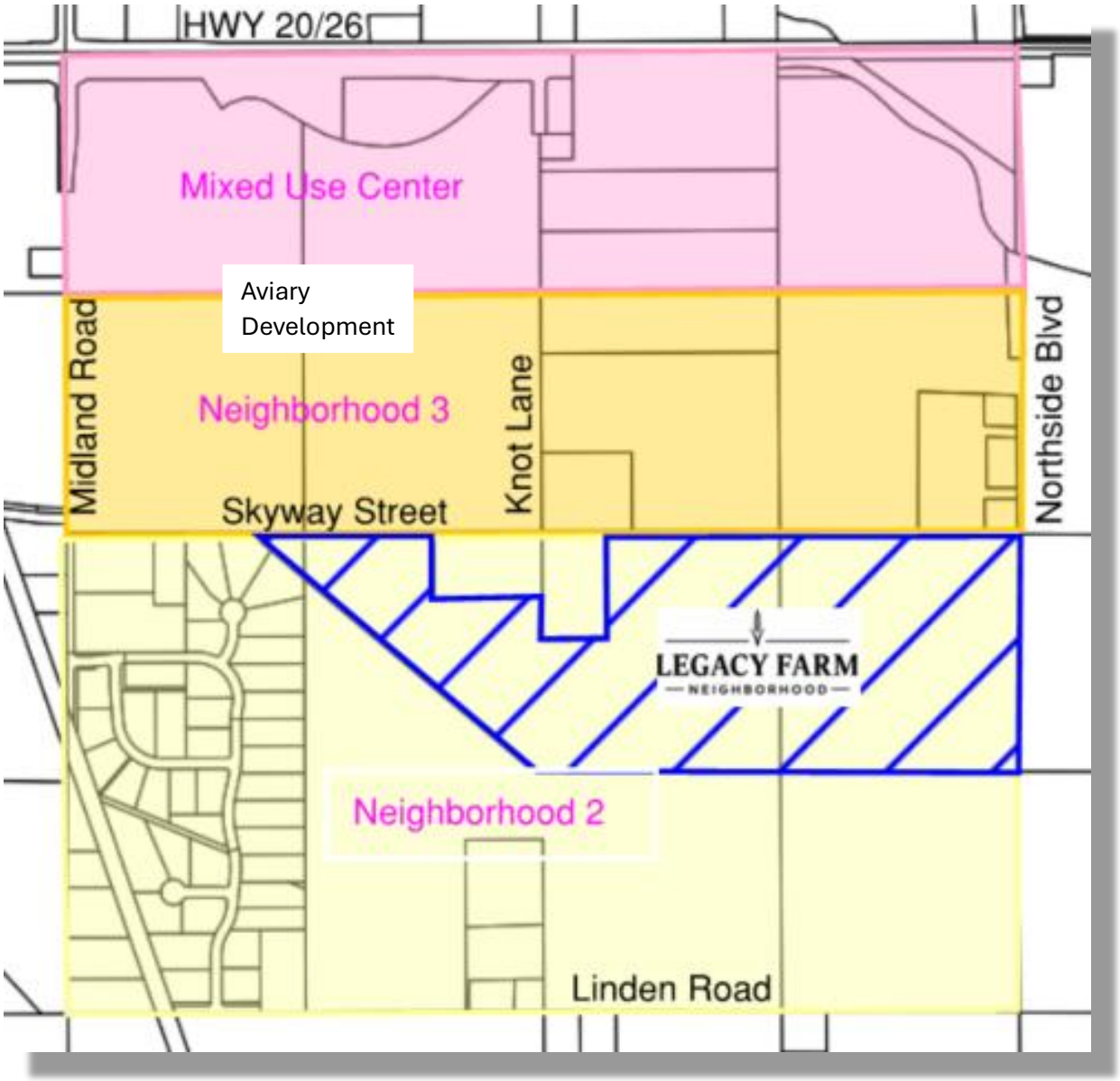
Laren Bailey, MCRP
Porchlight Development, LLC
208-899-1155

Legacy Farms Neighborhood at a Glance

Item	Legacy Farms
Comprehensive Plan Designation	Neighborhood 2
Maximum Planned Density	764 Lots
Proposed Lots	402 Lots
Planned Density Utilized	**53%**
Smaller-Lot Neighborhood	**<38% of Project**
Side yard Setback	**Increased 0' to 3'**
Small Lots Adjacent to Existing Neighborhoods	**No**
Open Space	**13%+**
Parks	✓
Pool Facility	✓
Pickleball Courts	✓
Dog Parks	✓
Walking Trails	✓
Detached Owner-Occupied Homes	✓
Transition to Neighborhood 3 & Commercial	✓

Legacy Farm Neighborhood

Vicinity Map



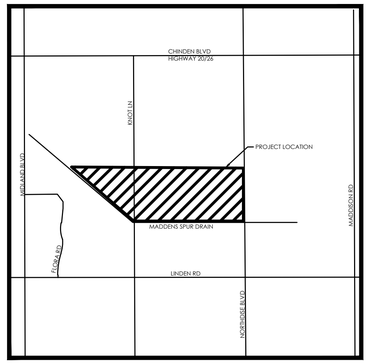
LEGACY FARMS

PREPARED FOR:

PORCHLIGHT, LLC

LOCATED IN:

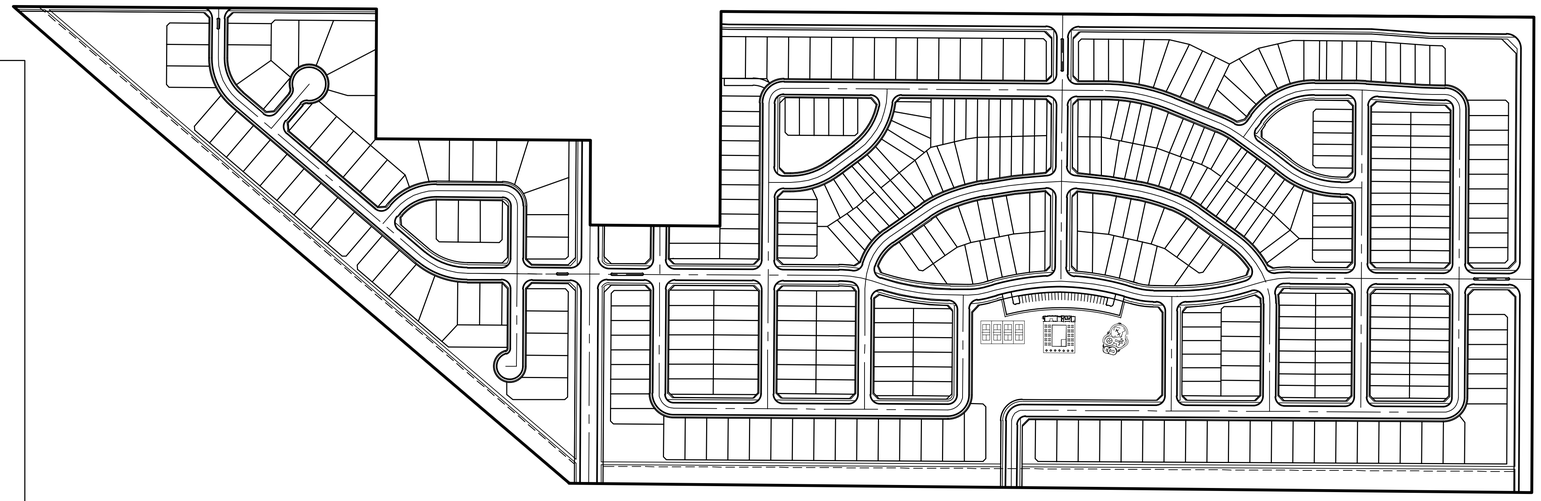
SE 1/4 OF SECTION 27 AND THE W 1/2 OF SECTION 26,
TOWNSHIP 4 NORTH, RANGE 2 WEST, BOISE MERIDIAN
CALDWELL CITY, CANYON COUNTY



VICINITY MAP

NTS

Sheet List Table	
Sheet Number	Sheet Title
C1	COVER
C2	PHASING PLAN
C2.1	OPEN SPACE PLAN
C3.0	LOT DIMENSIONS WEST
C3.1	LOT DIMENSIONS CENTER
C3.2	LOT DIMENSIONS EAST
C4.0	SITE PLAN
C4.1	SITE PLAN
C4.2	SITE PLAN
C5	STREET SECTIONS



SITE MAP

SITE DATA

ZONING
EXISTING: R1
PROPOSED: R2

SITE AREA
TOTAL ACREAGE 95.60 ACRES
QUALIFYING OPEN SPACE: 16.4 ACRES (17.2%)

TOTAL LOTS 449 LOTS
BUILDABLE LOTS: 402 LOTS
COMMON LOTS: 47 LOTS
AVERAGE BUILDABLE LOT SIZE: 5141 SQFT
DWELLING UNITS PER GROSS ACRE: 4.19 UNITS/ACRE

NOTE: COMMON LOTS TO BE OWNED AND MAINTAINED BY THE LEGACY FARMS SUBDIVISION HOMEOWNERS ASSOCIATION

LOT SIZE DATA

TYP. 32' x110' LOT SIZE:	3520 SQFT	154 LOTS
TYP. 41' x110' LOT SIZE:	4510 SQFT	147 LOTS
TYP. 60' x 117' LOT SIZE:	7020 SQFT	101 LOTS

AMENITIES
SWIMMING POOL FACILITY, PLAYGROUND, (4) PICKLEBALL COURTS

.

GENERAL NOTES

1. CONTRACTOR TO FIELD VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION, AND REPORT ANY DISCREPANCIES TO THE ENGINEER.

2. ANY AND ALL DISCREPANCIES IN THESE PLANS ARE TO BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO COMMENCEMENT OF CONSTRUCTION.

3. ALL CONSTRUCTION SHALL ADHERE TO CITY OF CALDWELL AND ISPWC STANDARD PLANS AND SPECIFICATIONS.

4. ALL UTILITIES AND ROAD IMPROVEMENTS SHOWN ON THE PLANS HEREIN SHALL BE CONSTRUCTED USING REFERENCE TO SURVEY CONSTRUCTION STAKES PLACED UNDER THE SUPERVISION OF A PROFESSIONAL LICENSED SURVEYOR WITH A CURRENT LICENSE ISSUED BY THE STATE OF IDAHO. ANY IMPROVEMENTS INSTALLED BY ANY OTHER VERTICAL OR HORIZONTAL REFERENCE WILL NOT BE ACCEPTED OR CERTIFIED BY THE ENGINEER OF RECORD.

5. THIS DRAWING SET IS SCALED TO BE PRINTED ON A 24" X 36" SIZE OF PAPER (ARCH. D). IF PRINTED ON A SMALLER PAPER SIZE, THE DRAWING WILL NOT BE TO SCALE AND SHOULD NOT BE USED TO SCALE MEASUREMENTS FROM THE PAPER DRAWING. ALSO USE CAUTION, AS THERE MAY BE TEXT OR DETAIL THAT MAY BE OVERLOOKED DUE TO THE SMALL SIZE OF THE DRAWING.

NOTICE

BEFORE PROCEEDING WITH THIS WORK, THE CONTRACTOR SHALL CAREFULLY CHECK AND VERIFY ALL CONDITIONS, QUANTITIES, DIMENSIONS, AND GRADE ELEVATIONS, AND SHALL REPORT ALL DISCREPANCIES TO THE ENGINEER.

ENGINEER'S NOTES TO CONTRACTOR

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS, TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS. IF UTILITY LINES ARE ENCOUNTERED DURING CONSTRUCTION THAT ARE NOT IDENTIFIED BY THESE PLANS, CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY.

2. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE CITY, THE OWNER, AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

3. UNAUTHORIZED CHANGES & USES: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.

4. ALL CONTOUR LINES SHOWN ON THE PLANS ARE AN INTERPRETATION BY CAD SOFTWARE OF FIELD SURVEY WORK PERFORMED BY A LICENSED SURVEYOR. DUE TO THE POTENTIAL DIFFERENCES IN INTERPRETATION OF CONTOURS BY VARIOUS TYPES OF GRADING SOFTWARE BY OTHER ENGINEERS OR CONTRACTORS, FOCUS DOES NOT GUARANTEE OR WARRANTY THE ACCURACY OF SUCH LINEWORK. FOR THIS REASON, FOCUS WILL NOT PROVIDE ANY GRADING CONTOURS IN CAD FOR ANY TYPE OF USE BY THE CONTRACTOR. SPOT ELEVATIONS AND PROFILE ELEVATIONS SHOWN IN THE DESIGN DRAWINGS GOVERN ALL DESIGN INFORMATION ILLUSTRATED ON THE APPROVED CONSTRUCTION SET. CONSTRUCTION EXPERTISE AND JUDGMENT BY THE CONTRACTOR IS ANTICIPATED BY THE ENGINEER TO COMPLETE BUILD-OUT OF THE INTENDED IMPROVEMENTS.

CONTACTS

ENGINEER & SURVEYOR
FOCUS ENGINEERING & SURVEYING, LLC
1001 N. ROSARIO ST SUITE 100
MERIDIAN, IDAHO 83642
(208) 974-0075
PROJECT MANAGER: DENNIS JORDAN

SURVEYOR
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EMMET, IDAHO 83617
(208) 398-8104
CONTACT: GUS PORTER

OWNER/DEVELOPER
PORCHLIGHT, LLC
810 E CENTRAL LANE STE 120
MERIDIAN, IDAHO 83642
(208) 336-5355
CONTACT: LAREN BAILEY

BENCHMARK
SE CORNER
SECTION 28
2.5" ALUM. CAP
ELEV: 2459.23

N
S

GRAPHIC SCALE

200 0 100 200 400 800

(IN FEET)
1 inch = 200ft.

Know what's below. Call 811 before you dig.

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PROFESSIONAL ENGINEER LICENSED 19030 02/17/26 STATE OF IDAHO THOMAS M. ROMNEY

LEGACY FARMS
PRELIMINARY PLAT
CALDWELL CITY, CANYON COUNTY

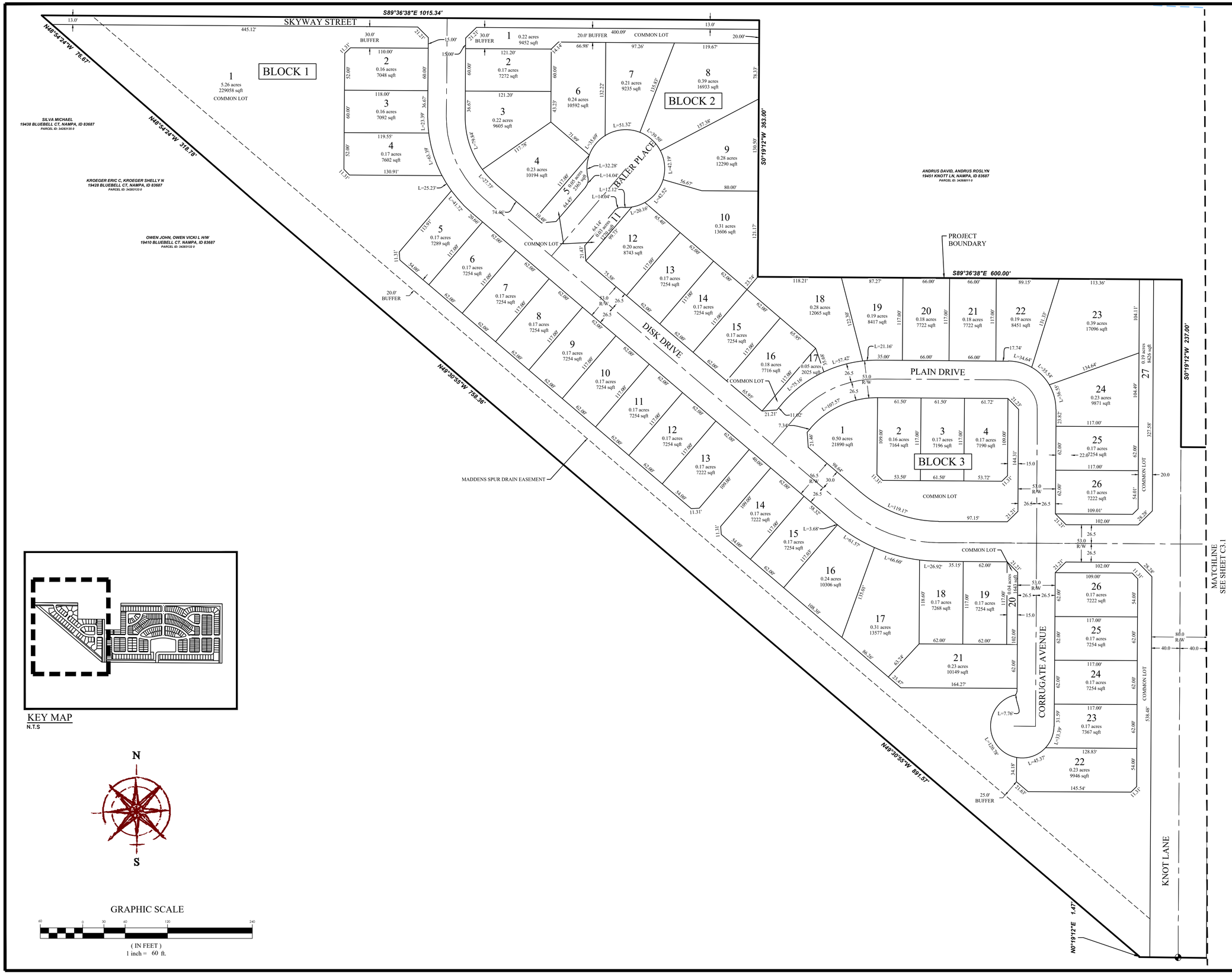
REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

COVER

Scale:	1"=200'	Drawn:	NR
Date:	2/17/26	Job #:	25-5029
Sheet:	C1		

V:_2025\25-5029 Legacy Farms 1\design 25-5029\dwg\sheets\C1 COVER.dwg



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PROFESSIONAL ENGINEER LICENSED 19030 02/17/26 STATE OF IDAHO THOMAS M. ROMNEY

LEGACY FARMS
CALDWELL CITY, CANYON COUNTY
LOT DIMENSIONS WEST

REVISION BLOCK

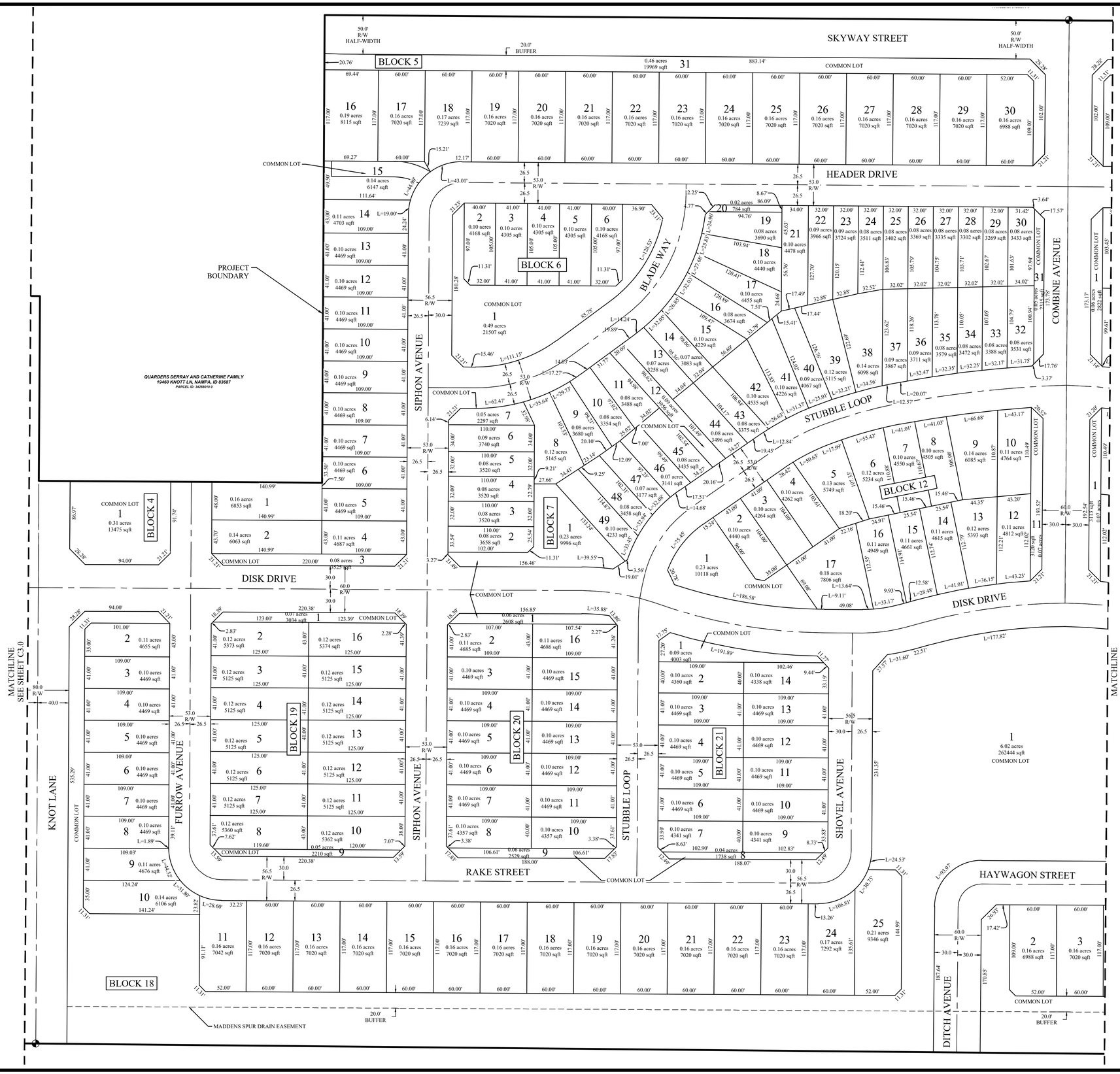
#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

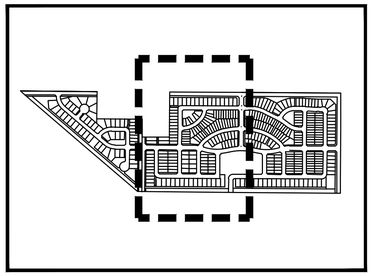
LOT DIMENSIONS WEST

Scale:	1"=60'	Drawn:	NR
Date:	2/17/26	Job #:	25-5029
Sheet:	C3.0		

Know what's below. Call 811 before you dig.

V:_2025\25-5029 Legacy Farms 1\design 25-5029\dwg\sheets\C3.1 SITE PLAN.dwg





KEY MAP
N.T.S

GRAPHIC SCALE

(IN FEET)
1 inch = 60 ft.

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LEGACY FARMS
CALDWELL CITY, CANYON COUNTY
LOT DIMENSIONS CENTER

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

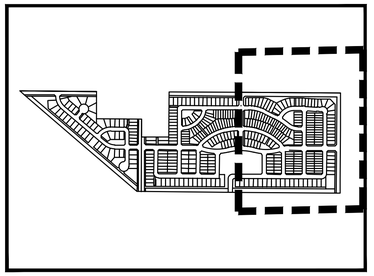
LOT DIMENSIONS CENTER

Scale: 1"=60'	Drawn: NR
Date: 2/17/26	Job #: 25-5029
Sheet: C3.1	

811 Know what's below. Call 811 before you dig.

V:_2025\25-5029 Legacy Farms 1\design 25-5029\dwg\sheet\C3.2 SITE PLAN.dwg

KEY MAP
N.T.S



GRAPHIC SCALE

(IN FEET)
1 inch = 60 ft.

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PROFESSIONAL ENGINEER LICENSE 19030 2/17/26 STATE OF IDAHO THOMAS M. ROMNEY

LEGACY FARMS
CALDWELL CITY, CANYON COUNTY
LOT DIMENSIONS EAST

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

LOT DIMENSIONS EAST

Scale:	1"=60'	Drawn:	NR
Date:	2/17/26	Job #:	25-5029
Sheet:	C3.2		

Know what's below. Call 811 before you dig.

V:_2025\25-5029 Legacy Farms 1\design 25-5029\dwg\sheets\C3.3 SITE PLAN.dwg

SKYWAY STREET

COMMON LOT

SB #1

92' X 180' SEEPAGE BED

8.0' SIDEWALK

8.0' PLANTER STRIP

5.0' SIDEWALK

5.0' SETBACK (TYP.)

10" SANITARY SEWER

CULINARY WATER CONNECTION

SEWER CONNECTION

12.0' UTILITY SEPARATION

8" CULINARY WATER (TYP.)

20.0' LANDSCAPE BUFFER

COMMON LOT

BLOCK 2

BALER PLACE

47.0' TBC

37.0' TBC

8" SANITARY SEWER

COMMON LOT

DISK DRIVE

37.0' TBC

3.0' PLANTER STRIP

5.0' SIDEWALK

MADDENS SPUR DRAIN EASEMENT

40.0' UTILITY CORRIDOR

FUTURE UTILITY CORRIDOR BUILDOUT

20.0' SETBACK (TYP.)

PROJECT BOUNDARY

22.0' SETBACK

8" SANITARY SEWER

PLAIN DRIVE

36.5' TBC

SB #3

46' X 73.5' SEEPAGE BED

BLOCK 3

COMMON LOT

36.5' TBC

COMMON LOT

BLOCK 1

COMMON LOT

CORRUGATE AVENUE

8" SANITARY SEWER

5.0' SIDEWALK

KNOT LANE

FIRE HYDRANT (TYP.) (13 TOTAL)

37.0' TBC

65' X 105' SEEPAGE BED

SB #2

MATCHLINE SEE SHEET C4.1

LEGEND

	BOUNDARY
	ROW
	CENTERLINE
	LOT LINE
	EASEMENT
XX SD	XX" STORM DRAIN
XX SS	XX" SANITARY SEWER
XX W	XX" CULINARY WATER
XX PI	XX" PRESSURE IRRIGATION
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
Ex SD	EXIST. STORM DRAIN
Ex SS	EXIST. SANITARY SEWER
Ex W	EXIST. CULINARY WATER
x x x	EXIST. FENCE
[XXXX]	EXIST. CONTOUR MAJOR
[XXXX]	EXIST. CONTOUR MINOR
	SIGN
	STREET LIGHT
	SD MH, INLET, AND COMBO
	SEWER MANHOLE
	SECONDARY METER, WATER METER
	CULINARY VALVE, TEE & BEND
	SECONDARY VALVE, TEE & BEND
	WATER BLOW-OFF
	FIRE HYDRANT
	STREET MONUMENT (TO BE SET)
	EXIST. STREET MONUMENT
	EXIST. SD INLET & MH
	EXIST. SEWER MH
	EXIST. VALVE, TEE, & BEND
	EXIST. FIRE HYDRANT
o XXXX.XX	SPOT ELEVATION

KEY MAP
N.T.S

N

S

GRAPHIC SCALE

40 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

Know what's below. Call 811 before you dig.

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PROFESSIONAL ENGINEER LICENSE 19030 STATE OF IDAHO THOMAS M. ROMNEY 02/17/26

LEGACY FARMS
CALDWELL CITY, CANYON COUNTY
SITE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
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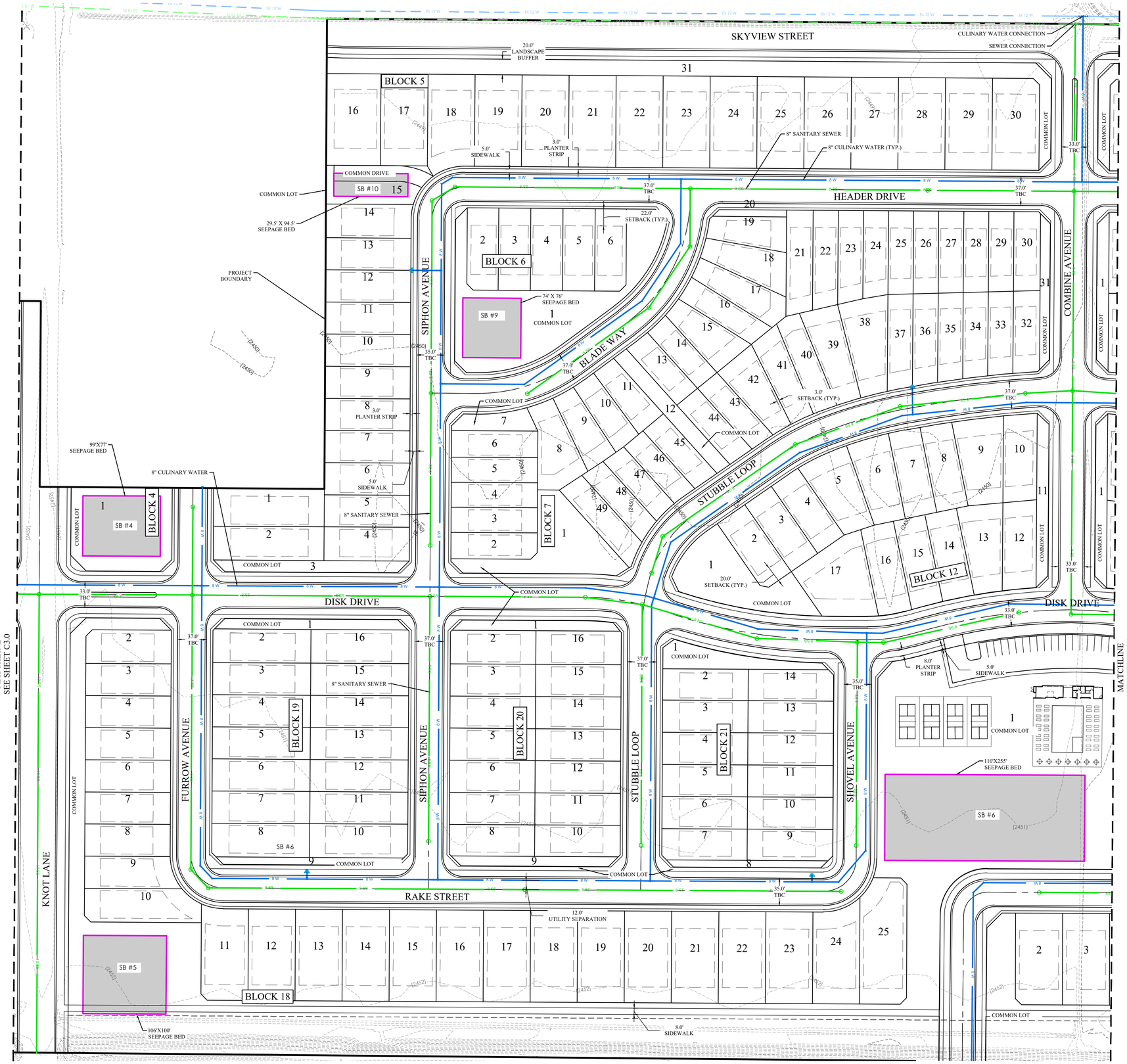
5	----	----
6	----	----

SITE PLAN

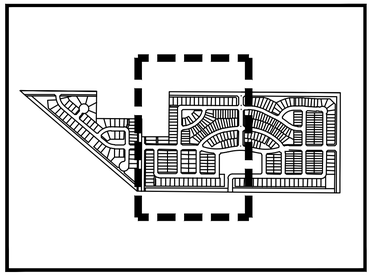
Scale:	1"=60'	Drawn:	NR
Date:	2/17/26	Job #:	25-5029
Sheet:	C4.0		

V:_2025\25-5029 Legacy Farms 1\design 25-5029\dwg\sheets\C4.1 CONCEPTUAL ENGINEERING.dwg



LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- XX SD — XX" STORM DRAIN
- XX SS — XX" SANITARY SEWER
- XX W — XX" CULINARY WATER
- XX PI — XX" PRESSURE IRRIGATION
- XXXX — CONTOUR MAJOR
- XXXX — CONTOUR MINOR
- Ex SD — EXIST. STORM DRAIN
- Ex SS — EXIST. SANITARY SEWER
- Ex W — EXIST. CULINARY WATER
- X — EXIST. FENCE
- (XXXX) — EXIST. CONTOUR MAJOR
- (XXXX) — EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- SECONDARY METER, WATER METER
- CULINARY VALVE, TEE & BEND
- SECONDARY VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- o XXXX.XX — SPOT ELEVATION



KEY MAP
N.T.S

N
S

GRAPHIC SCALE

(IN FEET)
1 inch = 60 ft.

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PROFESSIONAL ENGINEER LICENSED 19030 STATE OF IDAHO THOMAS M. ROMNEY 02/17/26

LEGACY FARMS PRELIMINARY PLAT
CALDWELL CITY, CANYON COUNTY

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
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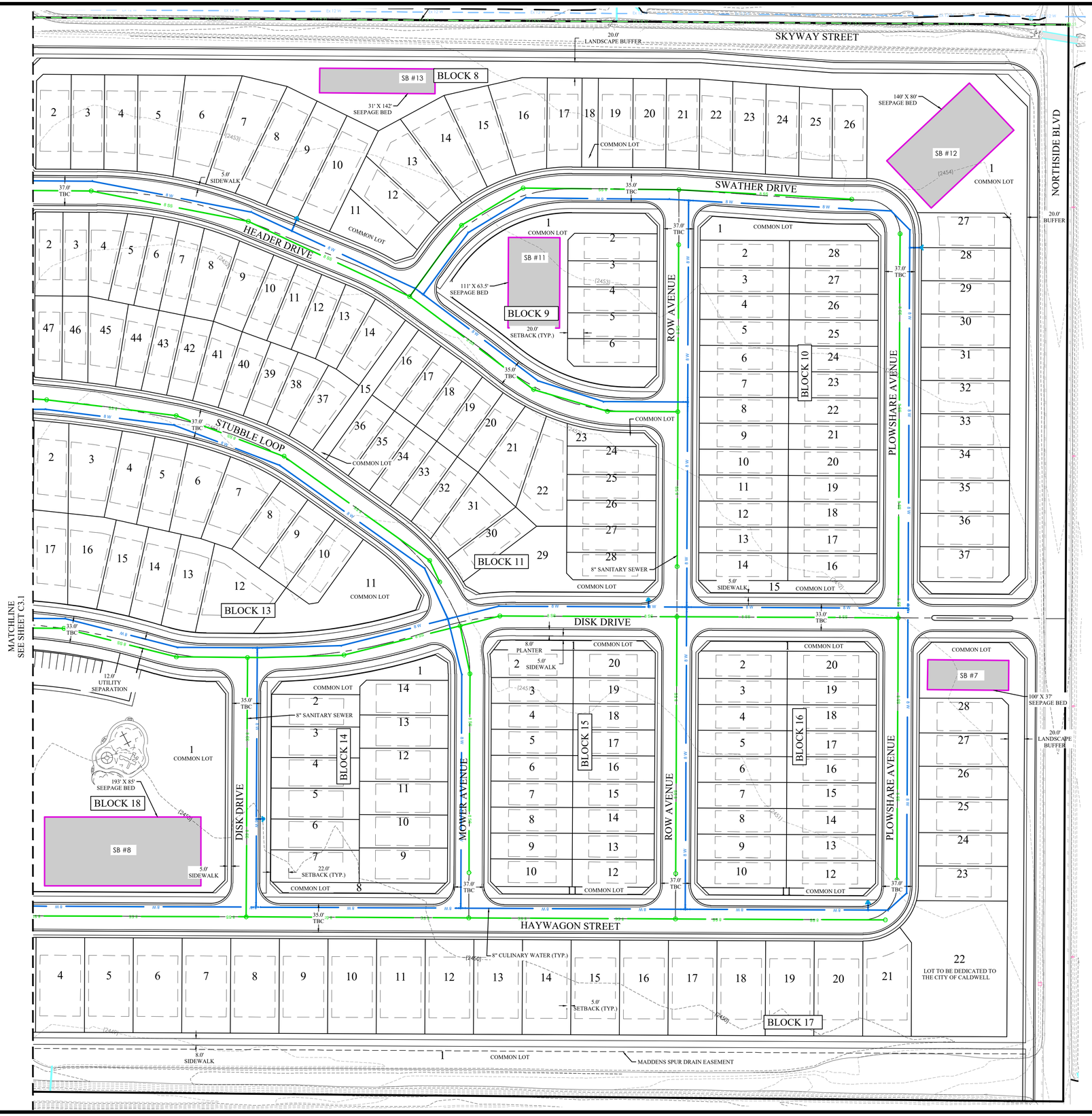
5	----	----
6	----	----

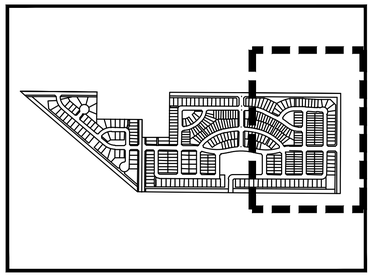
SITE PLAN

Scale:	1"=60'	Drawn:	NR
Date:	2/17/26	Job #:	25-5029
Sheet:	C4.1		

Know what's below. Call 811 before you dig.

V:_2025\25-5029 Legacy Farms 1\design\Sheets\C4.2 CONCEPTUAL ENGINEERING.dwg





KEY MAP
N.T.S

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- XX" STORM DRAIN
- XX" SANITARY SEWER
- XX" CULINARY WATER
- XX" PRESSURE IRRIGATION
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
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- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- SECONDARY METER, WATER METER
- CULINARY VALVE, TEE & BEND
- SECONDARY VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- o XXXX.XX — SPOT ELEVATION

N
S

GRAPHIC SCALE
60 0 30 60 120 240
(IN FEET)
1 inch = 60 ft.

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LEGACY FARMS PRELIMINARY PLAT
CALDWELL CITY, CANYON COUNTY

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
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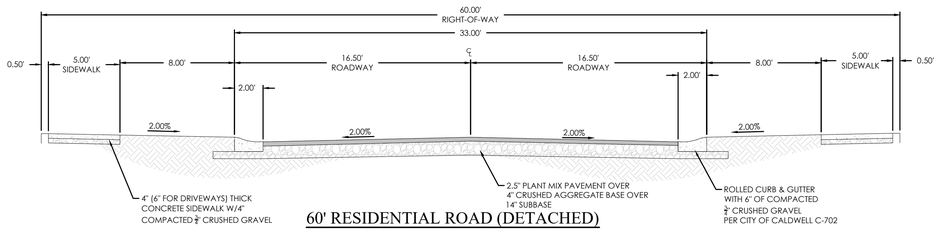
6	----	----

SITE PLAN

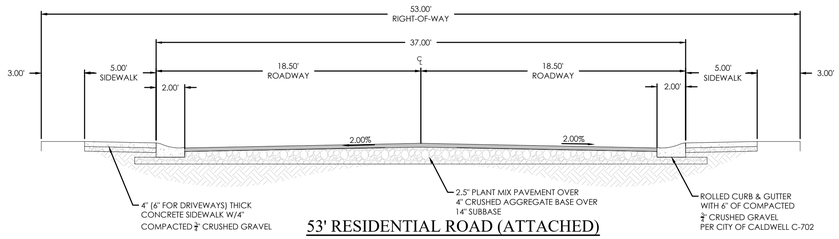
Scale:	1"=60'	Drawn:	NR
Date:	2/17/26	Job #:	25-5029
Sheet:	C4.2		

V:_2025\25-5029 Legacy Farms 1\design 25-5029\dwg\sheets\C4.3 CONCEPTUAL ENGINEERING.dwg



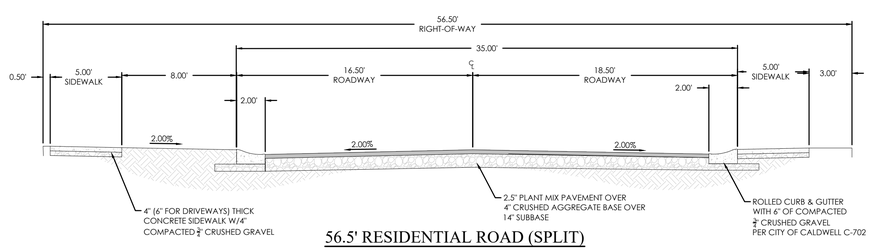
60' RESIDENTIAL ROAD (DETACHED)

N.T.S.



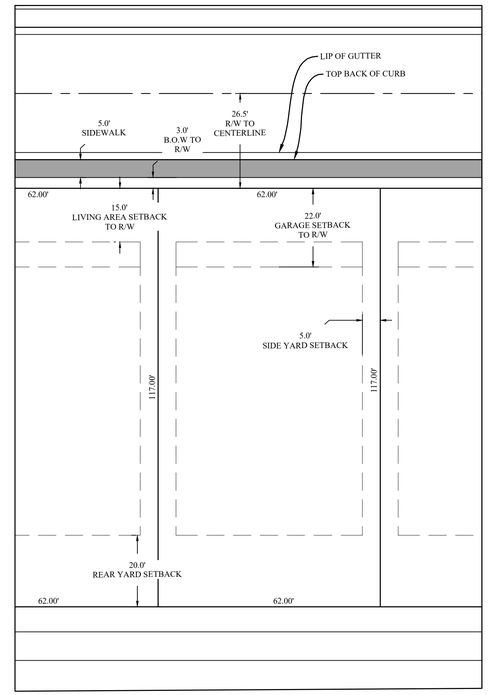
53' RESIDENTIAL ROAD (ATTACHED)

N.T.S.



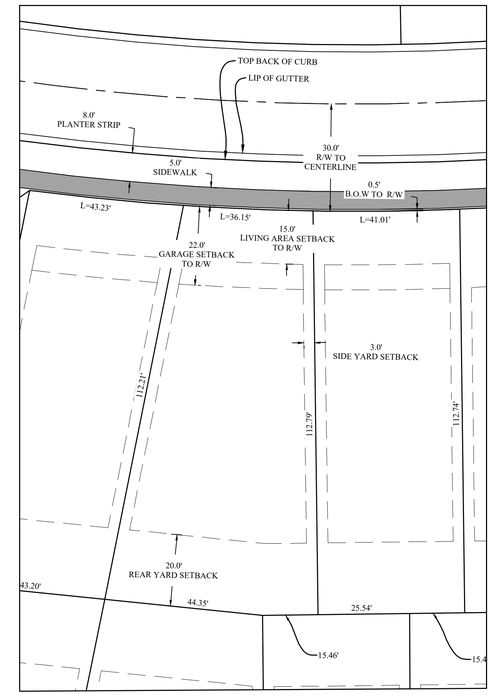
56.5' RESIDENTIAL ROAD (SPLIT)

N.T.S.



ATTACHED SIDEWALK

1:20 SCALE



DETACHED SIDEWALK

1:20 SCALE

DIMENSIONAL STANDARDS:

R2 ZONE

LIVING AREA SETBACK TO R/W:	15 FT
GARAGE SETBACK TO R/W:	22 FT
REAR YARD SETBACK:	15 FT - BUILDER REQUEST 20 FT
SIDE YARD SETBACK:	3 FT OR 5 FT (VARIES BY LOT SIZE)
MINIMUM LOT AREA:	3,200 SQFT OR 7,000 SQFT

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19038
02/17/26
STATE OF IDAHO
THOMAS M. ROMNEY

LEGACY FARMS
PRELIMINARY PLAT
CALDWELL CITY, CANYON COUNTY

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
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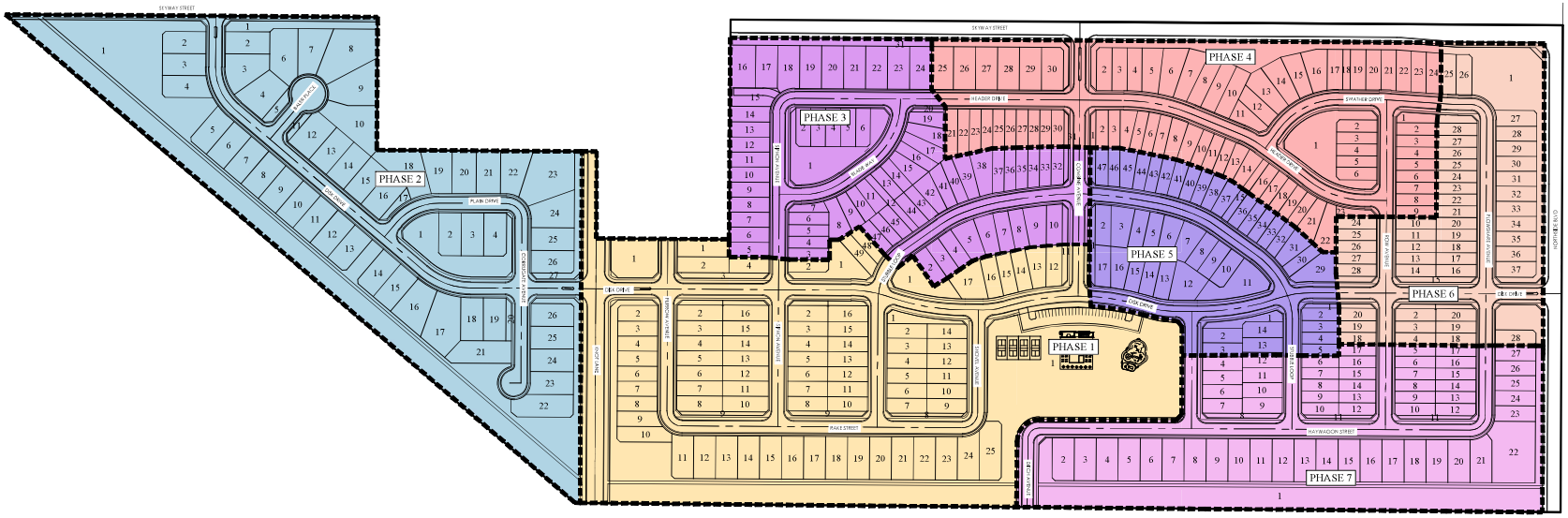
STREET SECTIONS

Scale:	N/A	Drawn:	NR
Date:	2/17/26	Job #:	25-5029
Sheet:	C5		

V:_2025\25-5029 Legacy Farms 1\design 25-5029\dwg\sheets\C5 STREET SECTIONS (UPDATED).dwg

PHASING LEGEND

- PHASE 1:	±22.9 ACRES	76 LOTS
- PHASE 2:	±19.4 ACRES	49 LOTS
- PHASE 3:	±10.6 ACRES	64 LOTS
- PHASE 4:	±11.9 ACRES	70 LOTS
- PHASE 5:	±6.4 ACRES	41 LOTS
- PHASE 6:	±7.8 ACRES	46 LOTS
- PHASE 7:	±12.3 ACRES	56 LOTS
TOTAL:		402 LOTS



N

S

GRAPHIC SCALE

(IN FEET)
1 inch = 150ft.

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STATE OF UTAH
THOMAS M. ROMEY

LEGACY FARMS PRELIMINARY PLAT

CALDWELL CITY, CANYON COUNTY

REVISION BLOCK:

#	DATE	DESCRIPTION
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5	----	----
6	----	----

PHASING PLAN

Scale:	1"=150'	Drawn:	NR
Date:	2/17/26	Job #:	25-5029
Sheet:	C2		

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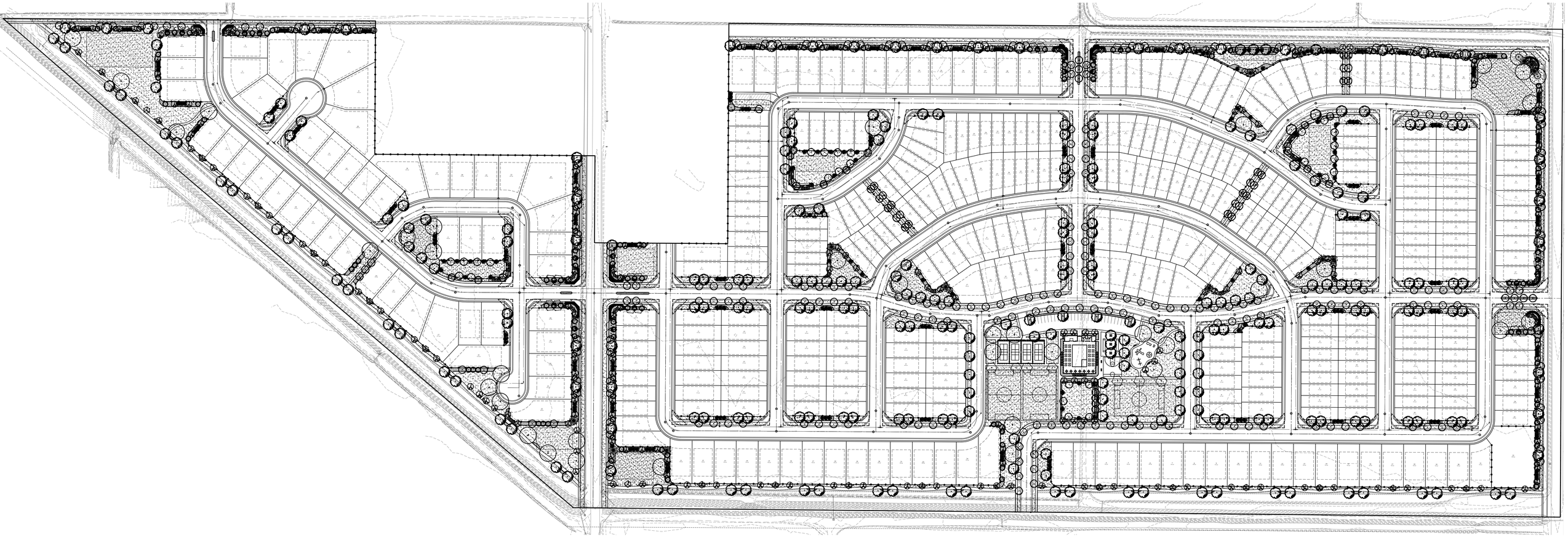


LEGACY FARMS SUBDIVISION

CALDWELL, IDAHO

PRELIMINARY PLAT LANDSCAPE PLAN

OWNER/DEVELOPER
DEVCO, LLC.
CONTACT: LAREN BAILEY
4824 W. FAIRVIEW AVE.
BOISE, ID 83706
208-336-5355

ENGINEER
FOCUS ENGINEERING & SURVEYING, LLC PLLC
PROJECT MANAGER: DENNIS JORDAN
1001 N. ROSARIO ST., STE 100
MERIDIAN, ID 83642
208-974-0075

JENSENBELTS ASSOCIATES
Site Planning / Landscape Architecture
1509 Tyrell Lane, Ste 150 Boise, ID 83706
Ph. (208) 343-7775 www.jensenbelts.com

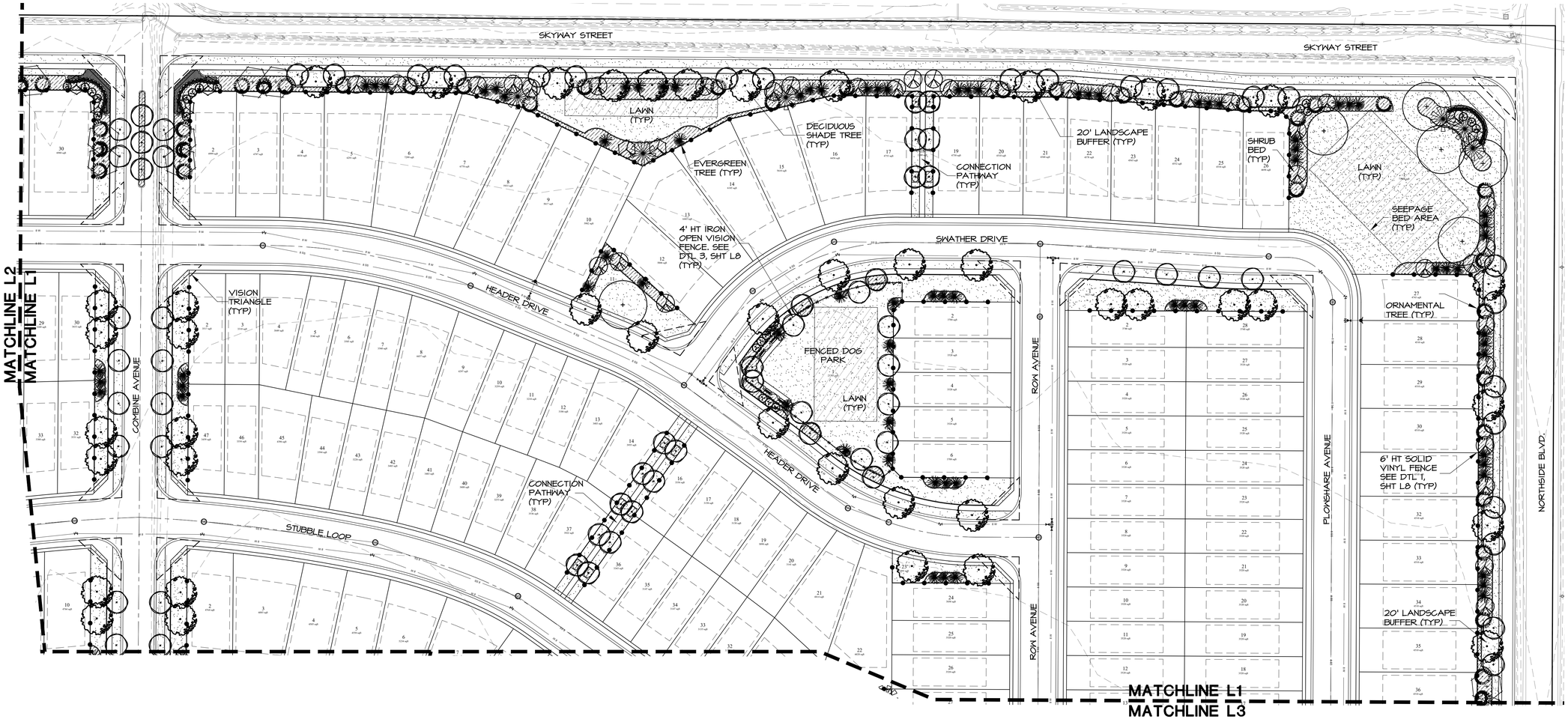
STATE OF IDAHO
Kimberly Dagenhart
LANDSCAPE ARCHITECT
CLA-6535

JANUARY 30, 2026

NORTH

0' 120' 240' 360'

SCALE 1" = 120'



PLANT PALETTE

(REFERENCE SHEET L7)

SYM COMMON NAME

EVERGREEN TREES

LAYERED COLORADO BLUE SPRUCE
KARL FUCHS CEDAR
NORWAY SPRUCE
VANDERWOLFS PINE

SHADE TREES (CLASS III)

NORTHERN RED OAK

SHADE/STREET TREES (CLASS II)

CHANTICLEER PEAR
NORWEGIAN SUNSET MAPLE
HERITAGE RIVER BIRCH

ORNAMENTAL TREES (CLASS I)

AUTUMN BRILLIANCE SERVICEBERRY
SPRING SNOW CRABAPPLE

SHRUBS/ORNAMENTAL GRASSES/PERENNIALS

MISS MOLLY DWARF BUTTERFLY BUSH
GEMBOX INKBERRY
GOLDFLAME SPIREA
GRO-LOW SUMAC
IVORY HALO DOGWOOD
JAVA RED WEIGELA
KARL FOERSTER REED GRASS
LITTLE LIME HARDY HYDRANGEA
SHAMROCK INKBERRY
SUNJOY TANGELO BARBERRY
SLOWMOUND MUGO PINE
SUMMER WINE NINEBARK

LAWN
SOD

6' VINYL FENCE ALONG PERIMETER PROPERTY LINES & LANDSCAPE BUFFERS (TYP). SEE DTL 4, SHT L8.

5' OPEN VISION BLACK IRON FENCE ALONG CANAL & EASEMENTS (TYP). SEE DTL 5, SHT L8.

6' OPEN VISION VINYL SLAT TOP FENCE ADJACENT TO COMMON LOTS (TYP). SEE DTL 6, SHT L8.

NOTES

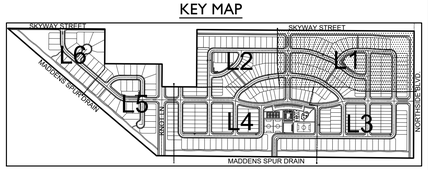
1. REFER TO SHEET L7 FOR PLANT SCHEDULE, FENCING DETAILS, LANDSCAPE NOTES & DETAILS, AND LANDSCAPE CALCULATIONS.
2. REFER TO SHEET L8 FOR FENCING PLAN & DETAILS.

NORTH

0' 50' 100' 150'

SCALE 1" = 50'

KEY MAP



Issue Description	Date
ISSUE	1-30-26

STATE OF IDAHO
KENT C. SELLERS
LANDSCAPE ARCHITECT
16535

JENSENBELTS ASSOCIATES

Site Planning
Landscape Architecture

1509 Tyrell Lane, Ste 130
Boise, Idaho 83706
Ph. (208) 343-7175

www.jensenbelts.com

LEGACY FARMS SUBDIVISION
CALDWELL, IDAHO
PRELIMINARY PLAT LANDSCAPE PLAN

Job Number 2515

Drawn	Checked
JJN	KCS
Scale	AS SHOWN

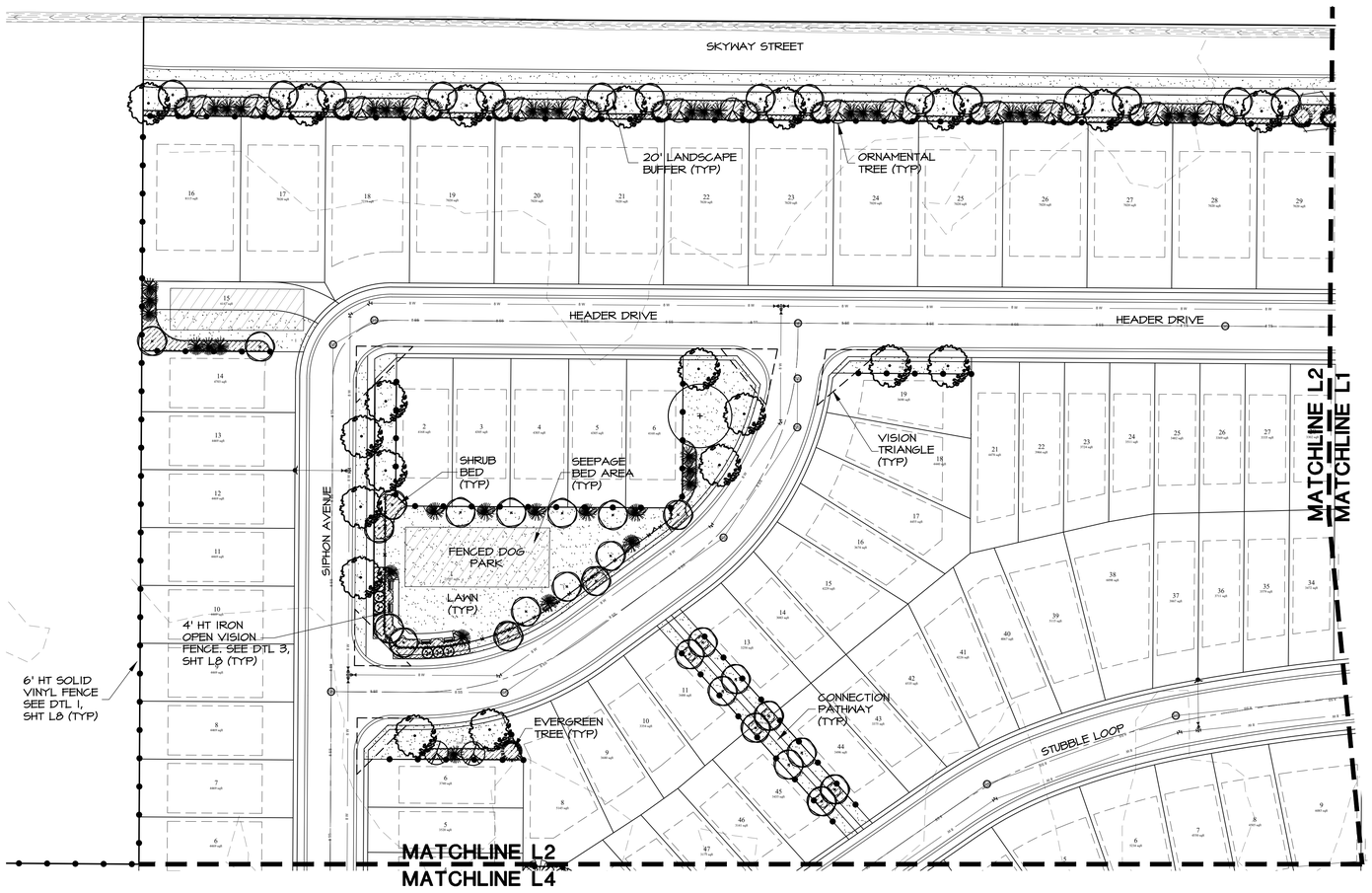
Sheet Title

LANDSCAPE PLAN

Sheet Number

L1

2 of 9 Sheets



PLANT PALETTE

(REFERENCE SHEET L7)

SYM COMMON NAME

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LAYERED COLORADO BLUE SPRUCE
KARL FUCHS CEDAR
NORWAY SPRUCE
VANDERWOLFS PINE

SHADE TREES (CLASS III)

NORTHERN RED OAK

SHADE/STREET TREES (CLASS II)

CHANTICLEER PEAR
NORWEGIAN SUNSET MAPLE
HERITAGE RIVER BIRCH

ORNAMENTAL TREES (CLASS I)

AUTUMN BRILLIANCE SERVICEBERRY
SPRING SNOW CRABAPPLE

SHRUBS/ORNAMENTAL GRASSES/PERENNIALS

MISS MOLLY DWARF BUTTERFLY BUSH
GEMBOX INKBERRY
GOLDFLAME SPIREA
GRO-LOW SUMAC
IVORY HALO DOGWOOD
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KARL FOERSTER REED GRASS
LITTLE LIME HARDY HYDRANGEA
SHAMROCK INKBERRY
SUNJOY TANGELO BARBARRY
SLOWMOUND MUGO PINE
SUMMER WINE NINEBARK

LAWN
SOD

6' VINYL FENCE ALONG PERIMETER PROPERTY LINES & LANDSCAPE BUFFERS (TYP). SEE DTL 4, SHT L8.

5' OPEN VISION BLACK IRON FENCE ALONG CANAL & EASEMENTS (TYP). SEE DTL 5, SHT L8.

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NOTES

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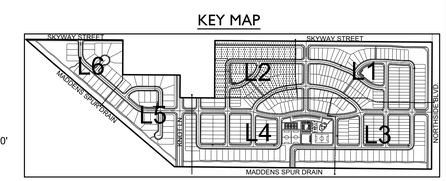
2. REFER TO SHEET L8 FOR FENCING PLAN & DETAILS.

NORTH

0' 50' 100' 150'

SCALE 1" = 50'

KEY MAP



Issue Description	Date
ISSUE	1-30-26

STATE OF IDAHO
KARL C. SHEETS
Kansas City
Registered
16535
LICENSED LANDSCAPE ARCHITECT

JENSENBELTS ASSOCIATES

Site Planning
Landscape Architecture

1509 Tyrell Lane, Ste 130
Boise, Idaho 83706
Ph. (208) 343-7175

www.jensenbelts.com

LEGACY FARMS SUBDIVISION
CALDWELL, IDAHO
PRELIMINARY PLAT LANDSCAPE PLAN

Job Number 2515

Drawn	Checked
JJN	KCS
Scale	AS SHOWN

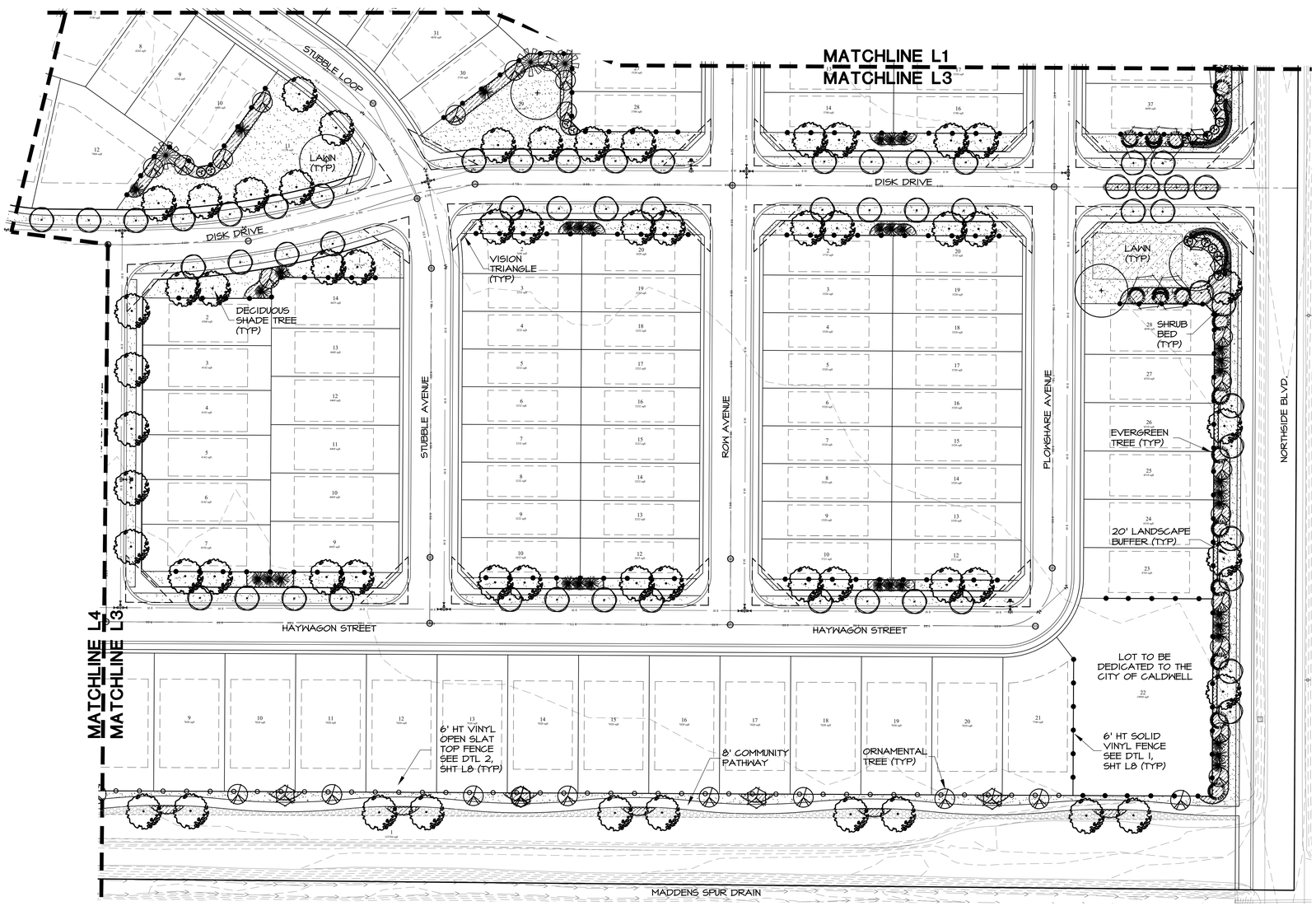
Sheet Title

LANDSCAPE PLAN

Sheet Number

L2

3 of 9 Sheets



PLANT PALETTE

(REFERENCE SHEET L7)

SYM COMMON NAME

EVERGREEN TREES

LAYERED COLORADO BLUE SPRUCE
KARL FUCHS CEDAR
NORWAY SPRUCE
VANDERWOLFS PINE

SHADE TREES (CLASS III)

NORTHERN RED OAK

SHADE/STREET TREES (CLASS II)

CHANTICLEER PEAR
NORWEGIAN SUNSET MAPLE
HERITAGE RIVER BIRCH

ORNAMENTAL TREES (CLASS I)

AUTUMN BRILLIANCE SERVICEBERRY
SPRING SNOW CRABAPPLE

SHRUBS/ORNAMENTAL GRASSES/PERENNIALS

MISS MOLLY DWARF BUTTERFLY BUSH
GEMBOX INKBERRY
GOLDFLAME SPIREA
GRO-LOW SUMAC
IVORY HALO DOGWOOD
JAVA RED WEIGELA
KARL FOERSTER REED GRASS
LITTLE LIME HARDY HYDRANGEA
SHAMROCK INKBERRY
SUNJOY TANGELO BARBARRY
SLOWMOUND MUGO PINE
SUMMER WINE NINEBARK

LAWN
SOD

6' VINYL FENCE ALONG PERIMETER PROPERTY LINES & LANDSCAPE BUFFERS (TYP). SEE DTL 4, SHT L8.

5' OPEN VISION BLACK IRON FENCE ALONG CANAL & EASEMENTS (TYP). SEE DTL 5, SHT L8.

6' OPEN VISION VINYL SLAT TOP FENCE ADJACENT TO COMMON LOTS (TYP). SEE DTL 6, SHT L8.

NOTES

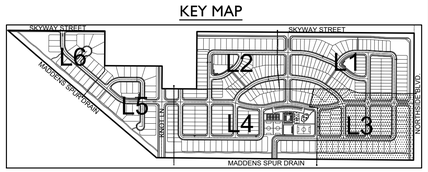
1. REFER TO SHEET L7 FOR PLANT SCHEDULE, FENCING DETAILS, LANDSCAPE NOTES & DETAILS, AND LANDSCAPE CALCULATIONS.
2. REFER TO SHEET L8 FOR FENCING PLAN & DETAILS.

NORTH

0' 50' 100' 150'

SCALE 1" = 50'

KEY MAP



Issue Description	Date
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STATE OF IDAHO
LICENSED LANDSCAPE ARCHITECT
Kimberly Elizabeth Coffman
16535

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LEGACY FARMS SUBDIVISION
CALDWELL, IDAHO
PRELIMINARY PLAT LANDSCAPE PLAN

Job Number 2515

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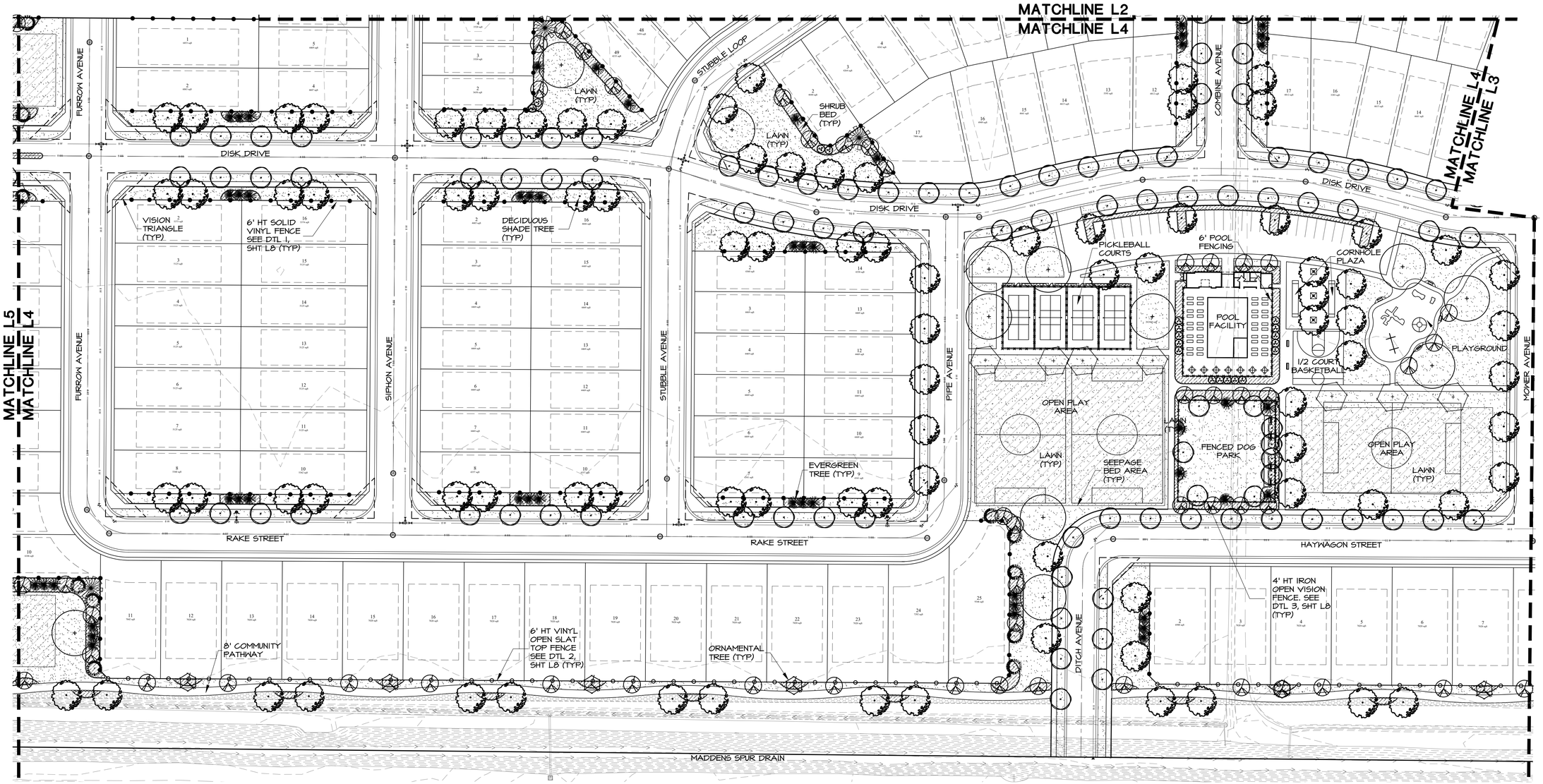
Sheet Title

LANDSCAPE PLAN

Sheet Number

L3

4 of 9 Sheets



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6' VINYL FENCE ALONG PERIMETER PROPERTY LINES & LANDSCAPE BUFFERS (TYP). SEE DTL 4, SHT L8.

5' OPEN VISION BLACK IRON FENCE ALONG CANAL & EASEMENTS (TYP). SEE DTL 5, SHT L8.

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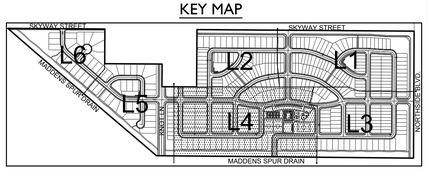

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STATE OF IDAHO LICENSED LANDSCAPE ARCHITECT 16535

JENSENBELTS ASSOCIATES

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LEGACY FARMS SUBDIVISION
CALDWELL, IDAHO
PRELIMINARY PLAT LANDSCAPE PLAN

Job Number 2515

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JJN	KCS
Scale	AS SHOWN

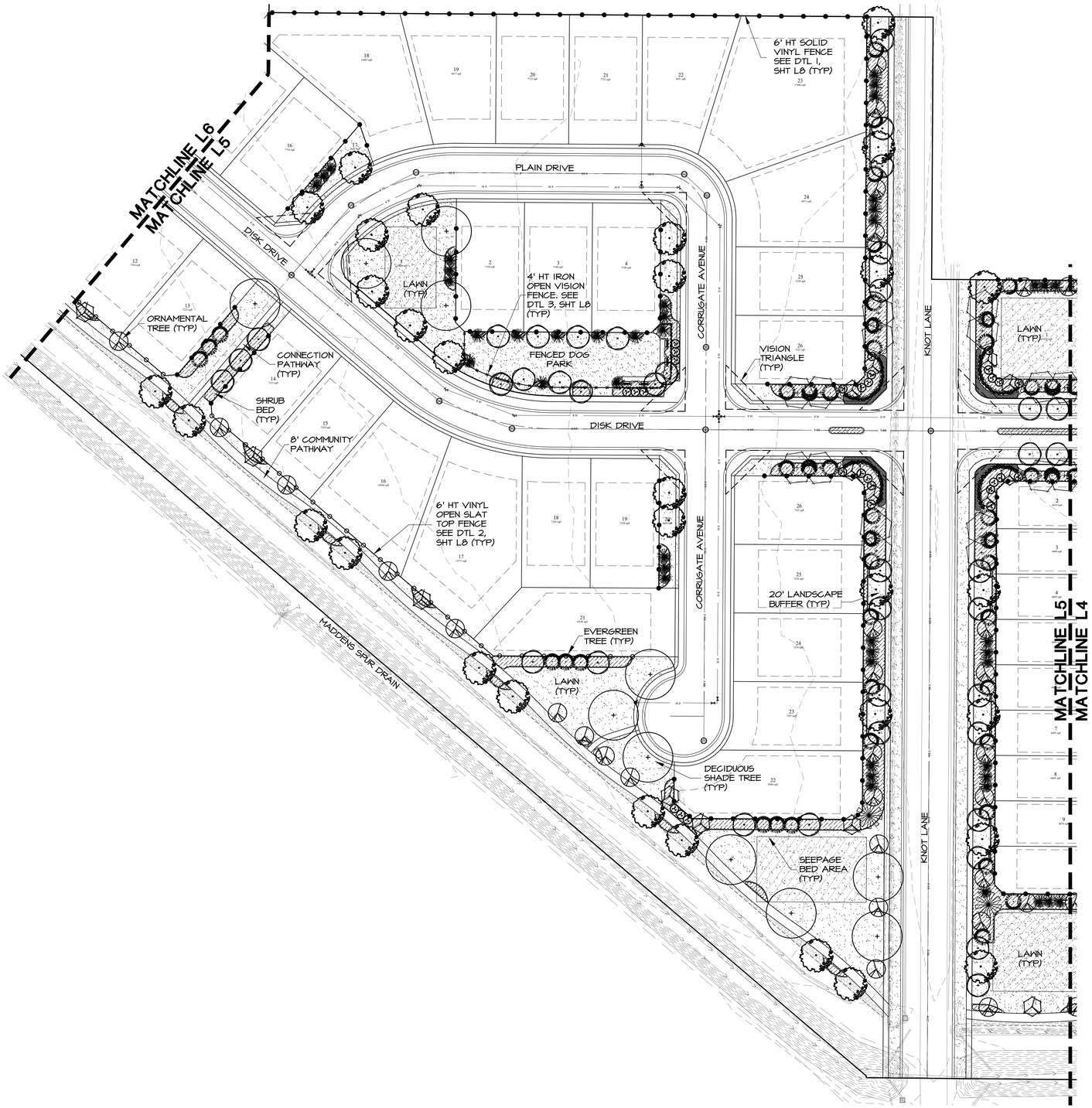
Sheet Title

LANDSCAPE PLAN

Sheet Number

L4

5 of 9 Sheets



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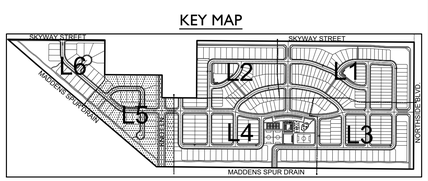

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STATE OF IDAHO — LANDSCAPE ARCHITECT — Kimberly Elizabeth Segestrud — 16535

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CALDWELL, IDAHO
PRELIMINARY PLAT LANDSCAPE PLAN

Job Number 2515

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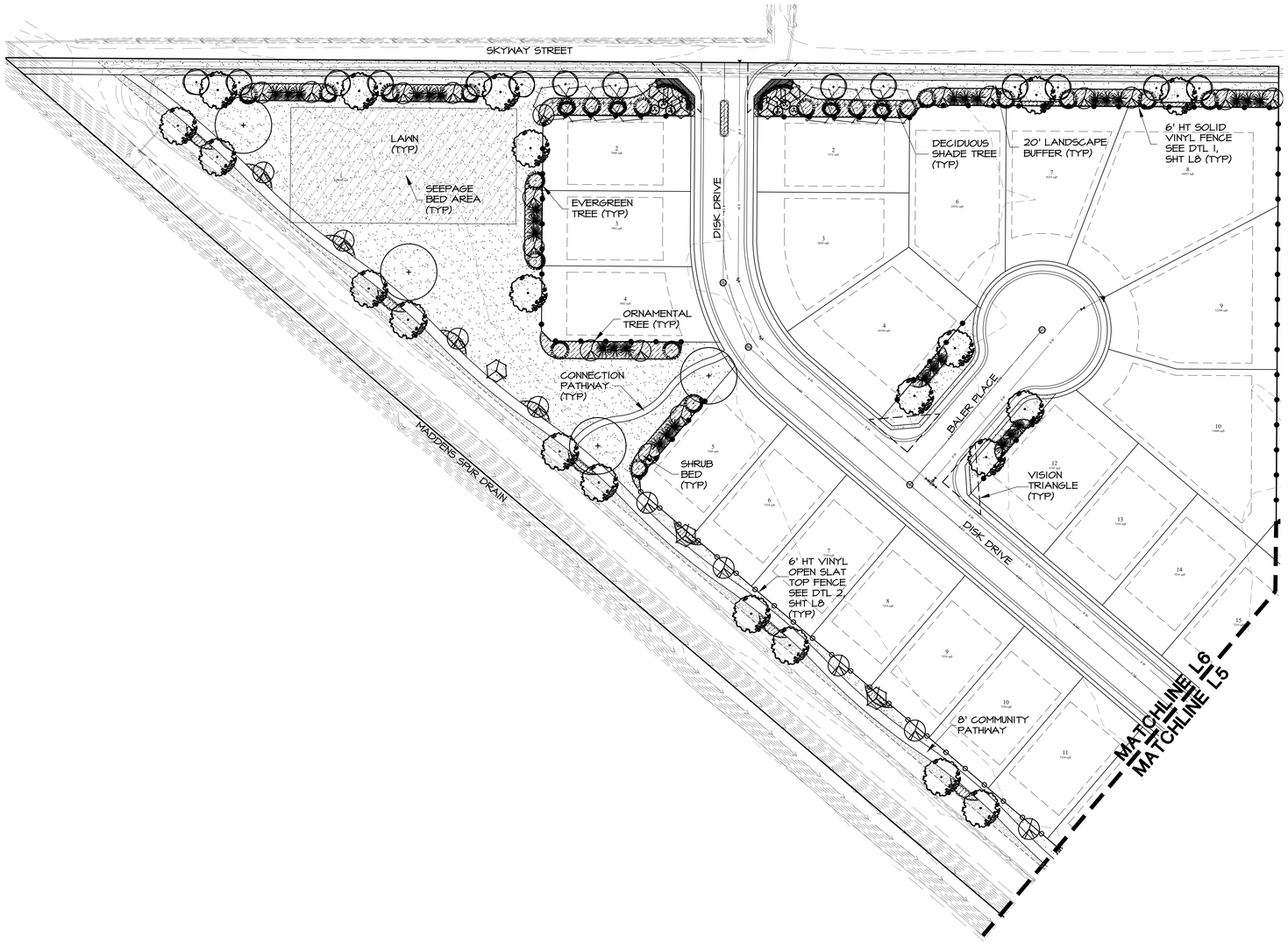
Sheet Title

LANDSCAPE PLAN

Sheet Number

L5

6 of 9 Sheets



PLANT PALETTE

(REFERENCE SHEET L7)

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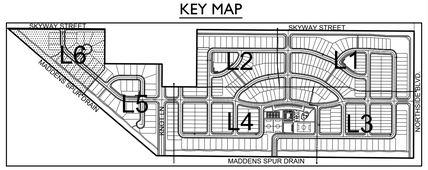

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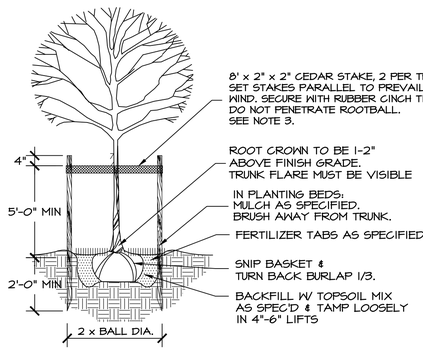
LANDSCAPE PLAN

Sheet Number

L6

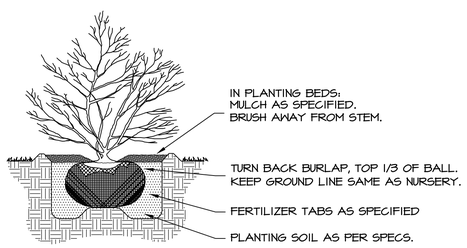
7 of 9 Sheets



NOTES:
1. REMOVE ALL TWINE, ROPE, OR BINDINGS FROM ALL TRUNKS.
2. REMOVE BURLAP AND WIRE BASKETS FROM THE TOP 1/3 OF ALL ROOT BALLS AFTER PLANTING. IF SYNTHETIC WRAP/BURLAP IS USED, IT MUST BE COMPLETELY REMOVED.
3. STAKING OF TREES TO BE THE CONTRACTOR'S OPTION; HOWEVER, THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND REMAIN STRAIGHT FOR A MIN OF 1 YEAR. ALL STAKING SHALL BE REMOVED AT THE END OF THE 1 YEAR WARRANTY PERIOD.
4. TREES PLANTED IN TURF AREAS: REMOVE TURF 3' DIA. FROM TREE TRUNK.

(1) TREE PLANTING/STAKING

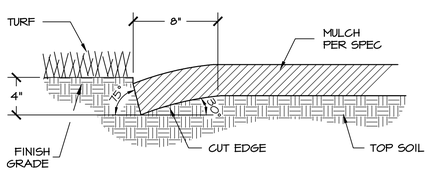
NOT TO SCALE



NOTE: DIG HOLE TWICE THE SIZE OF ROOTBALL.

(2) SHRUB PLANTING

NOT TO SCALE



(3) PLANTER CUT BED EDGE

NOT TO SCALE

LANDSCAPE CALCULATIONS

LANDSCAPE BUFFER TREES:

LOCATION	BUFFER WIDTH	LENGTH	PROVIDED
SKYWAY ST.	20'	3,040'	80 CLASS II TREES x 35' = 2,800' 53 CLASS I TREES x 25' = 1,325' 4,125' (+ 126 EVERGREENS)
NORTHSIDE BLVD.	20'	1,150'	26 CLASS II TREES x 35' = 910' 18 CLASS I TREES x 25' = 450' 1,360' (+ 47 EVERGREENS)
KNOT LN. (WEST)	20'	855'	20 CLASS II TREES x 35' = 700' 13 CLASS I TREES x 25' = 325' 1,025' (+ 32 EVERGREENS)
KONT LN. (EAST)	20'	610'	17 CLASS II TREES x 35' = 595' 9 CLASS I TREES x 25' = 225' 820' (+ 24 EVERGREENS)
			465 TOTAL LANDSCAPE BUFFER TREES

* PER THE CALDWELL LANDSCAPE CODE - NO MORE THAT 40% OF THE REQUIRED BUFFER TREES SHALL BE OF THE SAME TREE SPECIES. TREE SPECIES WILL BE DETERMINED WITH THE FINAL PLAT LANDSCAPE PLANS.

LANDSCAPE BUFFER SHRUBS:

LOCATION	REQUIRED	PROVIDED
SKYWAY ST.	3,040'/4' = 760 SHRUBS	760+ SHRUBS TO BE PROVIDED IN LANDSCAPE BUFFER
NORTHSIDE BLVD.	1,150'/4' = 288 SHRUBS	288+ SHRUBS TO BE PROVIDED IN LANDSCAPE BUFFER
KNOT LN. (WEST)	855'/4' = 208 SHRUBS	214+ SHRUBS TO BE PROVIDED IN LANDSCAPE BUFFER
KNOT LN. (EAST)	610'/4' = 153 SHRUBS	153+ SHRUBS TO BE PROVIDED IN LANDSCAPE BUFFER

* PER THE CALDWELL LANDSCAPE CODE - 1 SHRUB PER 4 LINEAR FEET. SHRUBS TO HAVE A MINIMUM SPREAD OF 10" IN HEIGHT AND WIDTH. SHRUB PLANTING DESIGN WILL BE DETERMINED WITH THE FINAL PLAT LANDSCAPE PLANS.

LANDSCAPE BUFFER LAWN:

LOCATION	TOTAL BUFFER AREA	LAWN % PROVIDED
SKYWAY ST.	58,515 SF	28,470 SF/58,515 SF = 49% LAWN
NORTHSIDE BLVD.	21,880 SF	9,870 SF/21,880 SF = 45% LAWN
KNOT LN. (WEST)	12,305 SF	5,970 SF/12,305 SF = 49% LAWN
KNOT LN. (EAST)	11,360 SF	3,100 SF/11,360 SF = 27% LAWN

* PER THE CALDWELL LANDSCAPE CODE - TURF GRASS/SOD IN LANDSCAPE BUFFERS SHALL BE A MINIMUM OF 20% COVERAGE AND MAXIMUM OF 50% COVERAGE.

COMMUNITY PATHWAY TREES & SHRUBS:

WIDTH	LENGTH	REQUIRED	PROVIDED
8'	4410'	4400'/40' = 110 TREES 4400'/100' x 15 = 660 SHRUBS	112 TREES 660+ SHRUBS

* PER THE CALDWELL LANDSCAPE CODE - 1 TREE PER 40 LINEAR FEET AND 15 SHRUBS PER 100 LINEAR FEET OF PATHWAY. SHRUBS TO HAVE A MINIMUM SPREAD OF 10" IN HEIGHT AND WIDTH. SHRUB PLANTING DESIGN WILL BE DETERMINED WITH THE FINAL PLAT LANDSCAPE PLANS.

COMMON OPEN SPACE:

	REQUIRED	PROVIDED
	503,370 SF / 5000 = 101 TREES	867 TREES
NUMBER OF TREES PROVIDED ON BUFFERS:		465 TREES
NUMBER OF TREES PROVIDED ALONG COMMUNITY PATHWAY:		112 TREES
NUMBER OF TREES PROVIDED ON COMMON LOTS:		867 TREES
TOTAL NUMBER OF TREES:		1,444 TREES

DEVELOPMENT DATA

TOTAL AREA	95.60 ACRES
BUILDABLE LOTS	402
COMMON LOTS	47
EXISTING ZONING	R1

PLANT PALETTE

SYM	COMMON NAME	BOTANICAL NAME	SIZE
EVERGREEN TREES			
	LAYERED COLORADO BLUE SPRUCE	PICEA PUNGENS 'GLAUCA'	10'-12' HT B&B
	KARL FUCHS CEDAR	CEDRUS DEODARA 'KARL FUCHS'	10'-12' HT B&B
	NORWAY SPRUCE	PICEA ABIES	8'-10' HT B&B
	VANDERWOLFS PINE	PINUS FLEXILIS 'VANDERWOLFS'	8'-10' HT B&B
SHADE TREES (CLASS III)			
	NORTHERN RED OAK	QUERCUS RUBRA	2" CAL B&B
SHADE/STREET TREES (CLASS II)			
	CHANTICLEER PEAR	PYRUS CALLERYANA 'GLEN'S FORM'	2" CAL B&B
	NORWEGIAN SUNSET MAPLE	ACER TRUNCATUM x A. PLATANOIDES 'KEITHSFORM'	2" CAL B&B
	HERITAGE RIVER BIRCH	BETULA NIGRA 'HERITAGE'	8'-10' HT. MULTI-STEM
ORNAMENTAL TREES (CLASS I)			
	AUTUMN BRILLIANCE SERVICEBERRY	AMELANCHIER x GRANDIFLORA 'A.B.'	6'-8' HT. MULTI-STEM
	SPRING SNOW CRABAPPLE	MALUS 'SPRING SNOW'	2" CAL B&B
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS			
	MISS MOLLY DWARF BUTTERFLY BUSH	BUDDLEIA x 'MISS MOLLY'	3 GAL
	GEMBOX INKBERRY	ILEX GLABRA 'GEMBOX'	3 GAL
	GOLDFLAME SPIREA	SPIRAEA x BUMALDA 'GOLDFLAME'	3 GAL
	GRO-LOW SUMAC	RHUS AROMATICA 'GRO-LOW'	5 GAL
	IVORY HALO DOGWOOD	CORNUS ALBA 'BAILHALO'	5 GAL
	JAVA RED WEIGELA	WEIGELA x 'JAVA RED'	3 GAL
	KARL FOERSTER REED GRASS	CALAMAGROSTIS ARUNDINACEA 'K.F.'	1 GAL
	LITTLE LIME HARDY HYDRANGEA	HYDRANGEA PANICULATA 'JANE'	3 GAL
	SHAMROCK INKBERRY	ILEX GLABRA 'SHAMROCK'	5 GAL
	SUNJOY TANGELO BARBARRY	BERBERIS THUNBERGII 'SUNJOY'	3 GAL
	SLOWMOUND MUGO PINE	PINUS MUGO 'SLOWMOUND'	3 GAL
	SUMMER WINE NINEBARK	PHYSOCARPUS OPULIFOLIUS 'SEWARD'	5 GAL

LAWN

6' SOLID VINYL FENCE ALONG PERIMETER PROPERTY LINES & LANDSCAPE BUFFERS (TYP). SEE DTL 1, SHT L8

6' VINYL OPEN SLAT TOP FENCE ADJACENT TO MADDENS SPUR DRAIN (TYP). SEE DTL 2, SHT L8

OPEN VISION IRON FENCE. 4' HT AT DOG PARKS 6' HT AT POOL FACILITY SEE DTL 3, SHT L8

NOTES

1. ALL LANDSCAPE SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF CALDWELL ORDINANCE REQUIREMENTS.
2. ALL PLANTING AREAS TO BE WATERED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
3. TREES SHALL NOT BE PLANTED WITHIN THE 10-FOOT CLEAR ZONE OF ALL ACHD STORM DRAIN PIPE, STRUCTURES, OR FACILITIES. ACCESS TO INLETS AND OUTLETS OF ACHD DRAINAGE AREAS SHALL NOT BE PLANTED WITH TREES, SHRUBS, OR ANY LANDSCAPING THAT WOULD IMPEDE HEAVY EQUIPMENT VEHICLE ACCESS. SEEPAGE BEDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM. ALL SHRUBS PLANTED OVER OR ADJACENT TO SEEPAGE BEDS TO HAVE A ROOT BALL THAT DOES NOT EXCEED 18" IN DIAMETER. NO LAWN SOD TO BE PLACED OVER DRAINAGE SWALE SAND WINDOWS. LANDSCAPING WITHIN ACHD STORMWATER BASINS AND SWALES MUST COMPLY WITH THE ACHD VEGETATION GUIDANCE MANUAL AND SECTION 8200 OF THE ACHD POLICY MANUAL.
4. NO TREES SHALL IMPEDE THE 40' VISION TRIANGLES AT ALL INTERSECTIONS. NO CONIFEROUS TREES OR SHRUBS OVER 3' HIGH AT MATURITY WILL BE LOCATED WITHIN VISION TRIANGLE OR ACHD ROW. AS TREES MATURE, THE OWNER SHALL BE RESPONSIBLE FOR PRUNING TREE CANOPIES TO MEET ACHD REQUIREMENTS FOR MAINTAINING CLEAR VISIBILITY WITHIN 40' STREET AND DEPARTURE VISION TRIANGLE. TREES SHALL BE PLANTED NO CLOSER THAN 50' FROM INTERSECTION STOP SIGNS.
5. CLASS II TREES AND LANDSCAPE IN FRONT OF BUILDING LOTS ON INTERIOR STREETS TO BE COMPLETED DURING CONSTRUCTION ON THESE LOTS. TREE LOCATIONS MAY BE ALTERED TO ACCOMMODATE DRIVEWAYS AND UTILITIES. TREES MUST BE CLASS II AND SHALL NOT BE PLANTED WITHIN 5' OF WATER METERS OR UNDERGROUND UTILITY LINES.
6. PLAYGROUND, PICNIC STRUCTURE, AND AMENITIES ARE SHOWN SCHEMATICALLY. FINAL DESIGN BY OTHERS. AMENITIES MAY VARY SLIGHTLY IN FINAL DESIGN FOR AMENITY CONFIGURATIONS AND ADA COMPLIANCE.
7. PLANT LIST IS REPRESENTATIVE AND SUBJECT TO ADDITIONS AND/OR SUBSTITUTIONS OF SIMILAR SPECIES THAT ARE SUBJECT TO CITY FORESTER'S PRE-APPROVAL. PLANTING BED DESIGN AND QUANTITIES MAY BE ALTERED DURING FINAL PLAT LANDSCAPE PLAN DESIGN. BURLAP AND WIRE BASKETS TO BE REMOVED FROM ROOT BALL AS MUCH AS POSSIBLE, AT LEAST HALFWAY DOWN THE BALL OF THE TREE. ALL NYLON ROPES TO BE COMPLETELY REMOVED FROM TREES.
8. THERE ARE NO EXISTING TREES ON SITE. NO MITIGATION IS REQUIRED.

OWNER/DEVELOPER
DEVCO, LLC.
CONTACT: LAREN BAILEY
4824 W. FAIRVIEW AVE.
BOISE, ID 83706
208-336-5355

ENGINEER
FOCUS ENGINEERING & SURVEYING, LLC PLLC
PROJECT MANAGER: DENNIS JORDAN
1001 N. ROSARIO ST., STE 100
MERIDIAN, ID 83642
208-974-0075

Issue Description	Date
ISSUE	1-30-26

STATE OF IDAHO LICENSED PROFESSIONAL LANDSCAPE ARCHITECT 16535 Kimberly Elizabeth Leonhardt

JENSENBELTS ASSOCIATES
Site Planning
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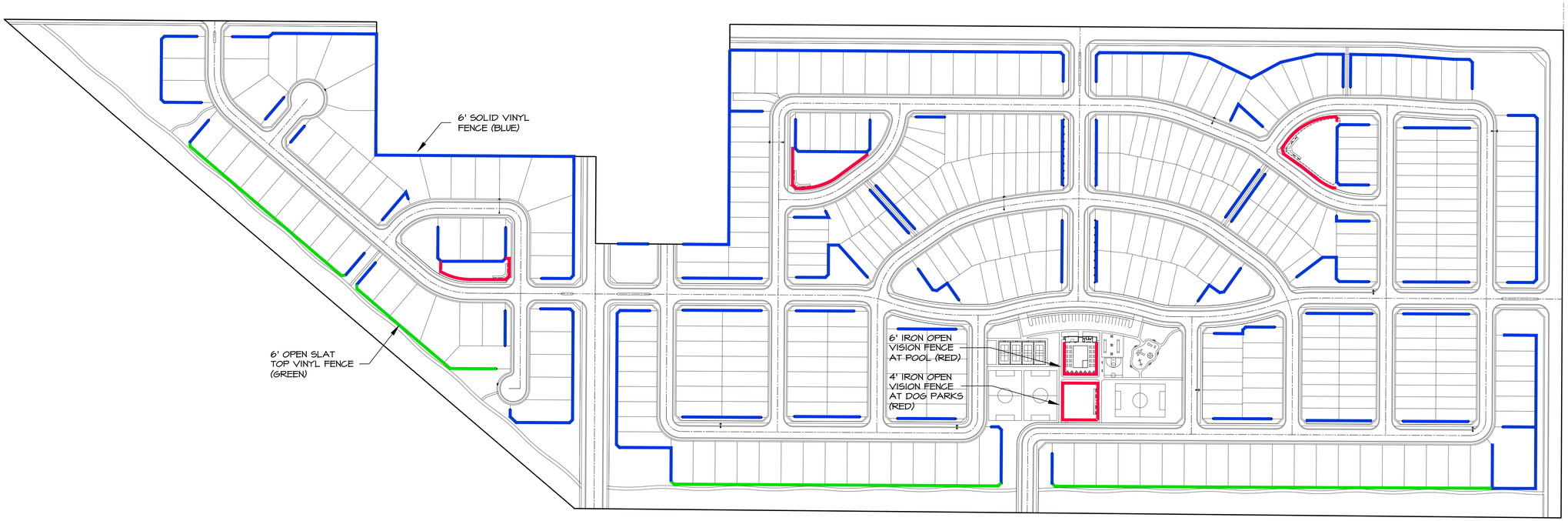
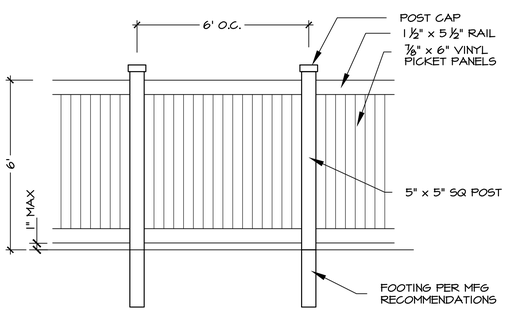
LEGACY FARMS SUBDIVISION
CALDWELL, IDAHO
PRELIMINARY PLAT LANDSCAPE PLAN

Job Number 2515

Drawn JJN | Checked KCS
Scale AS SHOWN
Sheet Title
LANDSCAPE DETAILS

Sheet Number
L7
8 of 9 Sheets



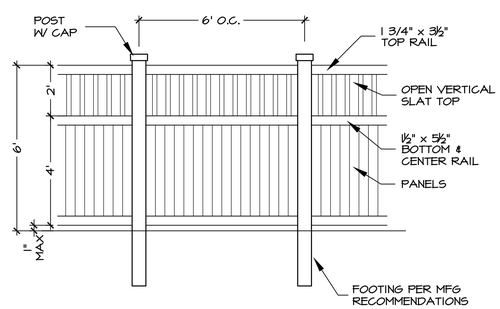


NOTES:
1. FENCE TO STEP DOWN TO 3' HEIGHT 20' FROM ROW.
2. STYLE MAY VARY. COLOR TO BE CHOSEN BY DEVELOPER.

REPRESENTED ON PLAN AS COLOR: BLUE

① 6' SOLID VINYL FENCE

NOT TO SCALE

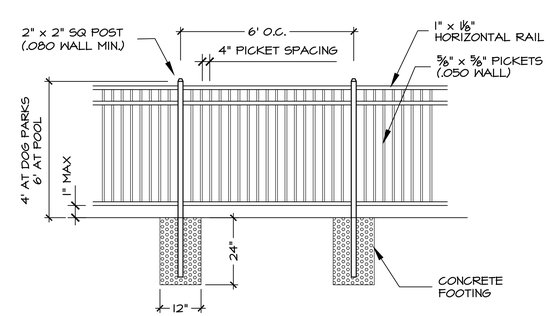


NOTES:
1. VINYL FENCE STYLE MAY VERY SLIGHTLY.
2. FENCE TO STEP DOWN TO 3' HEIGHT 20' FROM ROW.

REPRESENTED ON PLAN AS COLOR: GREEN

② 6' VINYL OPEN SLAT TOP FENCE

NOT TO SCALE



NOTES:
1. IRON FENCE STYLE MAY VARY SLIGHTLY. ALL GALVANIZED & POWDERCOATED BLACK.

REPRESENTED ON PLAN AS COLOR: RED

③ IRON OPEN VISION FENCE

NOT TO SCALE

NORTH

0' 150' 300' 450'

SCALE 1" = 150'

Issue Description	Date
ISSUE	1-30-26

STATE OF IDAHO LICENSED LANDSCAPE ARCHITECT 16535

JENSENBELTS ASSOCIATES

Site Planning
Landscape Architecture

1509 Tyrell Lane, Ste 130
Boise, Idaho 83706
Ph. (208) 343-7175

www.jensenbelts.com

LEGACY FARMS SUBDIVISION
CALDWELL, IDAHO

PRELIMINARY PLAT LANDSCAPE PLAN

Job Number 2515

Drawn JJN | Checked KCS

Scale AS SHOWN

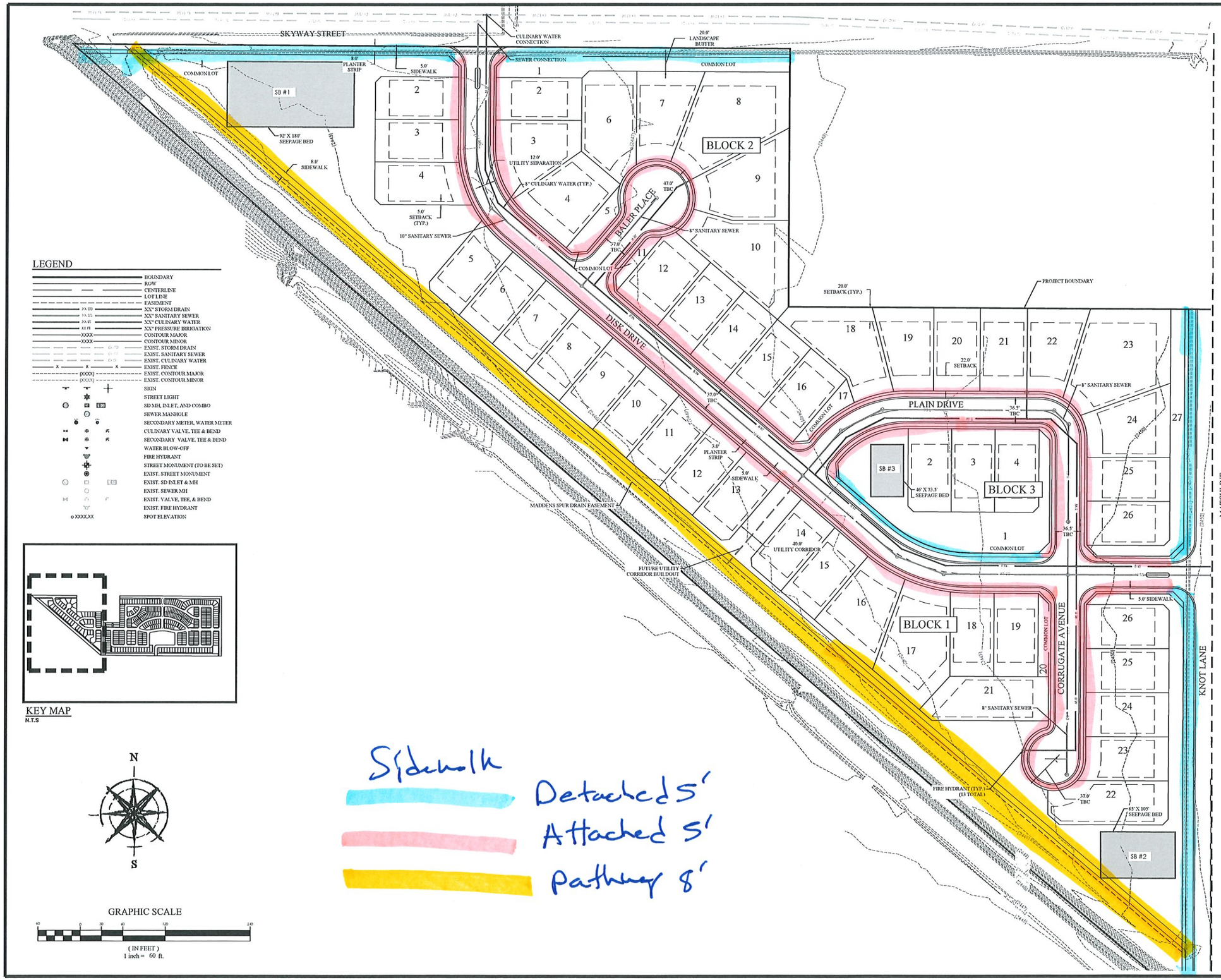
Sheet Title

FENCING PLAN

Sheet Number

L8

9 of 9 Sheets



LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- XX" STORM DRAIN
- XX" SANITARY SEWER
- XX" CULINARY WATER
- XX" PRESSURE IRRIGATION
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- SECONDARY METER, WATER METER
- CULINARY VALVE, TEE & BEND
- SECONDARY VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- XXXX.XX SPOT ELEVATION

KEY MAP
N.T.S

GRAPHIC SCALE

(IN FEET)
1 inch = 60 ft.

Sidewalk
Detached 5'
Attached 5'
Pathway 8'

Know what's below. Call 811 before you dig.

FOCUS CONSULTING, LLC
6949 S. HIGH TECH DRIVE SUITE 200
MIDVALE, UTAH 84047 PH: (801) 352-0075
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PROFESSIONAL ENGINEER LICENSE 9039 STATE OF UTAH THOMAS M. ROMNEY 02/17/26

LEGACY FARMS
CALDWELL CITY, CANYON COUNTY
SITE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	—	—
2	—	—
3	—	—
4	—	—
5	—	—
6	—	—

SITE PLAN

Scale:	1"=60'	Drawn:	NR
Date:	2/17/26	Job #:	25-5029
Sheet:	C4.0		

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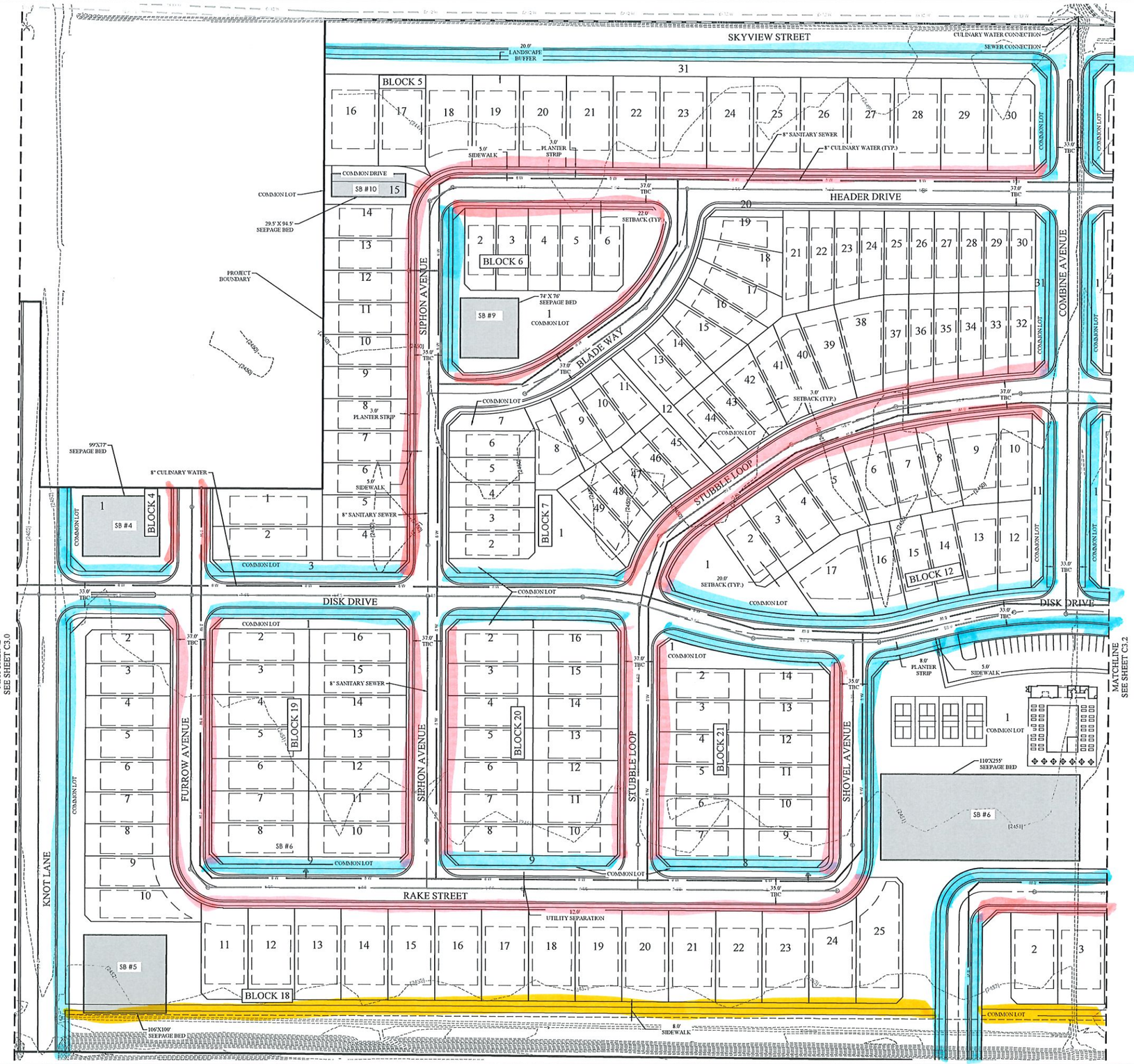

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- XX" STORM DRAIN
- XX" SANITARY SEWER
- XX" CULINARY WATER
- XX" PRESSURE IRRIGATION
- CONTOUR MAJOR
- CONTOUR MINOR
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- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
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- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- SPOT ELEVATION

KEY MAP
N.T.S

N
S

GRAPHIC SCALE
(IN FEET)
1 inch = 60 ft.

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PROFESSIONAL ENGINEER
LICENSED
49030
02/17/26
STATE OF UTAH
THOMAS M. ROBERT

LEGACY FARMS PRELIMINARY PLAT
CALDWELL CITY, CANYON COUNTY

REVISION BLOCK

#	DATE	DESCRIPTION
1	—	—
2	—	—
3	—	—
4	—	—
5	—	—
6	—	—

SITE PLAN

Scale:	1"=60'	Drawn:	NR
Date:	2/17/26	Job #:	25-5029
Sheet:	C4.1		

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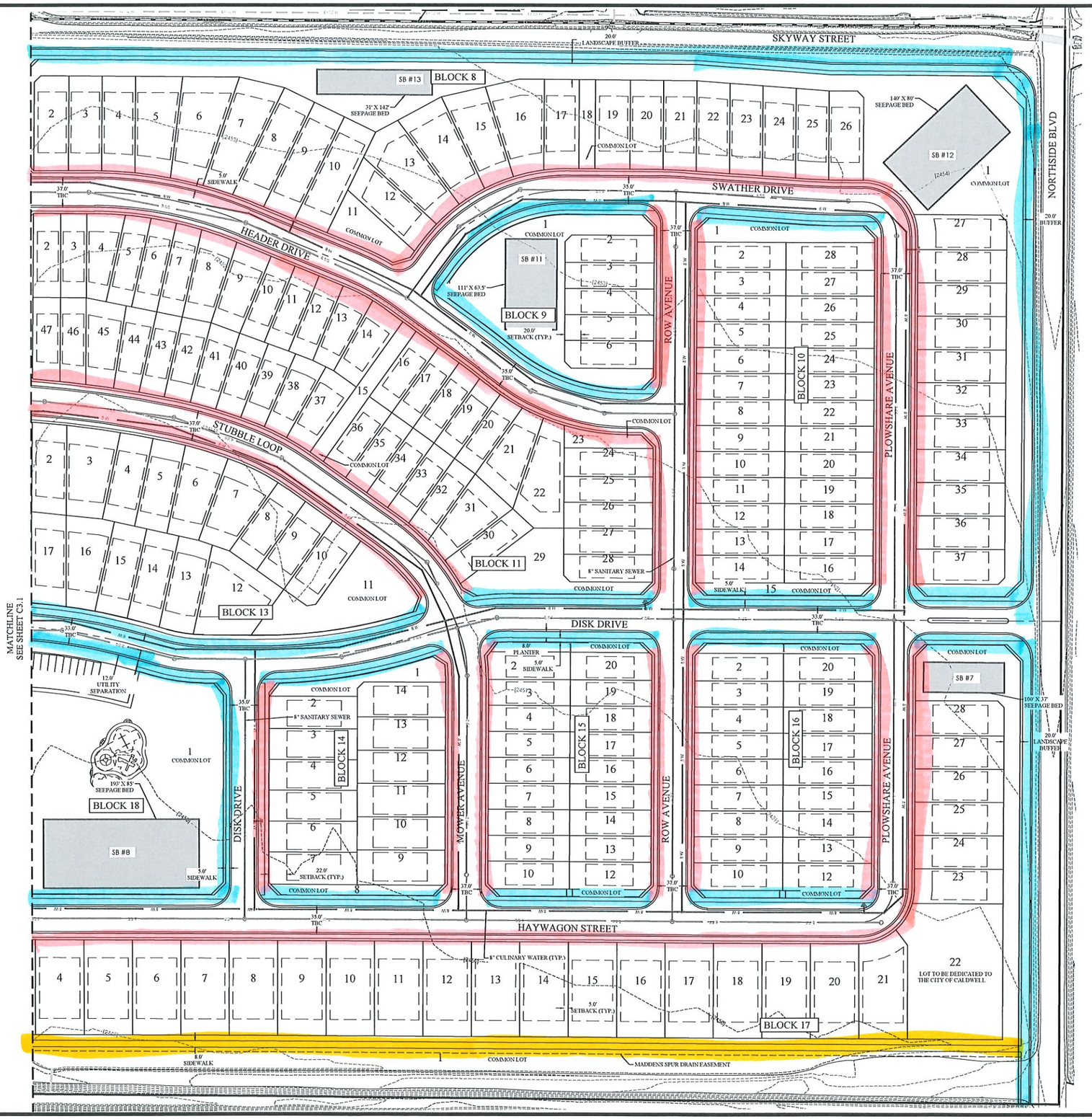

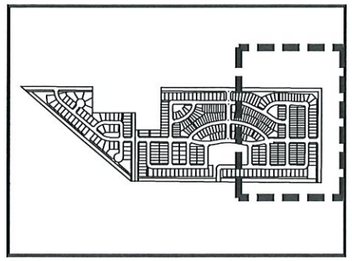

KEY MAP
N.T.S

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- XX" STORM DRAIN
- XX" SANITARY SEWER
- XX" CULINARY WATER
- XX" PRESSURE IRRIGATION
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- SPOT ELEVATION

N
S

GRAPHIC SCALE
(IN FEET)
1 inch = 60 ft.

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PROFESSIONAL ENGINEER LICENSE 9030 2/17/26 STATE OF IDAHO THOMAS M. ROMNEY

LEGACY FARMS PRELIMINARY PLAT
CALDWELL CITY, CANYON COUNTY

REVISION BLOCK

#	DATE	DESCRIPTION
1	—	—
2	—	—
3	—	—
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5	—	—
6	—	—

SITE PLAN

Scale:	1"=60'	Drawn:	NR
Date:	2/17/26	Job #:	25-5029
Sheet:	C4.2		

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LEGACY FARMS SUBDIVISION

CALDWELL, IDAHO

PRELIMINARY PLAT LANDSCAPE PLAN

OWNER/DEVELOPER
DEVCO, LLC.
CONTACT: LAREN BAILEY
4824 W. FAIRVIEW AVE.
BOISE, ID 83706
208-336-5355

ENGINEER
FOCUS ENGINEERING & SURVEYING, LLC PLLC
PROJECT MANAGER: DENNIS JORDAN
1001 N. ROSARIO ST., STE 100
MERIDIAN, ID 83642
208-974-0075

JENSENBELTS ASSOCIATES
Site Planning / Landscape Architecture
1509 Tyrell Lane, Ste 150 Boise, ID 83706
Ph. (208) 345-7775 www.jensenbelts.com

STATE OF IDAHO
JAMES C. SELLMAN
16535
LICENSED LANDSCAPE ARCHITECT

JANUARY 30, 2026

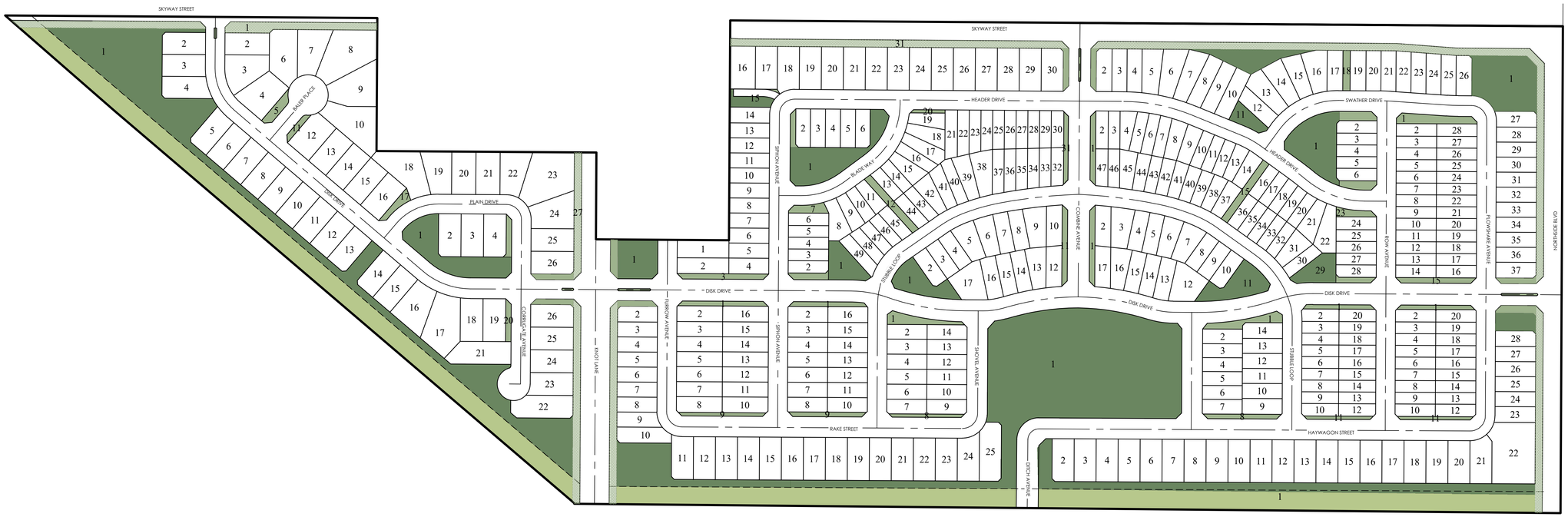
NORTH

0' 120' 240' 360'

SCALE 1" = 120'

LEGEND

	TOTAL ACREAGE	95.6 ACRES	
	DRAINAGE/IRRIGATION OPEN SPACE	5.1 ACRES / 5.3%	
	NON-QUALIFYING OPEN SPACE	2.4 ACRES / 2.5%	
	COLLECTOR/ARTERIAL ROAD BUFFER	2.6 ACRES / 2.7%	50% OF QUALIFYING ROAD BUFFER 1.3 ACRES
	QUALIFYING OPEN SPACE	11.4 ACRES / 11.9%	
	TOTAL QUALIFYING OPEN SPACE	12.7 ACRES / 13.3%	



N

S

GRAPHIC SCALE

150 0 75 150 300 600

(IN FEET)
1 inch = 150ft.

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FOR REVIEW ONLY

LEGACY FARMS PRELIMINARY PLAT
CALDWELL CITY, CANYON COUNTY

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

OPEN SPACE PLAN

Scale:	1"=150'	Drawn:	NR
Date:	05/22/26	Job #:	25-5029
Sheet:	C2.1		

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LEGACY FARM
NEIGHBORHOOD

LEGACY FARM
NEIGHBORHOOD

LEGACY FARM
NEIGHBORHOOD

Table 1 – Proposed Intersection Improvements Summary

Intersection		2025 Existing	2033 Build-Out Year		2040 Horizon Year	
			Background	Total	Background	Total
Prior mitigation improvements included in the analysis		*NA*	*2025 Existing*	*2025 Existing* *2033 Background*	*2025 Existing* *2033 Background*	*2025 Existing* *2033 Background* *2033 Total* *2040 Background*
1	Midland Blvd and US 20/26	**Traffic signal**	**US 20/26 corridor interim improvements**	None beyond prior improvements	**US 20/26 corridor ultimate improvements**	None beyond prior improvements
2	Knott Ln and US 20/26	**WB left-turn lane**	**US 20/26 corridor interim improvements**	None beyond prior improvements	**US 20/26 corridor ultimate improvements**	None beyond prior improvements
3	Northside Blvd and US 20/26	None	**US 20/26 corridor interim improvements**	None beyond prior improvements	**US 20/26 ultimate improvements, NB right-turn lane, dual WB left-turn lanes**	None beyond prior improvements
4	Midland Blvd and Linden Rd	None	**Single-lane roundabout**	None beyond prior improvements	None beyond prior improvements	None beyond prior improvements
5	Knott Ln and Linden Rd	None	None	**EB left-turn lane, WB right-turn lane**	None beyond prior improvements	None beyond prior improvements
6	Northside Blvd and Linden Rd	None	None	**Single-lane roundabout**	**Multilane roundabout**	None beyond prior improvements
7	Skyway St and Northside Blvd	Proposed site access intersections		**Unsignalized T-intersection**	**Widen Northside Blvd**	None beyond prior improvements
8	Site Access and Knott Ln			**Two-way unsignalized intersection**	Proposed site access intersection	None beyond prior improvements
9	Site Access and Northside Blvd			**Unsignalized T-intersection, SB right-turn lane, NB left-turn lane**	**Widen Northside Blvd**	None beyond prior improvements

1.3 The development proposes two full-movement accesses on Northside Boulevard and one full-movement access on Knott Lane:

- **Skyway Street on Northside Boulevard**
  - Located approximately at the mid-mile between US 20/26 and Linden Road
    - Meets minimum access spacing on Northside Boulevard, a 50-mph minor arterial
  - Not anticipated to warrant turn lanes under 2033 and 2040 total traffic conditions based on NCHRP Report 457 *Evaluating Intersection Improvements: An Engineering Study Guide* turn lane guidelines
  - Anticipated to meet minimum operational thresholds under 2033 and 2040 total traffic conditions
- **Site Access on Knott Lane**
  - Located approximately 730 feet south of the future Skyway Street
    - Meets minimum access spacing on Knott Lane, a 50-mph collector street
  - Not anticipated to warrant turn lanes under 2033 and 2040 total traffic conditions
  - Anticipated to meet minimum operational thresholds under 2033 and 2040 total traffic conditions
- **Site Access on Northside Boulevard**
  - Located approximately 730 south of Skyway Street
    - Meets minimum access spacing
  - Anticipated to warrant the following turn lanes under the 2033 total traffic condition:
    - Northbound left-turn lane
    - Southbound right-turn lane
  - Anticipated to meet minimum operational thresholds under 2033 and 2040 total traffic conditions

2.0 Improvements Needed to Mitigate 2025 Existing Traffic

2.1 Review of the most current five-year (2020-2024) crash data at the study area intersections shows the following results:

- Midland Boulevard and US 20/26 intersection
  - Fifty-eight (58) reported crashes, with 34 crashes due to failure to yield/obey stop sign
    - There were three (3) fatal crashes
  - Estimated crash rate is 1.78 crashes per million entering vehicles (ACC/MEV)
    - Crash frequency is expected to decrease with the intersection improvements
- Knott Lane and US 20/26 intersection
  - Four (4) reported rear-end crashes
  - Estimated crash rate is 0.14 ACC/MEV
- Northside Boulevard and US 20/26 intersection
  - Thirty-two (32) reported crashes, with 14 crashes due to failure to yield/obey stop sign
    - There was one (1) fatal crash
  - Estimated crash rate is 0.94 crashes per million entering vehicles (ACC/MEV)
    - Crash frequency is expected to decrease with the intersection improvements
- Midland Boulevard and Linden Road intersection
  - Fourteen (14) reported crashes with nine (9) angle/turning crashes
  - Estimated crash rate is 0.46 ACC/MEV
- Knott Lane and Linden Road intersection
  - Two (2) reported crashes
  - Estimated crash rate is 0.32 ACC/MEV

- Northside Boulevard and Linden Road intersection
  - Eight (8) reported crashes with four (4) angle crashes
  - Estimated crash rate is 0.57 ACC/MEV

2.2 One study area intersection currently exceeds the minimum operational thresholds analyzed with the existing intersection control and lane configuration. The intersection and mitigation improvements are:

- **Midland Boulevard and US 20/26 intersection**
  - Temporary traffic signal with existing lanes

2.3 With 2025 existing traffic, one unsignalized study area intersection requires a turn lane based on ITD and NCHRP Report 457 turn lane guidelines. The intersection and warranted turn lane are:

- **Knott Lane and US 20/26 intersection**
  - Westbound left-turn lane

3.0 Improvements Needed to Mitigate 2033 Build-Out Year Background Traffic

3.1 With 2033 background traffic, four study area intersections are anticipated to exceed the minimum operational thresholds analyzed with the existing intersection control and lane configuration or with the improvements needed under 2025 existing traffic. The intersections and mitigation improvements are:

- **Midland Boulevard and US 20/26 intersection**
  - Traffic signal
  - Reconstruct and widen the intersection with the following interim lanes as identified in the US 20/26 corridor plan:
    - Eastbound approach: one left-turn lane, two through lanes, and one right-turn lane
    - Westbound approach: one left-turn lane, two through lanes, and one right-turn lane
    - Northbound approach: one left-turn, one through, and one right-turn lane
    - Southbound approach: one left-turn and one shared through/right-turn lane
- **Knott Lane and US 20/26 intersection**
  - Restrict the intersection to right-in and right-out movement only (RIRO)
  - Reconstruct and widen the intersection with the following interim lanes as identified in the US 20/26 corridor plan:
    - Eastbound approach: two through lanes and one right-turn lane
    - Westbound approach: one through and one shared through/right-turn lane
    - Northbound approach: one right-turn lane
    - Southbound approach: one right-turn lane
- **Northside Boulevard and US 20/26 intersection**
  - Traffic signal
  - Reconstruct and widen the intersection with the following interim lanes as identified in the US 20/26 corridor plan:
    - Eastbound approach: one left-turn lane, two through lanes, and one right-turn lane
    - Westbound approach: one left-turn lane, two through lanes, and one right-turn lane
    - Northbound approach: one left-turn and one shared through/right-turn lane
    - Southbound approach: one left-turn and one shared through/right-turn lane
- **Midland Boulevard and Linden Road intersection**
  - Reconstruct the intersection as a single-lane roundabout

4.0 Improvements Needed to Mitigate 2033 Build-Out Year Total Traffic

4.1 With 2033 total traffic, one study area intersection is anticipated to exceed minimum operational thresholds analyzed with the existing intersection control and lane configuration or with the mitigation improvements needed under prior analysis years' traffic conditions. The intersection and mitigation improvements are:

- **Northside Boulevard and Linden Road intersection**
  - Reconstruct the intersection as a single-lane roundabout

4.2 With 2033 total traffic, two study area intersections are anticipated to require turn lanes based on NCHRP Report 457 turn lane guidelines. The intersections and warrant turn lanes are:

- **Knott Lane and Linden Road intersection**
  - Eastbound left-turn lane
  - Westbound right-turn lane
- **Site Access and Northside Boulevard intersection**
  - Southbound right-turn lane
  - Northbound left-turn lane

5.0 Improvements Needed to Mitigate 2040 Horizon Year Background Traffic

5.1 With 2040 background traffic, three study area intersections are anticipated to exceed minimum operational thresholds analyzed with the existing intersection control and lane configuration or with the mitigation improvements needed under 2033 background traffic conditions. The intersections and mitigation improvements are.

- **Midland Boulevard and US 20/26 intersection**
  - Reconstruct and widen the intersection to the ultimate design as identified in the US 20/26 corridor plan:
    - Eastbound approach: one left-turn lane, three through lanes, and one right-turn lane
    - Westbound approach: one left-turn lane, three through lanes, and one right-turn lane
    - Northbound approach: one left-turn, one through, and one right-turn lane
    - Southbound approach: one left-turn and one shared through/right-turn lane
  - Signal modifications
- **Northside Boulevard and US 20/26 intersection**
  - Reconstruct and widen the intersection to the ultimate design as identified in the US 20/26 corridor plan:
    - Eastbound approach: one left-turn lane, three through lanes, and one right-turn lane
    - Westbound approach: one left-turn lane, three through lanes, and one right-turn lane
    - Northbound approach: one left-turn, one through, and one right-turn lane
    - Southbound approach: one left-turn and one shared through/right-turn lane
  - One additional westbound left-turn lane
  - Northbound right-turn lane
  - Signal modifications
- **Northside Boulevard and Linden Road intersection**
  - Reconstruct the intersection as a multilane roundabout with the following lanes:
    - Two entering and exiting lanes on the Northside Boulevard approaches
    - One entering lane on the Linden Road approaches

5.2 The three through lanes on the US 20/26 approaches needed at the Midland Boulevard and Northside Boulevard intersections will extend through the Knott Lane intersection. As a result, the US 20/26 approaches at the Knott Lane intersection will have three through lanes

5.3 As a result of the intersection improvements, Northside Boulevard will need to be widened to five lanes between US 20/26 and Linden Road

6.0 2040 Horizon Year Total Traffic Conditions

6.1 With 2040 total traffic, all study area intersections are anticipated to meet minimum operational thresholds analyzed with the existing intersection control and lane configuration or with the mitigation improvements needed under prior analysis years' traffic conditions. Additionally, none of the study area intersections are anticipated to warrant additional turn lanes. As a result, no additional improvements are needed to mitigate the 2040 total traffic operations

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

Start Time of Neighborhood Meeting: 6:00 PM - 2.10.2026

End Time of Neighborhood Meeting: 7:00 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.	John Stevenson	19292 Flora Rd. Nampa, Id.
2.	Stacey Stevenson	" "
3.	Derray Quardors	19460 Knott lane
4.	SCOTT NORMAN	19480 MIDLAND
5.	DAN YAWER	19421 Bluebell Court
6.	KEN & ROBIN JOHNSON	19322 FLORA RD
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		

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: Legacy fun Preliminary Plat

Date of Round Table meeting: 1.13.2026

Notice sent to neighbors on: January 21, 2026

Date & time of the neighborhood meeting: February 10th 2026

Location of the neighborhood meeting: 19460 Knoff Lane

Developer/Applicant:

Name: Karen Bailey

Address, City, State, Zip: 810 E. Central Way, Meridian, ID 83642

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

DATE 2.12.2026

Notice of Neighborhood Meeting

January 21, 2026

To: Property Owner and/or Resident

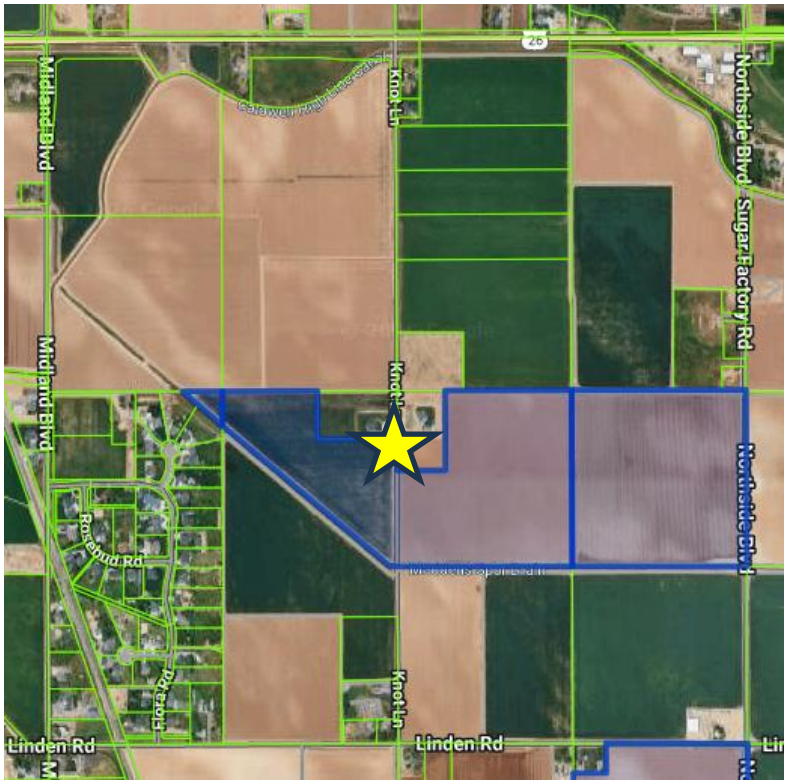
RE: Property Development – Annexation, Rezone, Preliminary Plat and Development Agreement for a proposed residential subdivision at 0 Knott Ln, Nampa, Idaho (refer to map below).

You are invited to a neighborhood meeting for a proposed development on a property near your property. The purpose of the meeting is to discuss the project, answer any questions, and listen to feedback and suggestions. The planned Legacy Farm Neighborhood will develop approximately 95 acres for a single-family residential neighborhood; there are no multi-family apartments planned.

Meeting Location and Time:

On Site
19460 Knott Lane
Nampa, ID 83687
February 10, 2026 – 6:00 p.m.

Project Summary: The Project consists of a request to annex 95.60 Acres of land into the City of Caldwell with an R-2 (Medium Density Residential) zoning, a preliminary plat that will include forty-seven (47) common lots, four hundred and two (402) single family residential lots.



If you would like to contact us prior to the meeting, please feel free to reach out to us at 208-899-1155 or by email at Laren@congergroup.com. Thank you

Please note that this is not a public hearing and no city or public officials will be present.

ANDRUS DAVID	19451 KNOTT LN	NAMPA ID 83687
CARLSON CHRISTOPHER M	19348 FLORA RD	NAMPA ID 83687
CORNWELL GEOFFREY GUY	9826 ROSEDOWN RD	NAMPA ID 83687
D AND J RANCH LLC	9524 LINDEN RD	NAMPA ID 83687
DWT INVESTMENTS LLC	2929 W NAVIGATOR DR SUITE 400	MERIDIAN ID 83642
ENDURANCE HOLDINGS LLC	1977 E OVERLAND RD	MERIDIAN ID 83642
GEMINI LLLP	1979 N LOCUST GROVE	MERIDIAN ID 83646
HUTER BROTHERS INC	9040 LINDEN	NAMPA ID 83687
JOHNSON KENNETH D	19322 FLORA RD	NAMPA ID 83687
KROEGER ERIC C	19428 BLUEBELL CT	NAMPA ID 83687
LANSING FARMS LLC	1979 N LOCUST GROVE RD	MERIDIAN ID 83646
MUSTANG 35 LLLP	839 S BRIDGEWAY PL	EAGLE ID 83616
MUSTANG 54 LLC	839 S BRIDGEWAY PL	EAGLE ID 83616
NORMAN FAMILY TRUST	2616 E TIMBERLAND DR	EAGLE ID 83616
OWEN JOHN	19410 BLUEBELL CT	NAMPA ID 83687
QUARDERS DERRAY AND CATHERINE FAMILY TRUST	19460 KNOTT LN	NAMPA ID 83687
REINKE TERRY L	19431 BLUEBELL CT	NAMPA ID 83687
SHMYDOVA RAISA	7901 DOE TRAIL WAY	ANTELOPE CA 95843
SILVA MICHAEL	19438 BLUEBELL CT	NAMPA ID 83687
TUFT ROBERT L	19378 BLUEBELL CT	NAMPA ID 83687
XAVIER DAN	19421 BLUEBELL CT	NAMPA ID 83687

EXHIBIT S-1

Vicinity Map

EXHIBIT S-2

Zoning Map

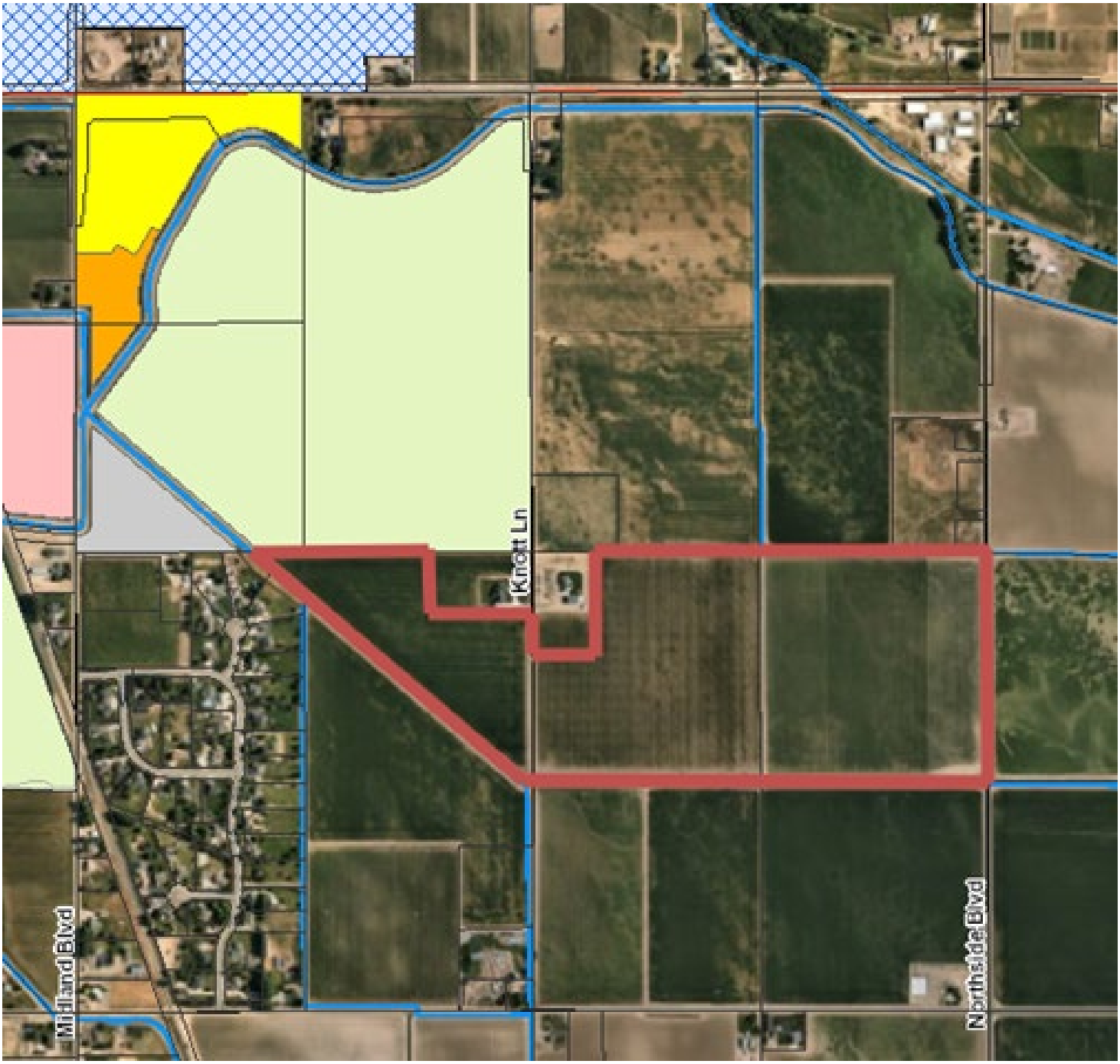


EXHIBIT S-3

Future Land Use Map

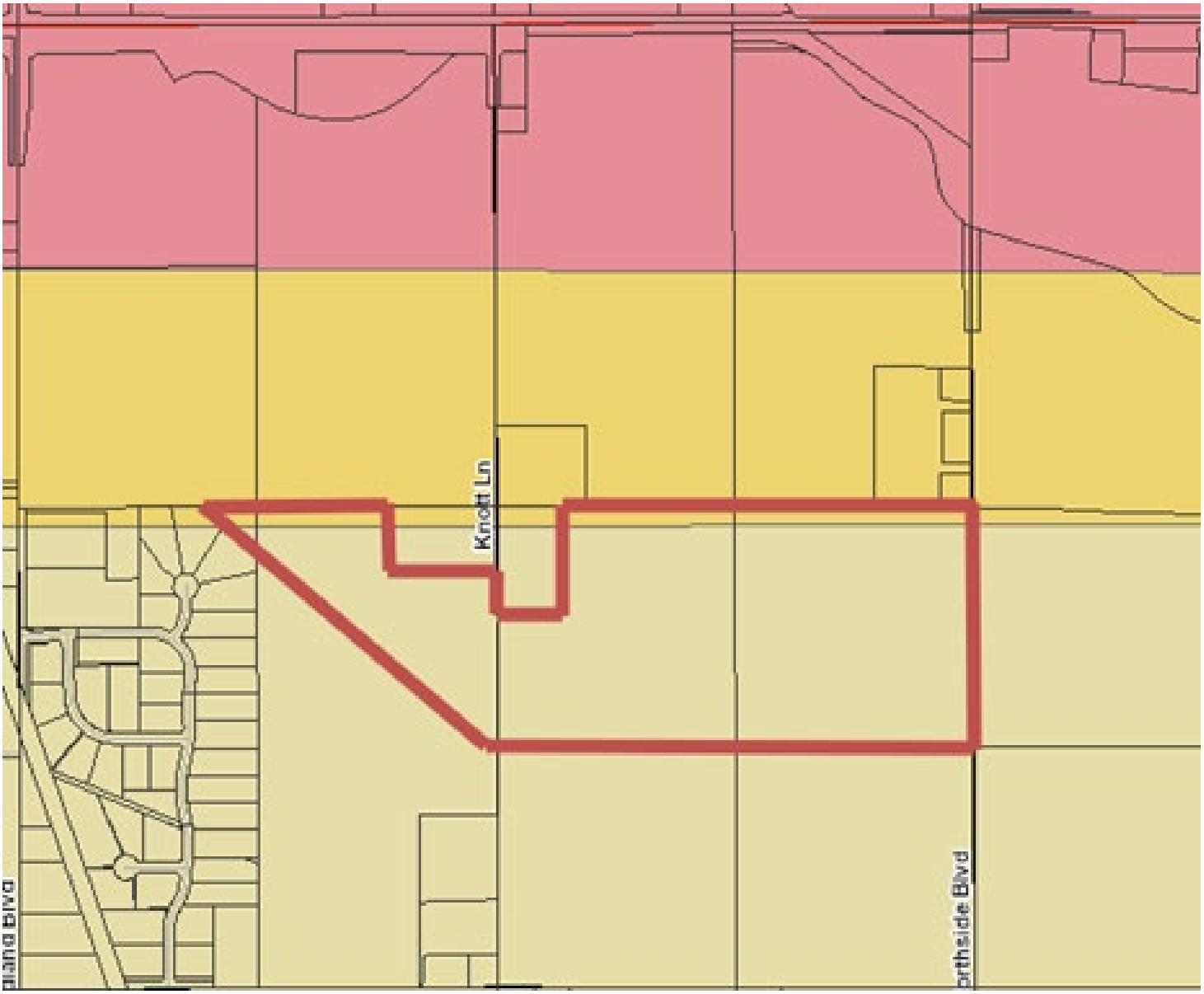


EXHIBIT S-4

Public Agency Notification List

PUBLIC AGENCY NOTIFICATION LIST

The following political subdivisions, including schools, were notified of the application requests. A link to the full application packet was provided to each agency.

City of Caldwell Engineering Department
City of Caldwell Engineering Inspections
City of Caldwell Fire Chief
City of Caldwell Fire Marshall
City of Caldwell Building Department
City of Caldwell Police Chief
City of Caldwell Lieutenant Wright
City of Caldwell Mapping Department
City of Caldwell Code Compliance Division
City of Caldwell Economic Development
City of Caldwell Airport
City of Caldwell Water Department
Vallivue School District #139
Caldwell School District #132
Pioneer Irrigation District
Riverside Irrigation District
Canyon Hill Irrigation
Franklin Ditch Co.
Nampa-Meridian Irrigation Dist.
Black Canyon Irrigation District
Golden Gate Irrigation
Caldwell Lateral Irrigation
Wilder Irrigation District
Compass Idaho
Hilty, Bower, Haws & Seable

Caldwell Transportation
Brown Bus Company
Canyon Highway District #4
Nampa Highway District #1
Idaho Transportation Department
Valley Regional Transit
Canyon County Development Services
Canyon County Plat Room
City of Nampa Planning and Zoning
Boise Project Board of Control
Southwest District Health
Idaho Power
Intermountain Gas
DTG Maps (only for final plats)
Boise River Flood Control Dist. #10
Bureau of Land Management
Bureau of Reclamation - Snake River Area Office
Corps of Engineers
Idaho Fish and Game
Department of Water Resources
College of Idaho
Department of Lands
USPS Caldwell
Union Pacific Railroad

EXHIBIT S-5

Draft Bill and Ordinance and Ordinance Summary

Update Prior to City Council

EXHIBIT S-6

Commission Draft Meeting Minutes

Update Prior to City Council

PC – EXHIBITS

Public Comments

No Comments

PA-EXHIBITS

Public Agency Comments

To: Katie Wright, Planner III
Caldwell P & Z Department

From: Steven Pendleton, Land Development Manager
John Prebonick, City Engineer

Re: ANN26-000005, SPP26-000003 – Legacy Farms Subdivision

Date: June 1, 2026

The Engineering Department provides the following comments on a request by Porchlight Development, on behalf of Gemini LLLP, is requesting annexation of three (3) parcels (R3426800000, R3428313400, and R3426500000) with an initial zoning designation of R-2 (Community Residential) with a development agreement. The current City comprehensive plan future land use designation is Neighborhood 2, and R-2 is considered a compatible zoning district. Concurrently, the applicant is requesting approval of a preliminary plat for Legacy Farms Subdivision, a single-family residential subdivision with 402 buildable lots. The approximately 95 acre site is located on the west side of Northside Blvd., approximately 1,300 feet north of the intersection with Linden Rd., in Caldwell, Idaho.

Should the Hearing Examiner/Planning & Zoning Commission advance the application, the Engineering Dept. recommends the following items, as listed in the staff report, be provided.

Locations of water and sewer connections to city owned and maintained lines have not been provided as part of the application for staff to review and provide comments on. This site is solely relying on the timing and extension of services by future adjacent development. Said future proposed extensions have not been fully reviewed or approved by city staff at this time. staff has been coordinating with the applicant to understand the general sewer discharge location and water connection points.

- Water Note 1.
- Sewer Note 1.

<u>Development Plans</u>

1. Development Plans – Prior to commencing construction and applying for building permits, plans must be prepared by the developer's engineer and approved by the City Engineering Department which shall include the following items:

    a. Street section and alignment (including curb and gutter);

    b. Sidewalk (sidewalk width based on street classification);

    c. Sanitary sewer (per City and DEQ requirements);

d. Potable water (per City and DEQ requirements);

e. Pressure Irrigation (per CMID requirements);

f. Stormwater facilities (per City requirements/storm water manual);

g. Street lighting (per City standards);

h. Street signage (per City and MUTCD requirements);

i. Vertical Datum based on NAVD 88 Datum.

General

1. Applicant shall follow the requirements and processes of the subdivision ordinance for the development of this project. For the purposes of this project, all conditions outlined in the subdivision ordinance pertaining to receiving the City Engineers signature on, or the recordation of, a final plat shall be applied to the submission of building permits.

2. The proportionate share of frontage improvements along classified roadways adjacent to the preliminary plat shall be completed prior to the signature of the final plat for each phase development regardless of the location of the phase being developed or bonding. To be determined at the time of civil construction drawing approval.

3. Easements for public utilities outside of the public right-of-way shall be as listed below. Easements will be required to be larger if deemed necessary by the City Engineer in order to facilitate future maintenance operations of utilities.
    a. 10 feet wide minimum.
    b. Domestic water only,15 feet wide minimum
    c. Sanitary sewer only, 20 feet wide minimum
    d. Sewer and water combined; 30 feet wide minimum with 12' separation.

4. Appropriate easements for emergency access, transmission lines and/or other utilities shall be clearly indicated, with recorded instrument numbers provided for said easements, on the construction drawings.

5. All utilities on and within the boundaries of the subdivision shall be located and/or relocated underground.

6. All public streets, sewer, water, pressure irrigation fire protection, and street light facilities must be dedicated to the City. Some conveyance facilities for stormwater drainage may be eligible for dedication to the City.

7. Construction of facilities to be dedicated and/or within public right-of-way shall be performed by an appropriately licensed Idaho public works contractor and shall be inspected by and constructed to City of Caldwell specifications.

8. Prior to commencement of construction in any dedicated right-of-way, or construction of any improvement intended for dedication to the City or connected to a City facility, the City Engineering staff is to be notified. This preferably will take place in a pre-construction conference scheduled by the engineer of record in which all appropriate personnel and utilities are present. Appropriate City personnel are to be notified in advance of all testing (including compaction, pressure and coliform, etc.) and given opportunity to be present during conduct of the testing. The engineer of record or his designated representative is to witness all tests (not covered by City inspectors) and a log of inspection visits and testing results is to be kept by the engineer of record or his representative.

9. The developer is to employ a responsible design professional, preferably the engineer of record, to oversee and inspect construction, to perform and/or observe all requisite testing of completed facilities, and to certify that improvements have been constructed according to approved plans and in compliance with applicable City, State, and Federal standards.

10. The engineer of record shall be held responsible to ensure that improvements are in compliance with said engineer's design. Following the construction of the improvements, the developers engineer shall provide the City of Caldwell Engineering Department with electronic (.dwg) format record drawings spatially referenced to the Idaho State Plane Coordinate System-West Zone, North America Datum (NAD) 83. Vertical control shall be referenced to the North America Datum (NAVD) 88 for future reference and to establish that the engineer of record has caused construction to occur in substantial compliance with the design of said engineer of record.

11. Any note, item or drawing element on the plats, construction drawings, engineering drawings and/or design drawings related to the property inconsistent with City Codes, Policies and/or Ordinances shall not be construed as approved unless specifically addressed and granted by City Council.

<u>Rights-of-Way</u>

1. Northside Blvd. is classified as a Minor Arterial roadway. The applicant shall dedicate as public right-of-way a minimum of Forty (40') foot half width right-of-way along the entire Northside Blvd. alignment (per City Standard Detail R-810 B).

2. Skyway St. is classified as a Collector roadway. The applicant shall dedicate as public right-of-way a minimum of Thirty-five (35') foot half width right-of-way along the entire Skyway St. alignment (per City Standard Detail R-810 C).
    a. Applicant shall dedicate necessary right-of-way for the construction of an eastbound right-hand turn lane on Skyway St. at the intersection of Northside Blvd.

3. Knot Ln. is classified as a Collector roadway. The applicant shall dedicate as public right-of-way a minimum of Thirty-five (35') foot half width right-of-way along the entire Knot Ln. alignment (per City Standard Detail R-810 C).

4. All interior local streets classified as residential shall be dedicated to the City. The applicant shall dedicate as public right-of-way a minimum fifty-three (53') foot full width right-of-way (per City Standard R-810-E).

5. Applicant shall dedicate to the City of Caldwell any required right-of-way along all classified roadways within 30 days of written request from the City of Caldwell.

6. *All right-of-way details and street exhibits provided as part of the preliminary plat that do not meet current City code standards are not approved as part of the preliminary plat entitlements process. This shall be determined at the time of civil construction drawing review.*

Street

1. Full half street frontage improvements shall be completed to all classified roads adjacent to the proposed project including (Skyway St., Northside Blvd., and Knot Ln.) in accordance with all City of Caldwell, and Highway District 4, standards and specifications, improvements shall include (but are not limited to) curb, gutter, sidewalk, asphalt, streetlights, joint trench, spare communication conduit along classified roadways, storm drainage facilities, etc.

2. Developer to coordinate safe school crossings with school district to determine location of necessary RRFB crosswalks and ensure crossings along classified roadways are approved by Traffic Commission. Final locations to be determined at time of civil construction drawing review.

3. The proportionate share of frontage improvements along classified roadways adjacent to the preliminary plat shall be completed prior to the signature of the final plat for each phase development regardless of the location of the phase being developed or bonding. To be determined at the time of civil construction drawing approval.

4. Applicant shall construct a northbound right-hand turn lane on Knot Ln. at the intersection of Skyway St. if the City is able to obtain necessary right-of-way from the outparcel located on the southeast corner of this intersection. (See outparcels section of this document.)

5. Applicant shall construct a westbound right-hand turn lane on Skyway St. at the intersection of Knot Ln. if the city is able to obtain necessary right-of-way from the outparcel located on the southwest corner of this intersection. (See outparcel section of this document.)

6. Applicant shall construct a westbound right-hand turn lane on Skyway St. at the intersection of Northside Blvd.

7. Applicant shall construct northbound left hand turn lane on Northside Blvd. at the site entrance proposed to be Disk Dr. Necessary improvements may be required along opposite side of Northside Blvd. to accommodate improvements.

8. Applicant shall construct southbound right hand turn lane on Northside Blvd. at the site entrance proposed to be Disk Dr.

9. All gravity irrigation facilities within the alignment of any proposed roadways shall be relocated out side of any master planned right-of-way.

10. All private driveways, alleys or internal circulation routes shall fully comply with City of Caldwell standards and be approved by the Nampa Fire Marshall.

11. Applicant shall be responsible for the north half of the bridge widening surface improvements and understructure on Knot Ln. at the Madden Spur Drain crossing.

12. Applicant shall be responsible for the southeast quarter (1/4) share of the bridge widening surface improvements and understructure on Skyway at the Madden Spur Drain crossing.

13. Applicant shall be responsible for the northwest quarter (1/4) share of the bridge widening surface improvements and understructure on Skyway at the Madden Spur Drain crossing.

14. No lot/building shall have direct access to/from Skyway St. Knot Ln. or Northside Blvd.

15. Applicant shall meet all emergency access requirements for each phase of development to be determined by the Fire Dept. at the time of civil plan review.

16. Applicant shall coordinate with the United States Postal System to determine a cluster mailbox unit locations. Said locations shall be interior to the site and shall be located in a manner that will not impact, or cause queuing onto Skyway St. Knot Ln. or Northside Blvd.

Outparcels

1. 19451 Knot Ln. (R3426801100)
    a. If the City is able to obtain sufficient right-of-way along the frontage of this out parcel located at the proposed southwest corner of Skyway St. and Knot Ln. the applicant shall complete the road widening improvements referenced in the street section, item 1 and 4 across the frontage of proposed Skyway St. and Knot Ln. If the City is not able to acquire the right-of-way, lesser improvements may still be required that fall within the prescriptive right-of-way on those out parcels.
    b. Applicant shall provide an all weather driveway access internal to the site with sewer, domestic water and pressure irrigation services for future connections.

2. 19460 Knot Ln. (R3426801000)
    a. If the City is able to obtain sufficient right-of-way along the frontage of this out parcel located at the southeast corner of proposed Skyway St. and Knot Ln. the applicant shall complete the road widening improvements referenced in the Street section, item 1and 3 across the Skyway St. and Knot Ln. frontage of said out parcel. If the City is not able to acquire the right-of-way, lesser improvements may still be required that fall within the prescriptive right-of-way on those out parcels.
    b. Applicant shall provide an all weather driveway access internal to the site with sewer, domestic water and pressure irrigation services for future connections.

Traffic Impact Fees

City of Caldwell has adopted the "Caldwell Area Capital Improvements Plan & Impact Fee Program". The applicant will be required to pay traffic impact fees per table 7 of the Impact Fee Schedule to be assessed to the building permit/s when applied for.

All accesses proposed within this preliminary plat shall meet City Of Caldwell, Idaho Transportation Dept. and Highway District 4 spacing requirements. Any deviations proposed within this development shall be reviewed and approved on a case by case basis to be determined by the governing agency at time of plan review.

Any proposed traffic mitigation as proposed adjacent to the site by the traffic impact study shall be evaluated for required improvements or access by the governing agency at the time of plan review.

Water

1. All on site water mains will need to be looped into existing mains for fire flow and water quality purposes. Internal main sizing and construction plan approval, will be dependent upon the availability of fire flow. This development will be required to comply with the most current Water Master Plan. ***Locations of water connections to city owned and maintained lines have not been provided as part of the application for staff to review and provide comments on. Staff has been coordinating with the Applicant to understand the general water connection locations, however these locations are being designed and constructed by another party and have not received Engineering's final approval. If adjacent development were to not continue, the Applicant would be required to work with Staff to extend their point of connection at their cost.***

    a. Applicant shall construct a 16" master planned water mainline within Northside Blvd. through the entire frontage of this development.
    b. Applicant shall construct a 12" master planned water mainline within Knot Ln. through the entire frontage of the site.
    c. Applicant shall construct a 12" master planned water mainline within Skyway St. through the frontage of the site.

2. Each buildable lot shall be supplied with potable water. If buildings are constructed to include individual units that could feasibly or will be sold separately, each unit shall be serviced separately

3. Each phase of development shall have a redundant/secondary supply of domestic water.

4. The location of water service, including sizing of mains, providing of easements, frontage construction, and offsite construction are to be decided during review of improvement plans.

Sanitary Sewer

*Currently the City of Caldwell does **not** have capacity within the existing sanitary sewer system to serve this project. Staff is actively working on a solution to improve the capacity of our system. Applicant shall be aware that no construction drawings will be accepted for review until the system is capable of serving the proposed project with sanitary sewer service. The exact timing of serviceability is unknown. Caldwell will require some cost participation of these improvements from developments that are benefiting from said improvements. Staff has received and accepted a Sewer Deviation Study from the applicant to provide Staff with necessary flows to determine the cost participation required to deviate from the Master Plan and flow into a temporary lift station. These final costs will be determined at time of construction documents.*

1. It shall be the responsibility of the applicant's engineer to verify that specific connection to existing sewer mainlines will not exceed the functional capacity of said mainlines. Provision for connectivity by future developments shall be met in accordance with current City standards. ***Locations of sewer connections to city owned and maintained lines have not been provided as part of the application for staff for review and provide comments on. Staff has been coordinating with the Applicant to understand the general sewer discharge location, however this location is being designed and constructed by another party and has not received Engineering's final approval. If adjacent development were to not continue, the Applicant would be required to work with Staff to extend their point of connection at their cost."***

2. The location of sewer service, including sizing of mains, providing of easements, frontage construction, and offsite construction are to be decided during review of improvement plans. This development will be required to comply with the most current Sewer Master Plan.

3. The Developer will be required (where applicable) to extend all sewer and water mainlines to the center of adjacent roadways for connectivity by future developments. Locations of said extensions will be decided during the review of the improvement plans.

4. Each buildable lot shall be supplied with a sewer service. If buildings are constructed to include individual units that could feasibly or will be sold separately, each unit shall be serviced separately

5. Any easements for sewer lines not in the right-of-way should be at a width sufficient to construct same and not less than 20 feet in width. Easements for adjacent sewer and water lines separated by 12' not in the right-of-way shall be at a width sufficient to construct the same and shall be no less than 30 feet in width.

6. A 20' wide all-weather surfaces may be required to be constructed over mainlines that fall outside the public right-of-way. All weather surfaces shall be constructed sufficiently to support heavy equipment necessary to construct and maintain sewer under all seasonal weather conditions.

Irrigation

1. Existing easements and/or rights-of-way for any irrigation facility shall be determined and clearly indicated on the construction plans. Construction across or re-routing of these facilities is subject to approval by the governing irrigation district and at their discretion or their assigns.

2. The Developer shall maintain any existing upstream drainage rights and downstream irrigation rights across the property. During the design phase of this project, the developer or his engineer is to contact the appropriate irrigation district to help ascertain these rights. Appropriate facilities shall be provided by the developer to convey irrigation and drainage water across the property to take care of these offsite needs. There is to be no discharge of gravity/pressure irrigation return water into the projects storm water system.

2. The development is to include a non-potable water pressure irrigation system. The design of this pressure irrigation system is to be reviewed and approved by the Caldwell Municipal Irrigation District prior to construction plan approval. It shall be required that the system will be operated and maintained by the Caldwell Municipal Irrigation District.

3. Each lot, or building area, shall be provided with a pressure irrigation service in compliance with Caldwell Municipal Irrigation District standards.

4. All pressure irrigation mainlines shall be located in the public right-of-way or within a public utility easement, with a minimum width of 10 feet, centered over said mainlines as per current City standards.

5. Applicant shall place the pump station in an area that is easily accessible with a recorded perpetual easement sufficient for convenient access and maintenance of said pump station. The lot shall be owned and maintained by the homeowners association.

6. The applicant shall ensure that an adequate continuous irrigation supply flow is available to meet the pressure irrigation system requirements of CMID.

7. The applicant shall transfer a proportionate share of any existing water right(s), except those held in trust by an irrigation district, to the City of Caldwell for both irrigation and domestic water supply for the subject development. If this should occur, The City shall assist in registering the transfer.

8. Applicant shall pipe the pump station delivery ditch from the source point (head gate) to the pump station. Pump station overflow shall be piped from the pump station to the point of discharge into an irrigation facility/canal/drain/etc. maintained by an irrigation district.

9. Upon Applicants connection to or use of the existing irrigation pump station, should they choose to do so and CMID deems it appropriate to connect to, the applicant shall:
    a) Supply the City of Caldwell with a water model of the whole pressurized irrigation system including the piped overflow showing the system design meets all Caldwell Municipal Irrigation District standards.
    b) Applicant shall complete all upgrades to the system as required by CMID. Said upgrades will be determined during plan review"

10. All plans and construction drawings submitted to the City of Caldwell for review and approval for any out-of-season irrigation work to be performed within or across facilities located within (or owned by) irrigation districts other than CMID shall be submitted to the Caldwell Engineering

Department no later than August 15th. Submittal of plans after this date may result in Applicant not receiving plan approval in time to complete out-of-season work.

Storm Drain

1. As noted previously, provision is to be made for the disposal of stormwater drainage in accordance with the City Stormwater Management Manual and any updates adopted subsequent to this application. A copy of this policy is available upon request. The engineer of record is to provide calculations, which indicate that the assumptions in his stormwater drainage plan comply with the requirements of the stormwater manual. In this case, if a storm water system is existing, the burden of proof is on the developer to verify the capacity is sufficient for the proposed development.

2. The applicant shall identify and retain all historical drainage discharge points from the property for the purpose of draining on-site storm water detention facilities.

3. Storm water detention basins are required to remain on-site within a common lot outside any right-of-way or proposed private streets consistent with public roadways to be operated and maintained by the Homeowners Association/etc.

4. There is to be no discharge of storm water overflow into any irrigation water return/discharge facility/ditch/pipe/etc.

Plat

1. Prior to approval of the final plat, subdivision facilities must be completed or an appropriate construction security provided. There may be temporary restrictions to the obtaining of building permits, even with acceptable construction security, depending on fire protection, emergency service requirements, and City approval of the sanitary sewer system. A 20% temporary restriction to obtaining of building permits will be enforced until all facility construction has been completed, inspected and certified by the applicants engineer including all punch list items.

2. A note shall be added to the final plat stating that no lot shall have direct access to/from Skyway St. Knot Ln. or Northside Blvd.

3. Upon recordation of the plat, the Engineering Department is to be provided with a PDF copy of the recorded final plat.

4. An electronic (dwg.) copy of the Final Plat suitable for mapping and addressing purposes will be required with Final Plat application submittal.

NAMPA FIRE 1891 DIST

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ADMINISTRATIVE OFFICE
9 – 12th Avenue South Nampa, ID 83651

208.468.5770

DATE: May 29, 2026

TO: City of Caldwell – Planning and Zoning

FROM: Elijah Effinger, Nampa Fire Protection District, Fire Marshal

APPLICANT: Laren Bailey / Porchlight Development

OWNER: Gemini LLLP

PROJECT ADDRESS: 0 Knott Lane

RE: Legacy Farm Subdivision ANN26-000005 / SPP26-000003

This application is for Porchlight Development, on behalf of Gemini LLLP, is requesting annexation of three (3) parcels (R3426800000, R3428313400, and R3426500000) with an initial zoning designation of R-2(Community Residential) with a development agreement. The current City comprehensive plan future land use designation is Neighborhood 2, and R-2 is considered a compatible zoning district. Concurrently, the applicant is requesting approval of a preliminary plat for Legacy Farms Subdivision, a single-family residential subdivision with 402 buildable lots. The approximately 95 acre site is located on the west side of Northside Blvd., approximately 1,300 feet north of the intersection with Linden Rd., in Caldwell, Idaho.

The Nampa Fire Protection District does not oppose the application subject to compliance with all the following code requirements and conditions of approval.

<u>Water Supply Comments:</u>

Fire District required fire hydrants, access, and street identification shall be installed prior to construction or storage of combustible materials on site. Provisions may be made for temporary access and identification measures.

Fire hydrants, capable of producing the required fire flow, shall be located along approved fire lanes. Fire hydrant spacing shall meet the requirements of IFC table C105.1.1 (IFC 507.3, IFC B105.2, IFC C105).

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9 – 12th Avenue South Nampa, ID 83651

208.468.5770

Fire Access Comments:

Structures greater than 30 feet in height will require aerial fire access roadways. These roadways shall be a minimum of 26 feet in width and located at least 15 feet but no more than 30 feet from the building. (IFC D105) For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. (IFC D105)

Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads. (D107.1)

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the overall maximum diagonal dimension of the lot or area to be served, measured in a straight line between accesses. (D105.1)

Dead-end fire apparatus access roads exceeding 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus. (IFC 503.2.5)

Fire apparatus access roads shall extend to within 150 feet of all portions of the exterior walls of the first story of a building measured by an approved route around the exterior of the building or facility. (IFC 503.1.1)

Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches. (IFC 503.2.1)

The minimum outside turning radius of a fire apparatus access road shall be 48 feet. The minimum inside turning radius shall be 28 feet. (IFC 503.2.4)

Fire apparatus access roads shall have an approved driving surface of asphalt, concrete or other approved driving surface and can support the imposed load of fire apparatus weighing at least 75,000 pounds. (IFC D102.1)

Fire apparatus access roads shall not exceed 10 percent in grade. (IFC D103.2)

ADMINISTRATIVE OFFICE
9 – 12th Avenue South Nampa, ID 83651

208.468.5770

When a bridge or elevates surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with AASHTO HB-17. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. (IFC 503.2.6)

For streets having a width less than 33 feet back of curb to back of curb parking shall be restricted on one side; for streets having a width less than 27 feet back of curb to back of curb parking shall be restricted on both sides. A note on the face of the final plat is required noting the parking restriction prior to signing of the final plat. No Parking signs shall be installed throughout cul-de-sacs, turnarounds and at gates or bollards controlling emergency access. Developments with marked parking stalls shall have signs posted at each entrance stating Place a sign at each entrance to the site stating, "**ALL LANES ARE FIRE LANES-PARK IN MARKED STALLS ONLY"**. The language below in smaller font is as follows: **"Violating Vehicle Will Be Towed; IFC Sec. 503".** See exhibit below.

No Parking signs shall be installed in accordance with the requirements of the IFC. (IFC 503.8)

Gates and Bollards shall comply with requirements of the IFC with designs being submitted to the Fire Code Official for approval. If gates are electronically operated, they shall be equipped with an automatic opening mechanism activated by the Opticom system. Manual gates shall be secured with a Knox brand padlock. See exhibit below for acceptable Bollard models manufactured by Maxiforce. (IFC 503.6, D103.5).

General Conditions

Specific building construction requirements of the International Building Code, International Fire Code and City of Nampa Code will apply. However, these provisions are best addressed by a licensed Architect at time of building permit application.

Emergency Response Time Analysis and Service Impact:

The Nampa Fire District Strategic Plan states the response objective for Nampa Fire District is to arrive to 90% of emergency medical incidents within 5 minutes

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208.468.5770

of the alarm time, and within 5 minutes and 20 seconds to fire incidents. To accomplish these response time objectives requires that travel distances be approximately 1 ½ miles from the nearest fire station. This development is located approximately 4.1 miles from Nampa Fire Station 3 with an approximate response time of 7 minutes.

Infrastructure additions and capitol purchases for Fire District services are funded through development impact fees. Impact fees collected for each building prior to issuance of the building permit. The impact fee will be $1,267 per residential unit for an approximate total of $509,334 for the development.

To properly serve the public for an all-hazards response, the Nampa Fire District should have 1 firefighter for every 1,000 residents served. This subdivision will add approximately 1,138 residents to 402 residential lots, with an increased personnel demand of 1.13 firefighter positions.

Note: *The number of residents is calculated by multiplying the number of proposed single-family units by 2.83 or the number of multi-family units by 1.98 per U.S. Census Data for the average household size in Nampa.*

Exhibits

"No Parking" Signs

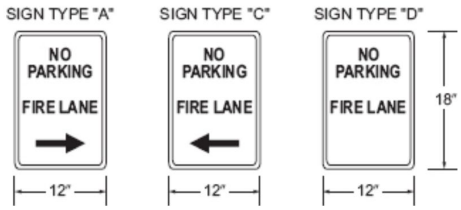


FIGURE D103.6 FIRE LANE SIGNS

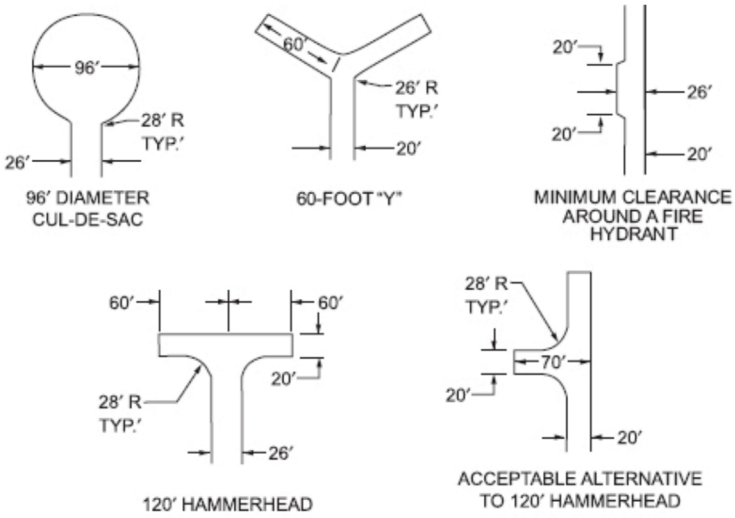
NAMPA FIRE DIST 1891
EXCELLENCE
SERVICE
STRENGTH IN UNITY

ADMINISTRATIVE OFFICE
9 – 12th Avenue South Nampa, ID 83651

208.468.5770

"No Parking" signs for developments with parking stalls. Post at entrances.

Fire Apparatus Turnaround Design Options



For SI: 1 foot = 304.8 mm.

FIGURE D103.1 DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

NAMPA FIRE DIST 1891

EXCELLENCE
SERVICE
STRENGTH IN UNITY

ADMINISTRATIVE OFFICE
9 – 12th Avenue South Nampa, ID 83651

208.468.5770

Approved Bollards by Maxiforce

Collapsibles

MCSW-SS3-EZ

Operation:	Wrench
Head Style:	Std. Style 3
Body Style:	Std. Rectangular
Base Style:	EZ

Collapsibles

MCSW-SS2-EZ

Operation:	Wrench
Head Style:	Std. Style 2
Body Style:	Std. Rectangular
Base Style:	EZ

Collapsibles

MCSW-SS1-EZ

Operation:	Wrench
Head Style:	Std. Style 1
Body Style:	Std. Rectangular
Base Style:	EZ

Memorandum

To: Katie Wright, Planner III
Caldwell P & Z Department

From: Trevor Farris, GIS Technician
Dave Marston, Mapping Superintendent

Re: ANN26-000005, SPP26-000003- Legacy Farms Subdivision

Date: May 19th, 2026.

The Mapping Department provides the following comments on a request by Porchlight Development, on behalf of Gemini LLLP, is requesting annexation of three (3) parcels (R3426800000, R3428313400, and R3426500000) with an initial zoning designation of R-2 (Community Residential) with a development agreement. The current City comprehensive plan future land use designation is Neighborhood 2, and R-2 is considered a compatible zoning district. Concurrently, the applicant is requesting approval of a preliminary plat for Legacy Farms Subdivision, a single-family residential subdivision with 402 buildable lots. The approximately 95 acre site is located on the west side of Northside Blvd., approximately 1,300 feet north of the intersection with Linden Rd., in Caldwell, Idaho.

Address Number

1. Contact the Mapping Department prior to permitting.

Subdivision Name

1. Approved.

Lots & Blocks

1. Not Approved, see phasing comments.

Street Names

1. Not Approved.
    - **a.** Furrow Ave & Siphon Ave are considered duplicates.
    - **b.** Baler Pl, Stubbe Lp, Row Ave & Rake St are considered sound-alikes.
    - **c.** Loop shall not be used as a street type, please adjust to Dr.
    - **d.** Stubble Lp shall not go past Disk Dr. Two additional street names are needed.

Phasing

1. Resubmit a phasing plan that includes lots, blocks, phase lines & street names

Other comments:

1. Any changes to street names, lots or blocks shall be approved by the Mapping Department prior to construction drawing approval for the phase where changes are intended.

TO: CALDWELL POLICE DEPARTMENT AND FIRE DEPARTMENT
FROM: CALDWELL PLANNING AND ZONING

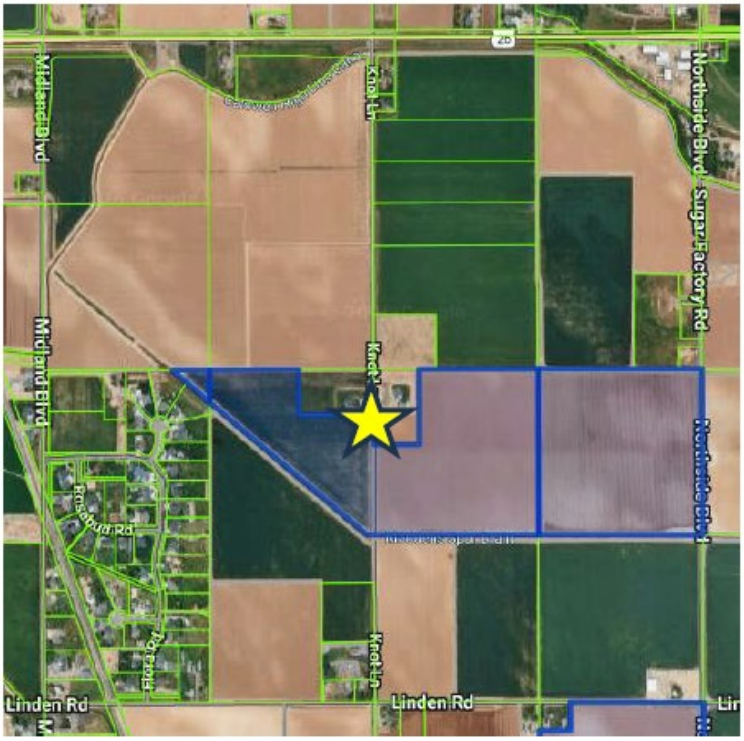
DATE: 4/8/2026
DUE DATE: 5/18/2026

REQUEST FOR INFORMATION

The Planning and Zoning Division is requesting additional information be provided for each land use case as requested by the Mayor and City Council.

SUBJECT: **Legacy Farms Subdivision**

REQUEST SUMMARY: The applicant, Porchlight Development, on behalf of Gemini LLLP, is requesting annexation of three (3) parcels (R3426800000, R3428313400, and R3426500000) with an initial zoning designation of R-2 (Community Residential) with a development agreement. The current City comprehensive plan future land use designation is Neighborhood 2, and R-2 is considered a compatible zoning district. Concurrently, the applicant is requesting approval of a preliminary plat for Legacy Farms Subdivision, a single-family residential subdivision with 402 buildable lots. The approximately 95 acre site is located on the west side of Northside Blvd., approximately 1,300 feet north of the intersection with Linden Rd., in Caldwell, Idaho.



Population Impact:

# of new residential units:	402
Projected population created by development: ***(# of SF units X 3) and (# of MF units X 2)***	1,206
Proposed commercial acreage:	0

POLICE DEPARTMENT ANALYSIS AND SERVICE IMPACT:

CPD projects future service needs based on demand, risk, community expectations, response performances, population, density, and development type.

Development Analysis and Impacts:

Demand for Service in this area (Total calls for service YTD)	Adjacent reporting districts have an average of 766.25 calls for service each, year to date (Jan 1st – July 1st). The nearby RD's (1I, 1J, 2K, 2L) have a combined total of 3,065 reactive CFS from January 1st to July 1st, 2026.
Call types within this area	

Top 20 Reactive Calls for Service in the Area

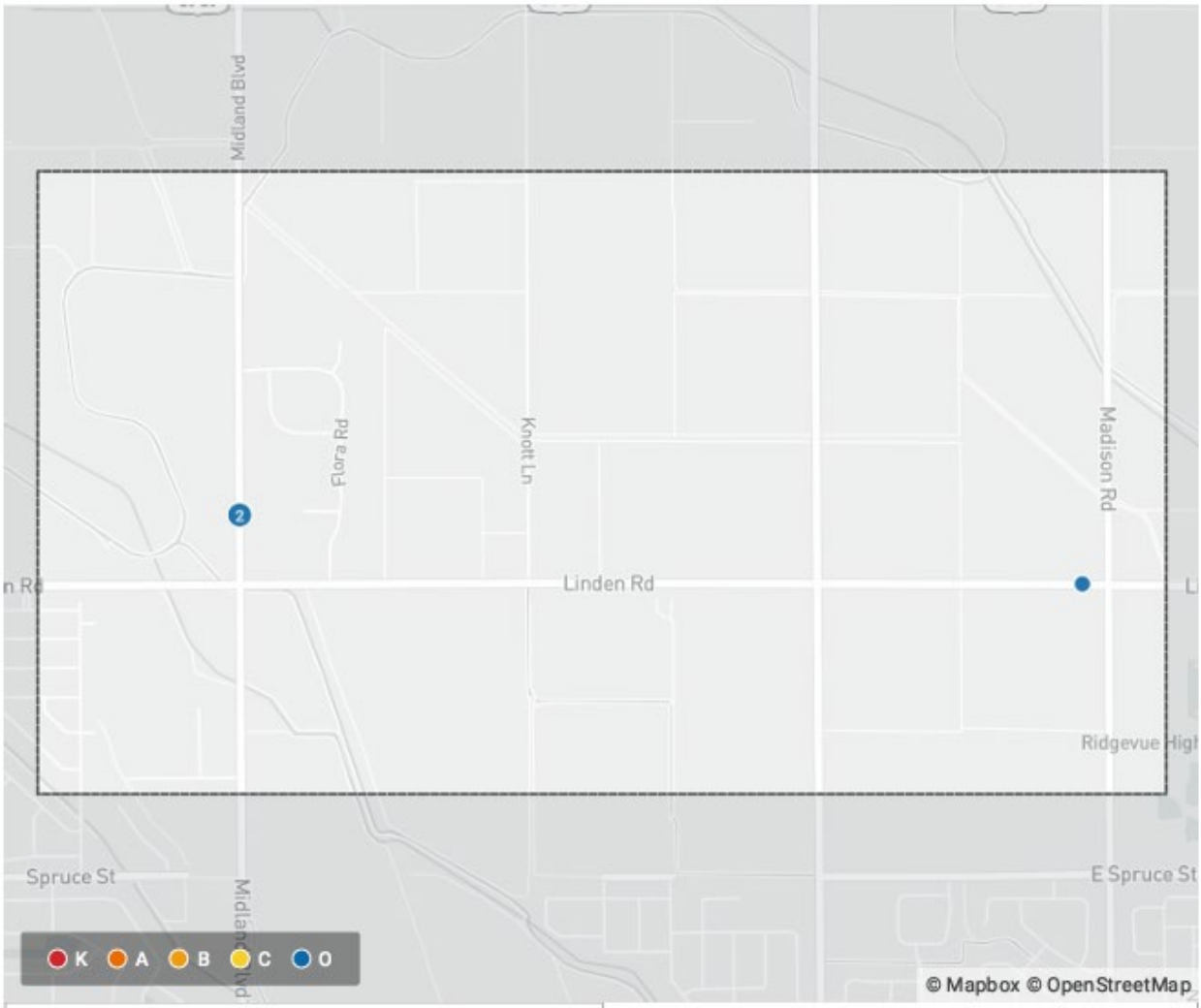
Nature	#	%
Follow Up	121	6.32%
Welfare Check	114	5.95%
Suspicious	106	5.53%
Animal Control Animal at Large	75	3.91%
Abandoned Vehicle	73	3.81%
PD Accident	70	3.65%
Citizen Assist	64	3.34%
911 Cell Open Line	60	3.13%
Attempt to Locate	60	3.13%
Disturbance	59	3.08%
Juvenile Problem	55	2.87%
Alarm-Residential	42	2.19%
Noise Complaint	39	2.04%
911 Disconnected Cell	39	2.04%

	Animal Control Barking Dog	37	1.93%
	Reckless Driver	36	1.88%
	VIN Inspection	35	1.83%
	Parking Problem	31	1.62%
	Traffic Hazard	28	1.46%
	Theft	27	1.41%
Workload saturation in area (%)	Reporting districts 1I, 1J, 2K, 2L account for 3,065 (year to date) reactive CFS compared to a total of 45,128 total YTD. These RD's account for 26.89% of all reactive CFS YTD.		
Will this development have other significant impacts on the ability to provide services?	☐ Yes ☒ No		
Will this development necessitate additional police resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".*	☐ Yes ☐ No		

Traffic Crash Data for Area:

Provide comments below for crash data in area surrounding development.

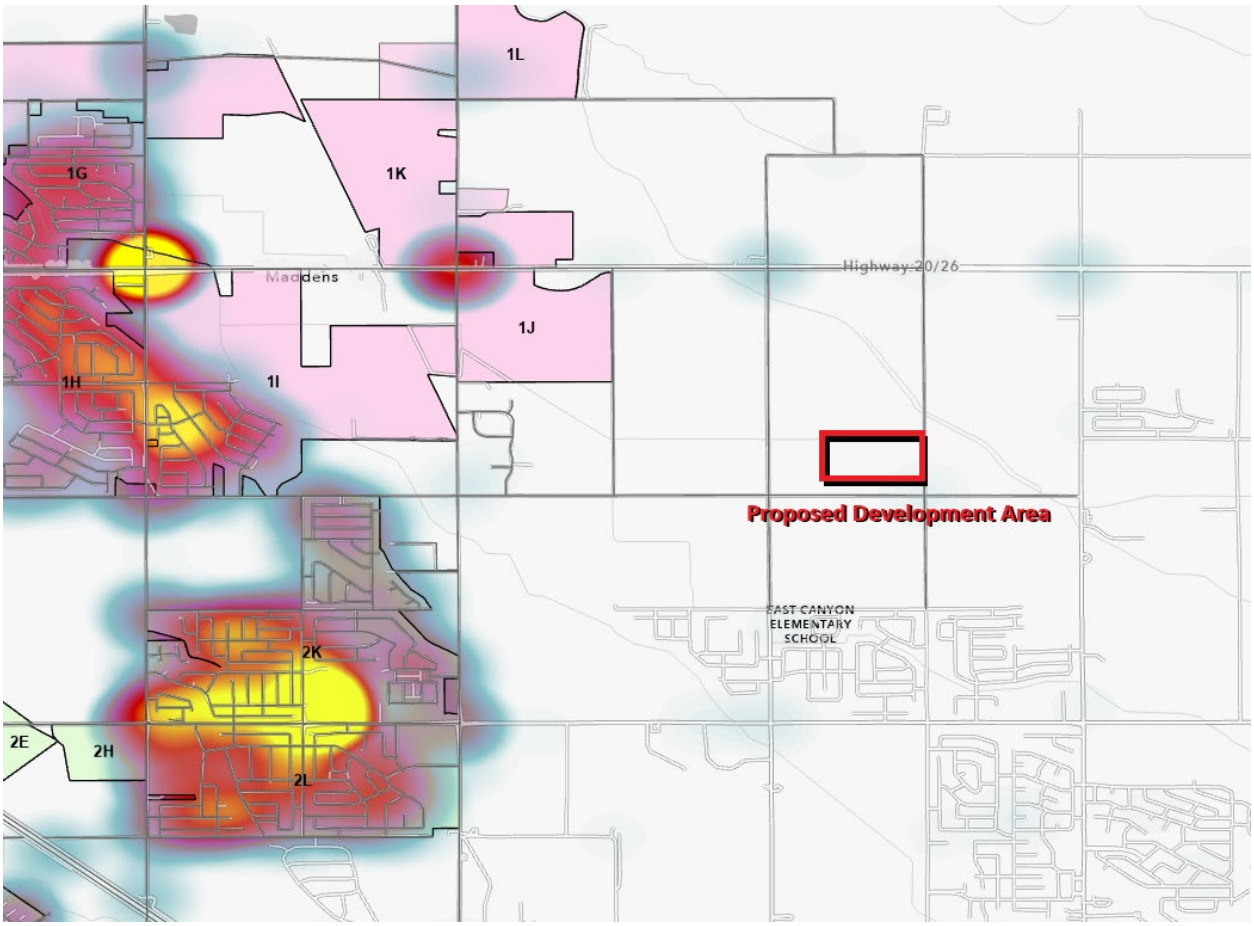
In this area, there are very few accidents. Year to date, only been 3 accidents have occurred with property damage only. More information on these crashes can be found in the attached traffic study.



Total Crashes	3	Fatal Crashes	0

Hot Spot Mapping (if applicable):

Please attach a map of hot spots and provide comments here to explain such attached mapping.



This development is slightly outside reporting districts 1J, but nearby to 2L, 2K, and 1I. 2K and 2L see significant calls for service regularly. Being so far outside of the city as is, this area will most likely see longer response times.

Adverse Impact Comments, Recommendations and Fiscal Impact:

Provide any comments below on the adverse impact this will or could have on the police department facilities, services or staffing, and any proposed recommendations for additional needs and fiscal impact.

Currently, Caldwell has a ratio of 1.21 officers to 1000 citizens, well below the national average (in 2019) of 2.4 officers to 1000 citizens. To accommodate the additional 1,206 citizens, would necessitate an increase of sworn officers by an additional 1.4 officers to maintain our current 1.21 officers to 1000 citizens ratio. Additionally, adding this much population so far away from Caldwell's current areas will likely see higher response times than other areas in the city.

FIRE DEPARTMENT ANALYSIS AND SERVICE IMPACT:

CFD projects future service needs based on population, population density, response times, service demand, and development types.

Emergency Response Time Analysis and Service Impact:

The Caldwell Fire Department has benchmark standards for the organization and deployment of fire suppression operations, emergency medical operations, and special operations to the public. This standard provides for a travel time of 4:00 minutes, 90% of the time to reach emergency incidents within their jurisdiction with the first arriving unit.

Standards for Travel Time (90% of time) for first arriving unit:	4 minutes
Closest fire station (in miles) to site:	
Approximate response time to site:	
Will this development have other significant impacts on the ability to provide services?	☐ Yes ☐ No
Will this development necessitate additional fire resources and/or equipment beyond current levels?	☐ Yes ☐ No

If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".	

Adverse Impact Comments, Recommendations and Fiscal Impact:

Provide any comments below on the adverse impact this will or could have on fire department facilities, services or staffing, and any proposed recommendations for additional needs and fiscal impact.

CRASH SUMMARY REPORT

Linden & Northside Crash Study

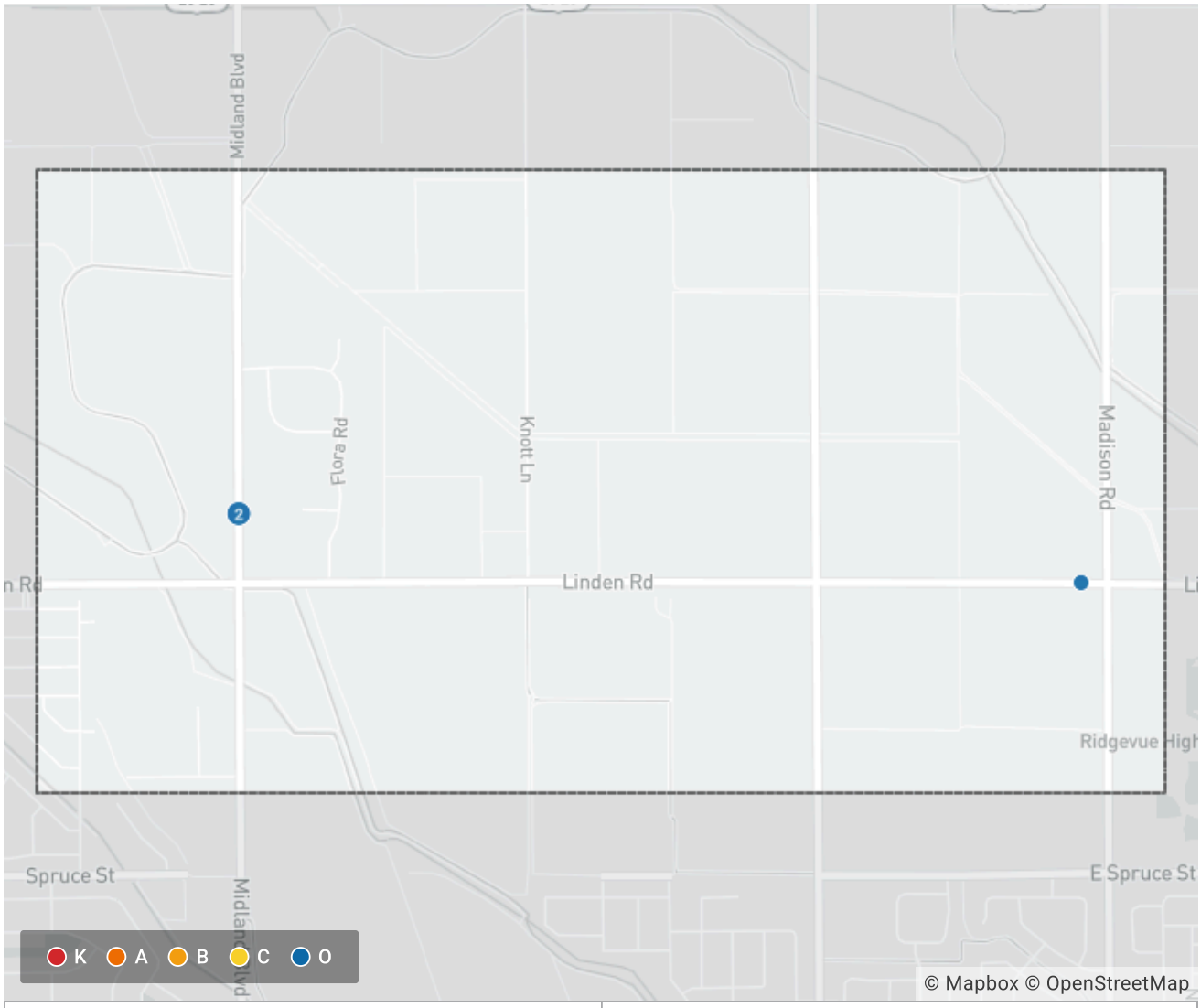
Created on July 1, 2026

Created by Marlon Leslie

Data extents: January 1, 2026 to July 1, 2026

Applied Filters

Shape: Polygon 1



Total Crashes	3	Fatal Crashes	0

ITD Crash Summary		Crash
Total Crashes	3	100.00%
Distracted Driver Related	2	66.67%
Intersection Related	2	66.67%

+ 10 more	0	0%

Date & Time (Year)		Crash
2026	3	100.00%
+ 18 more	0	0%

Crash Severity (# of Crashes)		Crash
(O) Property Damage Report	3	100.00%
+ 4 more	0	0%

Injury Name		Person
No Apparent Injury	11	100.00%
+ 4 more	0	0%

Intersection Related		Crash
Yes	2	66.67%
No	1	33.33%

Date & Time (Day of Week)		Crash
Monday	1	33.33%
Thursday	2	66.67%
+ 5 more	0	0%

County		Crash
Canyon	3	100.00%
+ 43 more	0	0%

Operator Action		Unit
Stopped in Traffic	4	57.14%
Going Straight	3	42.86%
+ 54 more	0	0%

Unit Type		Unit
Car	3	42.86%
Pickup	2	28.57%
SUV/Crossover	2	28.57%
+ 27 more	0	0%

Urban / Rural		Crash

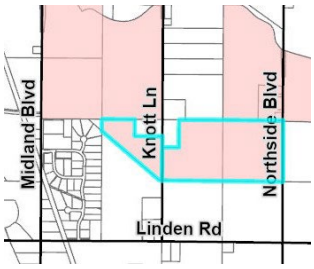
Urban	3	100.00%
Rural	0	0.00%

Contributing Circumstances (All)		Crash
None	3	100.00%
Inattention	2	66.67%
Distracted IN or ON Vehicle	1	33.33%
Following Too Close	1	33.33%
Vision Obstruction	1	33.33%
+ 36 more	0	0%

Most Harmful Event		Crash
Rear-End	3	100.00%
+ 63 more	0	0%

Communities in Motion (CIM) Development Review Checklist

Development Name:	Legacy Farm Neighborhood
CIM Vision Category:	Future Neighborhood
Consistent with CIM Vision?	YES
New Households:	402
New Jobs:	0



Safety

How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

Knott Lane

Pedestrian level of stress	✗
Bicycle level of stress	✗

Economic Vitality

To what extent does the project enable people, government, and businesses to prosper?

Economic Activity Center Access	✗
Impact on Existing Surrounding Farmland	✗
Net Fiscal Impact	✓

Convenience

What services are available within 0.5 miles (green) or 1 mile (yellow) of the project?

Nearest bus stop	✗
Nearest public school	✓
Nearest public park	✗

Quality of Life

Checked boxes indicate that additional information is attached.

Active Transportation	
Automobile Transportation	✓
Public Transportation	
Roadway Projects	

✓ **Improves performance** ✓ **Does not improve or reduce performance** ✗ **Reduces performance**

Comments:
Pedestrian and Bicycle improvements to Knott Lane could change the Safety score above to "Does not improve or reduce performance" or "Improves performance".

Who we are: *The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization for Ada and Canyon Counties. This review evaluates whether land developments are consistent with Communities in Motion, the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document. Past checklists are available online. See the Development Review User Guide* for more information on the red, yellow, and green checklist thresholds.

https://compassidaho.org/
info@compassidaho.org
COMPASS COMMUNITY PLANNING ASSOCIATION of Southwest Idaho

Sent: 5/15/26

Complete Network Appendix

Checkmarks (✓) below indicate suggested changes to a site plan, based on the COMPASS Complete Network Policy (No. 2022-01). Both the Complete Network Policy and site-specific suggestions are intended to better align land use with identified transportation uses in the corridor. Please see the Complete Network map for primary and secondary uses for roadways (minor arterial and above) in Ada and Canyon Counties.

Corridor Name:	Knott Lane
Primary Use:	N/A
Secondary Use:	N/A

Fiscal Impact Analysis

Below are the expected revenues and costs to local governments from this project. The purpose of this analysis is to help the public, stakeholders, and the decision-makers better manage growth.

Capital and operating expenditures are determined based on service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

Net Fiscal Impact by Agency

✓ City	✗ County
✓ Highway District	✓ School District

Breakeven point across all agencies: 2 Years

Disclaimer*: This tool only looks out 20 years and does not include replacement costs for infrastructure, public utilities, or unfunded transportation needs in the project area. More information about the COMPASS Fiscal Impact Tool is available at: https://compassidaho.org/fiscal-impact-tool/*

Your Safety • Your Mobility
Your Economic Opportunity

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 8028 • Boise, ID 83707-2028
(208) 334-8300 • itd.idaho.gov

June 10, 2026

Chhang Ream
CR Engineering
181 East 50th Street
Garden City, ID 83714

RE: Legacy Farms Development - ITD Development Staff Report

Dear Chhang,

The Idaho Transportation Department (ITD) has completed our review of the Legacy Farms Traffic Impact Study. The proposed development will be located north of Linden Road between Midland Blvd and Northside Blvd in Caldwell, Idaho.

Development Summary

- The development will include 409 single-family homes with an anticipated buildout year of 2033.

Mitigation Funding

- The developer will be required to enter into a Transportation Mitigation Agreement with ITD for necessary improvements along US-20/26. These improvements will include future intersection upgrades at US-20/26 & Northside Blvd and accompanying lane widening.
    - Based on the estimated project costs and anticipated site traffic contribution at this intersection (2.3%), the total contribution amount will be $277,979.52.

Expiration of Staff Report

- This staff report shall expire one 1 year from the date of issuance. Upon expiration, it shall be the burden of the developer to demonstrate that their project is on schedule to meet the original timelines submitted for full build-out and that no substantial changes to the site plan, or traffic data have occurred. If so demonstrated, staff should automatically renew the staff report with the original conditions. Upon expiration, if a developer cannot demonstrate these requirements staff should perform a new review and may require additional or updated analysis as needed. Additionally, if a staff report expires and ITD projects or other long-range planning efforts become newly applicable, staff should complete a new staff report and may require additional or updated analysis as needed.

Notices

- This report does not supersede or nullify any local land use requirements or legal property restrictions. Legal property restrictions include but are not limited to easements, access agreements, deed restrictions, plat restrictions, liens or other encumbrances. Removing, modifying, or establishing legal property restrictions is the responsibility of the developer.
- This report does not constitute permit approval, or denial issued pursuant to IDAPA 29.03.42.
- Any allowance for access/encroachment on a state highway granted and any conditions/requirements/restrictions in this report are subject to change, and removal in the future for

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reasons of safety, capacity, modification in use, trip generation changes, and other changes to state/local planning efforts.

ITD Staff Recommendations are intended to ensure that the proposed development will not place an undue burden on the existing State Highway system within the vicinity impacted by the proposed development. Maintaining safety and mobility for Idaho's motorists is of utmost importance to ITD. We appreciate your improvements to livability in Caldwell, Idaho, as we want all residents to travel safely and efficiently on the highway system.

If you have any questions, feel free to contact me at (208) 334-8377 or email Kendra.Conder@itd.idaho.gov.

Sincerely,

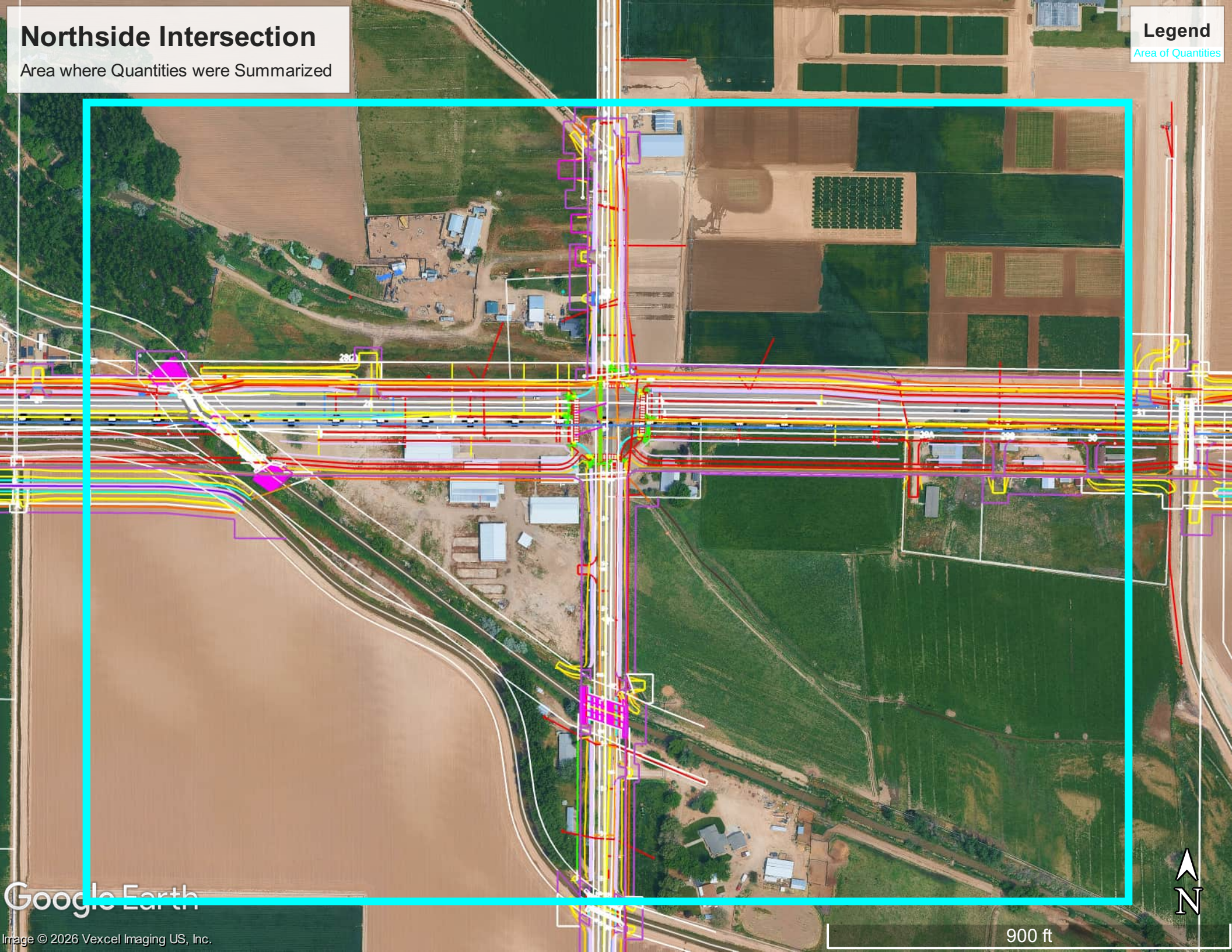
Kendra Conder

Kendra Conder
Development Services Coordinator
Idaho Transportation Department | District 3

CC: Katie Wright, City of Caldwell Planner

Northside Intersection

Area where Quantities were Summarized



NORTHSIDE BLVD (SIDEROAD) COST ESTIMATE

Item Number	Item Description	Supplemental Description	Unit	Quantity	Unit Price	Price
201-005A	CLEARING & GRUBBING		ACRE	2.24	$ 5,500.00	$12,336.77
202-005A	SELECTIVE REMOVAL OF TREES INCLUDING STUMPS		EACH	2	$ 800.00	$1,600.00
203-002A	REMOVAL OF OBSTRUCTIONS	(BOLLARD)	EACH	1	$ 500.00	$500.00
203-015A	REMOVAL OF BITUMINOUS SURFACE		SY	3782	$ 5.00	$18,910.00
203-025A	REMOVAL OF CATCH BASIN		EACH	1	$ 1,000.00	$1,000.00
203-050A	REMOVAL OF CONCRETE HEADWALL		EACH	1	$ 1,300.00	$1,300.00
203-075A	REMOVAL OF FENCE		FT	847	$ 4.00	$3,388.00
203-122B	REMOVAL OF MISCELLANEOUS ITEMS	(GATE)	EACH	2	$ 500.00	$1,000.00
203-123A	REMOVAL OF MISCELLANEOUS ITEMS	(CONCRETE DITCH)	FT	148	$ 8.00	$1,184.00
203-123B	REMOVAL OF MISCELLANEOUS ITEMS	(PIPE)	FT	215	$ 35.00	$7,525.00
205-005A	EXCAVATION		CY	9579	$ 20.00	$191,580.00
205-030A	BORROW		CY	1853	$ 30.00	$55,590.00
205-060A	WATER FOR DUST ABATEMENT		MG	107	$ 50.00	$5,350.00
209-005A	SMALL DITCH		FT	730	$ 8.00	$5,840.00
301-005A	GRANULAR SUBBASE		TON	9259	$ 25.00	$231,475.00
303-022A	3/4" AGGREGATE TYPE B FOR BASE		TON	2652	$ 30.00	$79,560.00
405-245A	APPROACH		EACH	9	$ 3,000.00	$27,000.00
405-435B	SUPERPAVE HMA PAVEMENT INCLUDING ASPHALT & ADDITIVES CLASS SP-3	(NMAS 0.5", PG 64-28)	TON	1528	$ 115.00	$175,720.00
604-025A	12" IRRIGATION PIPE		FT	229	$ 70.00	$16,030.00
604-035A	18" IRRIGATION PIPE		FT	136	$ 90.00	$12,240.00
605-460A	MANHOLE TYPE B		EACH	1	$ 6,500.00	$6,500.00
608-025A	12" APRON FOR PIPE		EACH	5	$ 750.00	$3,750.00
609-025A	MINOR STRUCTURES	(HEADWALL)	EACH	1	$ 4,000.00	$4,000.00
610-015A	FENCE TYPE 1 B		FT	402	$ 12.50	$5,025.00
610-101A	GATE TYPE 1A		EACH	1	$ 1,200.00	$1,200.00
610-250A	BRACES		EACH	5	$ 20.00	$100.00
612-005A	W-BEAM GUARDRAIL		FT	13	$ 75.00	$975.00
612-115B	GUARDRAIL TERMINAL, FLARED		EACH	1	$ 1,300.00	$1,300.00
612-120B	GUARDRAIL TRANSITION, HIGH SPEED		EACH	1	$ 2,500.00	$2,500.00
614-015A	SIDEWALK		SY	126	$ 55.00	$6,930.00
615-492A	CURB & GUTTER TYPE 2		FT	173	$ 55.00	$9,515.00
624-005B	LOOSE RIPRAP	(CLASS II)	CY	442	$ 300.00	$132,600.00
634-005A	MAILBOX		EACH	4	$ 500.00	$2,000.00
636-005A	DRAIN ROCK		CY	476	$ 60.00	$28,560.00
640-005A	DRAINAGE GEOTEXTILE		SY	2745	$ 4.25	$11,666.25
640-010A	RIPRAP/EROSION CONTROL GEOTEXTILE		SY	663	$ 5.00	$3,315.00
640-015A	SUBGRADE SEPARATION GEOTEXTILE	(TYPE III)	SY	10667	$ 1.50	$16,000.50
675-005A	SURVEY		LS	1	$ 51,500.00	$51,500.00
S901-05N	SP MINOR STRUCTURES	(4'x4' IRRIGATION BOX)	EACH	1	$ 5,000.00	$5,000.00
S911-05A	SP DITCH	(IRR DELIVERY)	FT	288	$ 10.00	$2,880.00
S911-05B	SP DITCH	(CONCRETE)	FT	10	$ 50.00	$500.00
S911-05D	SP DITCH	(LARGE)	FT	29	$ 50.00	$1,450.00
S911-05G	SP REMOVAL OF WALL		FT	4	$ 35.00	$140.00
S911-05Y	SP REMOVE AND RELOCATE FENCE		FT	290	$ 50.00	$14,500.00
S913-05A	SP NATURAL STREAMBED MATERIAL		CY	509	$ 60.00	$30,540.00
S913-05B	SP FILTER SAND		CY	586	$ 40.00	$23,440.00
Total Bridge	BRIDGE - NORTHSIDE BLVD OVER FIFTEENMILE CREEK	NORTHSIDE BLVD OVER FIFTEENMILE CREEK	LS	1	$ 1,983,429.37	$1,983,429.37
Z629-05A	MOBILIZATION	(10%)	LS	1	$ 319,844.49	$319,844.49
	SUBTOTAL					$3,518,289.38
	CONTINGENCY		LS	5%		$175,914.47
	TOTAL					$3,694,203.85

US-20/26 STA 1208+40 TO STA 1231+80 INCLUDING NORTHSIDE BLVD INTERSECTION COST ESTIMATE

Item Number	Item Description	Supplemental Description	Unit	Quantity	Unit Price	Price
201-005A	CLEARING & GRUBBING		ACRE	9.53	$ 5,500.00	$52,441.28
202-005A	SELECTIVE REMOVAL OF TREES INCLUDING STUMPS		EACH	7	$ 800.00	$5,600.00
203-002A	REMOVAL OF OBSTRUCTIONS	(PRIVATE SIGN STRUCTURE)	EACH	1	$ 1,200.00	$1,200.00
203-006B	REMOVAL OF SIGN	(PRIVATELY OWNED)	EACH	2	$ 400.00	$800.00
203-015A	REMOVAL OF BITUMINOUS SURFACE		SY	11091	$ 5.00	$55,455.00
203-075A	REMOVAL OF FENCE		FT	837	$ 4.00	$3,348.00
203-122A	REMOVAL OF MISCELLANEOUS ITEMS	(IRRIGATION STRUCTURE)	EACH	1	$ 1,500.00	$1,500.00
203-122B	REMOVAL OF MISCELLANEOUS ITEMS	(GATE)	EACH	2	$ 500.00	$1,000.00
203-123B	REMOVAL OF MISCELLANEOUS ITEMS	(PIPE)	FT	1538	$ 35.00	$53,830.00
205-005A	EXCAVATION		CY	25148	$ 20.00	$502,960.00
205-005B	EXCAVATION	(IRRIGATION)	CY	3007	$ 22.00	$66,154.00
205-030A	BORROW		CY	10909	$ 30.00	$327,270.00
205-030B	BORROW	(SPECIAL)	CY	408	$ 33.00	$13,464.00
205-060A	WATER FOR DUST ABATEMENT		MG	302	$ 50.00	$15,100.00
205-100A	GUARDRAIL TERMINAL GRADING		EACH	1	$ 1,500.00	$1,500.00
209-005A	SMALL DITCH		FT	1209	$ 8.00	$9,672.00
301-005A	GRANULAR SUBBASE		TON	25969	$ 25.00	$649,225.00
303-022A	3/4" AGGREGATE TYPE B FOR BASE		TON	14060	$ 30.00	$421,800.00
401-014A	DILUTED EMULSIFIED ASPHALT FOR TACK COAT		GAL	2904	$ 4.00	$11,616.00
405-245A	APPROACH		EACH	4	$ 3,000.00	$12,000.00
405-455A	SUPERPAVE HMA PAVEMENT INCLUDING ASPHALT & ADDITIVES CLASS SP-5	(NMAS 0.5", PG 76-28)	TON	8863	$ 115.00	$1,019,245.00
504-040A	COMBINATION PEDESTRIAN/BICYCLE & TRAFFIC RAILING		FT	79	$ 470.00	$37,130.00
604-025A	12" IRRIGATION PIPE		FT	45	$ 70.00	$3,150.00
604-045A	24" IRRIGATION PIPE		FT	261	$ 105.00	$27,405.00
606-010A	6" PIPE UNDERDRAIN		FT	1054	$ 85.00	$89,590.00
608-025A	12" APRON FOR PIPE		EACH	1	$ 750.00	$750.00
608-045A	24" APRON FOR PIPE		EACH	3	$ 1,200.00	$3,600.00
609-025A	MINOR STRUCTURES	(HEADWALL)	EACH	2	$ 4,000.00	$8,000.00
610-015A	FENCE TYPE 1 B		FT	436	$ 12.50	$5,450.00
610-035A	FENCE TYPE 4		FT	55	$ 25.00	$1,375.00
610-101A	GATE TYPE 1A		EACH	1	$ 1,200.00	$1,200.00
610-250A	BRACES		EACH	3	$ 20.00	$60.00
612-005A	W-BEAM GUARDRAIL		FT	156	$ 75.00	$11,700.00
612-115C	GUARDRAIL TERMINAL, TANGENT		EACH	1	$ 1,300.00	$1,300.00
612-120B	GUARDRAIL TRANSITION, HIGH SPEED		EACH	1	$ 2,500.00	$2,500.00
614-015B	SIDEWALK	(PATHWAY)	SY	4925	$ 77.50	$381,687.50
614-025A	CURB RAMP	(PATHWAY)	SY	507	$ 240.00	$121,680.00
615-256A	CURB TYPE 1		FT	650	$ 30.00	$19,500.00
615-260A	CURB TYPE 5		FT	33	$ 42.00	$1,386.00
615-651A	TRAFFIC SEPARATOR TYPE 1	(MOD)	FT	191	$ 3.00	$573.00
616-090A	SPECIAL INSTALL SIGN		EACH	6	$ 2,000.00	$12,000.00
619-010A	ILLUMINATION TYPE 2		LS	1	$ 40,000.00	$40,000.00
624-005B	LOOSE RIPRAP	(CLASS II)	CY	610	$ 300.00	$183,000.00
634-005A	MAILBOX		EACH	2	$ 500.00	$1,000.00
636-005A	DRAIN ROCK		CY	1162	$ 60.00	$69,720.00
640-005A	DRAINAGE GEOTEXTILE		SY	4878	$ 4.25	$20,731.50
640-010A	RIPRAP/EROSION CONTROL GEOTEXTILE		SY	762	$ 5.00	$3,810.00
640-015A	SUBGRADE SEPARATION GEOTEXTILE	(TYPE III)	SY	30238	$ 1.50	$45,357.00
656-010A	SIGNAL HOUSING		EACH	26	$ 2,700.00	$70,200.00
656-015A	INTERSECTION PREEMPTION DETECTION SYSTEM		EACH	1	$ 40,000.00	$40,000.00
656-020B	INTERSECTION DETECTION SYSTEM - RADAR		EACH	1	$ 100,000.00	$100,000.00
656-025D	ELECTRICAL SERVICE PEDESTAL TYPE 3 WITH UNINTERRUPTED POWER SUPPLY		EACH	1	$ 22,000.00	$22,000.00
656-030A	INTERSECTION SIGNAL STRUCTURE		EACH	1	$ 105,000.00	$105,000.00
656-035A	INTERSECTION PEDESTRIAN SYSTEM		EACH	1	$ 29,000.00	$29,000.00
656-040A	SIGNAL CABINET		EACH	1	$ 37,500.00	$37,500.00
656-045A	SIGNAL CONTROLLER		EACH	1	$ 20,000.00	$20,000.00
656-050A	PEDESTRIAN & TRAFFIC CONTROL SIGNAL HEAD FRANGIBLE POLES		EACH	8	$ 2,600.00	$20,800.00
656-065A	COMBINED CABINET & SERVICE PEDESTAL FOUNDATION		EACH	1	$ 5,000.00	$5,000.00
675-005A	SURVEY		LS	1	$ 118,000.00	$118,000.00
S901-05N	SP MINOR STRUCTURES	(4'x4' IRRIGATION BOX)	EACH	2	$ 5,000.00	$10,000.00
S901-05R	SP REMOVE AND RELOCATE LIGHT POLE		EACH	1	$ 1,800.00	$1,800.00
S901-05T	SP SWING GATE		EACH	1	$ 4,000.00	$4,000.00
S901-06A	SP INSTALL TYPE S-45T/ADA WITH RISER JUNCTION BOX		EACH	7	$ 1,800.00	$12,600.00
S901-06B	SP TERMINATE FIBER		EACH	12	$ 110.00	$1,320.00
S901-06C	SP TERMINATION PANEL		EACH	1	$ 600.00	$600.00
S901-06D	SP INSTALL SPLICE VAULT		EACH	1	$ 3,000.00	$3,000.00
S901-06E	SP SPLICE CLOSURE		EACH	1	$ 850.00	$850.00
S901-06F	SP FUSION SPLICE		EACH	84	$ 150.00	$12,600.00
S911-05B	SP DITCH	(CONCRETE)	FT	4	$ 50.00	$200.00
S911-05Q	SP WOOD FENCE & GATE		FT	227	$ 22.00	$4,994.00
S911-05Y	SP REMOVE AND RELOCATE FENCE		FT	341	$ 50.00	$17,050.00
S911-06A	SP INSTALL 72-FIBER CABLE		FT	2950	$ 6.00	$17,700.00
S911-06B	SP INSTALL 3-2" CONDUIT		FT	2405	$ 20.00	$48,100.00
S911-06C	SP INSTALL 12-FIBER CABLE		FT	230	$ 6.00	$1,380.00
S912-05A	SP MEDIAN CONCRETE		SY	206	$ 100.00	$20,600.00
S912-05B	SP CONCRETE LINER		SY	1258	$ 40.00	$50,320.00
S913-05A	SP NATURAL STREAMBED MATERIAL		CY	201	$ 60.00	$12,060.00
S913-05B	SP FILTER SAND		CY	932	$ 40.00	$37,280.00

US-20/26 STA 1208+40 TO STA 1231+80 INCLUDING NORTHSIDE BLVD INTERSECTION COST ESTIMATE CONT.

Item Number	Item Description	Supplemental Description	Unit	Quantity	Unit Price	Price
Total Bridge	BRIDGE - US-20/26 OVER FIFTEENMILE CREEK	US-20/26 OVER FIFTEENMILE CREEK	LS	1	$ 2,122,892.39	$2,122,892.39
Z629-05A	MOBILIZATION	(10%)	LS	1	$ 726,568.17	$726,568.17
	SUBTOTAL					$7,992,249.84
	CONTINGENCY		LS	5%		$399,612.49
	TOTAL					$8,391,862.33

Lisa Boyd, Superintendent

5207 S. Montana Avenue
Caldwell, ID 83607
Phone (208) 454-0445
Fax (208) 454-0293

April 29, 2026

Re: Legacy Farm Subdivision, ANN26-000005, SPP26-000003

Dear Caldwell Planning and Zoning Commission and Caldwell City Council,

If approved, the students in Legacy Farm Subdivision would be zoned to attend East Canyon Elementary, Summitvue Middle School, and Ridgevue High School.

Currently, East Canyon Elementary has 487 students with a capacity to hold 625 students. Summitvue Middle School has 860 students with a capacity to hold 1,500 students. This year, Ridgevue High School's enrollment reached 1,738 students with a capacity for 1,800 students.

Finally, for your consideration, if the Planning and Zoning Commission and City Council approve the development, Jim Conger of F111 LLC has agreed to contribute $500 per residential lot in the Legacy Farm subdivision to the Vallivue School District.

While rapid growth continues to challenge our ability to meet the educational needs of the community, developers in Idaho are not required to pay impact fees. Therefore, we appreciate this voluntary contribution. Documentation of this commitment is included in the attached Donor Agreement Form, signed by both Jim Conger and me on behalf of the Vallivue School District.

Sincerely,

Joseph Palmer
Assistant Superintendent

VALLIVUE SCHOOL DISTRICT #139
Donor Agreement
(Cash, Cash Equivalents and Personal Property)

This Agreement is made on this 28th day of April, 2026, and entered into by and between F111 LLC, an Idaho corporation (hereinafter "Donor") and Vallivue School District #139 (hereinafter "District"), a political subdivision of the State of Idaho.

AGREEMENT

The Donor agrees to transfer by gift or grant to the District the following (check all that apply):

_____ Cash or cash equivalents (check, stock, etc.) in the amount of $_____ to:

School name:_____
_____ Instructional program:_____
_____ ASB activity:_____

District:
X District program or department: $500 per home constructed

_____ Personal Property (identify type, e.g., equipment, supplies, etc., and value:_____
_____
_____

Donor Information:

Organization Name (printed): F111 LLC
Individual Name (printed): Jim Conger
Address: 810 E. Central Lane, Meridian, ID 83646
Phone Number(s): 208.899.1155
Email Address(es): Laren@congergroup.com

Questions Related to Gift:

1. Does the gift include/require installation? (yes or no) **NO** (If yes, complete questions 2 and 3).

2. Is the installation cost included in the amount of the gift? (yes or no) _____ If no:
   Who is responsible for the installation costs? _____
   What is the expected cost of installation?_____

3. Installation requirements (please include who will install the gift):_____
_____
_____
_____

4. Are there continued/recurring costs associated with the gift? (yes or no) **NO** (If yes, complete questions 5, 6 and 7).

5. Will there be maintenance costs? (yes or no) _____ (If yes, indicate the amount and specifics):_____

6. Will there be training costs? (yes or no) ____ (If yes, indicate amount and specifics):_____
_____

7. Will there be costs for additional materials? (yes or no) ____ (If yes, indicate amount and specifics):_____

8. What school official(s) did you discuss this gift with? Joseph Palmer

9. What school program or activity will this gift enhance? See section 7.5.

Terms and Conditions:

1. **Gift**. The Donor irrevocably gives, delivers, transfers and assigns to the District all rights, title and interest in and to the property described above and understands that these assets shall become the property of the District which shall have the sole legal right to determine their disposition, except as may be otherwise set forth herein. All gifts, bequests and devises to the District are subject to acceptance by the District and shall be irrevocable once accepted by the District.

2. **Administrative Provisions**. Notwithstanding anything in this Agreement to the contrary, the District shall hold all donations subject to the provisions of applicable Idaho law.

3. **Governing Law**. This Agreement shall be interpreted and enforced in accordance with the laws of the State of Idaho without reference to any conflict of laws provisions.

4. **Authority**. The undersigned representatives each certify that they are authorized by the party they represent to execute this Agreement.

5. **No Representations**. The Donor acknowledges that federal law and IRS guidelines apply to the gift made, that the District has not made any representations to Donor

regarding the tax consequences of such gift, and that the Donor is responsible for consulting with his/her/its owns tax advisor regarding any tax consequences resulting from such gift.

6. **Amendments**. This Agreement may be amended in writing signed by both parties. Any such amendments shall be attached as an Addendum to this Agreement.

7. **Developer Donations**. For donations by developers to mitigate the impact of Developer's Project upon the District's ability to provide school facilities, the following additional terms and conditions apply:

7.1 **Impact**. The Developer's Project (Legacy Farm Subdivision) will consist of approximately 402 residential lots on 95 acres, which will impact the enrollment at East Canyon Elementary, Summitvue Middle School, and Ridgevue High School.

7.2 **Voluntary Donation**. Developer agrees to pay to District a donation in the amount of $500 for each residential unit in the Project, estimated to equal $201,000 based on Developer's construction of 402 residential units. Developer acknowledges and agrees such donation is freely and voluntarily given.

7.3 **Time and Manner of Payment**. The donation to the District shall be paid in four (4) installments. The first installment shall occur upon the issuance of building permits to twenty-five percent (25%) of the lots within the Project. In a likewise manner, subsequent installments shall occur upon the issuance of building permits to each additional twenty-five percent (25%) of the total number of lots, until such donation is paid in full.

7.4 **Succession of Donation Obligation**. This Agreement and Developer's rights and obligations hereunder shall be fully assignable and delegable to any assignee which takes title to the Project. The obligation to pay the donation shall be that of the Developer, and should Developer sell or convey its land or interest therein to a third party, or should Developer terminate its rights to the Project, then the obligation to pay such fee shall be that of Developer's successors or assignees. Developer shall take all appropriate steps to notify its successors and assignees of the obligation to pay the education donation to the District. Should Developer acquire fee title to lots and then sell or convey lots prior to securing building permits, Developer covenants to District to require its successors or assignees to assume the obligation to pay the donation to the District.

7.5 **District Use of Donations.** The donation received by the District pursuant to this Agreement shall be used solely and only (i) to improve, renovate or expand existing facilities; (ii) construct new facilities, to mitigate enrollment growth resulting from Developer's Project; or (iii) to purchase real property to be used as school sites.

Signature of Donor

Date 4/28/26

Print Name Jim Conger

Title Owner

For District Use

✓ Approved

Date 4/28/26

____ Not Approved

Date_____

Signature of District Official

Date 4/28/26

Print Name Joseph Palmer

Title Assistant Superintendent

PH- EXHIBITS

Public Hearing Late Exhibits

This includes materials and documents submitted during the hearing as late exhibits

COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division

COVER SHEET

Staff Planner: Garline Davis, Assistant Planner

DOCKET NUMBER/CASE NUMBER	PROJECT NAME / TITLE
ANN26-000010	Wild Oak Wedding & Event Center
PUBLIC HEARING DATE	**PROPERTY /LOCATION**
9/9/2026	19781 Middleton Rd., Caldwell

BRIEF SUMMARY OF APPLICATION REQUESTS:

☒ Annexation and Zoning ☐ Rezone ☐ Comp Plan Amendment ☐ Zoning Ordinance Text Amendment
☐ Special Use Permit ☐ Preliminary Plat ☐ Planned Unit Development ☒Development Agreement

IMPACT ANALYSIS SUMMARY

NOTE: This cover sheet summarizes potential development impacts that may result in the approval of the proposed development at full build-out. **This summary does not constitute a complete assessment**. The official staff report and department memorandums should be reviewed for a complete and comprehensive analysis of the project and findings for the project.

LAND USE SUMMARY			ESTIMATED POPULATION INCREASE	
# Proposed Single Family Units:	n/a		Population = (DU * 3):	n/a
# Proposed Duplex & Multifamily Units:	n/a		Population = (DU * 2):	n/a
Proposed Commercial Acreage:	3.849 acres		**TOTAL estimated population increase** (based on census data)**:**	n/a
# PROPOSED PHASES FOR DEVELOPMENT			**ESTIMATED DEVELOPMENT TIMELINE**	
Total # of Phases in Development:	n/a		Approximate timeline for full build-out of development (all phases):	Not provided

FIRE SERVICES*	
FIRE DEPARTMENT REVIEW STATUS:	The proposed application(s) have been reviewed by the Fire Department and ☒ Approved, subject to the conditions within the fire department memorandum ☐ Denied
*** See the Fire Department staff report included in the Exhibits of this Staff Report for full analysis, findings, and recommended conditions.**	
Fire department t travel response time Goals:	90% within 4 min.
Closest Fire Station (in miles):	1.5 miles
Est. Response Time to Site:	4 minutes
Will this development have other significant impacts on the ability to provide services at full build-out of development:	☐ Yes ☒ No
Will this development necessitate additional fire resources and/or	☐ Yes ☒ No

equipment beyond current levels at full build-out of development:	
Will the development pay development impact fees?	☐ Yes ☐ No
Additional Fire Comments:	

POLICE SERVICES

POLICE DEPARTMENT REVIEW STATUS:	The proposed application(s) have been reviewed by the Police Department and ☒ Yes ☐ No
*** See the Police Department data included in the Exhibits of this Staff Report for full analysis and findings.**	
Calls for Service in Area (YTD):	Adjacent reporting districts have an average of 432.5 calls for service each, year to date (Jan 1st – July 1st). The nearby RDs (1G, 1H, 1I, 1K) have a combined total of 16355 reactive CFS from January 1st to July 1st, 2026.
Call Types within Area:	

Top 20 Reactive Calls for Service in the Area

Nature	#	%
Welfare Check	54	5.45%
Follow Up	52	5.25%
Abandoned Vehicle	44	4.44%
Attempt-Locate	42	4.24%
Suspicious	40	4.04%
AC Animal at Large	40	4.04%
Noise Complaint	33	3.33%
Parking Problem	33	3.33%
911 Cell Open Line	31	3.13%
Citizen Assist	30	3.03%
Juvenile Problem	29	2.93%
AC Barking Dog	28	2.83%
PD Accident	27	2.72%
Reckless Driver	26	2.62%
911 Disconnected Cell	24	2.42%
Disturbance	23	2.32%
Fireworks	19	1.92%
VIN Inspection	17	1.72%
Alarm-Residential	16	1.61%
AC Stray/Contained	16	1.61%

Workload Saturation (%):	Reporting districts 1G, 1H, 1I, 1K account for (year to date) reactive CFS compared to a total of 16355 total YTD. These RD's account for 10.58% of all reactive CFS YTD.

Traffic Crash Data:	**See Exhibits**
Will this development have other significant impacts on the ability to provide services at full build-out of development:	☐ Yes ☐ No
Will this development necessitate additional police resources and/or equipment beyond current levels at full build-out of development:	☐ Yes ☐ No Explain:
Additional Police Comments:	
PUBLIC SCHOOLS	
School District	Vallivue
Capacity to Serve *(Based on Response from District)*	☐Yes ☐No ☐ School was not specific in their response ☒No response received from District
Schools that will Serve Development Vallivue Map Caldwell Nampa	Caldwell High ??? Elementary ??? Middle School

UTILITIES AND INFRASTRUCTURE	
Adequate public utilities and services, including water, wastewater, stormwater, and other necessary infrastructure, are available or can be reasonably extended to serve the proposed development. Utilities shall have sufficient capacity to accommodate the proposed development at building permit issuance. Where necessary, the applicant shall construct or extend required facilities in accordance with City standards as a condition of approval.	☒Yes ☐No
Traffic Impact Study Completed?	☐Yes ☐No ☒Not Required
Are Traffic Improvements Required for Development?	☒Yes ☐No

Are All Traffic Improvements Listed as Conditions of Approval?	☒Yes ☐No

REQUIRED INFRASTRUCTURE IMPROVEMENTS

☒ Curb and Gutter ☒ Sidewalk ☐ Street Widening ☐ Construction of Roundabout ☐ Traffic Signals ☐ Turn Lanes

☐ Well ☐ Lift Station ☐ Utility Main Line Extensions ☐ Public Pathways ☐ Crosswalks ☐ School Crossing Beacons

☐ Transit Stop ☐ School Bus Stop ☐ Public Pathways ☐ Landscaping / Open Space ☒ Land Use Buffering / Screening

☐ Other:

DEVELOPMENT AGREEMENT

Does the subject parcel(s) have an existing Development Agreement in place?	☐Yes ☒No
If not, is staff recommending the development be subject to a Development Agreement?	☒Yes ☐No

OTHER SUBSTANTIAL ADVERSE AND DEMONSTRABLE IMPACTS

City of Caldwell
COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division

STAFF REPORT

Staff Planner: Garline Davis, Assistant Planner

DOCKET NUMBER/CASE NUMBER	PROJECT NAME / TITLE
ANN26-000010	Wild Oak Wedding & Event Center
PUBLIC HEARING DATE	**PROPERTY /LOCATION**
9/9/2026	19781 Middleton Rd., Caldwell

BRIEF SUMMARY OF APPLICATION REQUESTS:

☒Annexation w/Initial Zoning ☐Comp Plan Map Amendment ☐Comp Plan Text Amendment
☒Development Agreement ☐Development Agreement Modification ☐Planned Unit Development
☐Special Use Permit ☐Subdivision Preliminary Plan ☐Subdivision Short Plat ☐Variance ☐Vacation
☐Zoning Ordinance Map Amendment (Rezone) ☐Zoning Ordinance Text Amendment

RECOMMENDATION TO CITY COUNCIL

Recommended for Choose an item. to be forwarded to City Council for consideration.

This will be filled out after the public hearing action

I. APPLICATION INTRODUCTION

File Number (s):	ANN26-000010
Application Type(s):	**Annexation with Initial Zoning and an associated Development Agreement.** The applicant is requesting annexation with C-2 (Community Commercial) zoning for an existing event center. An Event Center is a specially permitted use within the C-2 zone. The proposed Development Agreement would authorize the Event Center use and establish applicable conditions to address potential impacts. Through the Development Agreement, the applicant is also requesting modifications to Canyon County-approved Conditional Use Permit CU2024-0013 to remove the prohibition on Sunday events and eliminate the 150-event annual limit. Proposed operating hours are Sunday through Saturday, 10:00 am to 11:00 pm, with no outdoor music.
Project Name:	Wild Oak Wedding & Event Center
Applicant:	Josh Schroeder – Somnium development group, PLLC
Property Owner:	Wild Oak, LLC

Project Site Address:	19781 Middleton Rd., Caldwell
Project Site Parcel Number(s):	R3431600000
Project Site Acres:	3.849 acres
Current Zoning:	Agricultural (Canyon County)
Comprehensive Plan Designation:	Neighborhood 3

II. HEARING BODY REVIEW AND APPROVAL CRITERIA

The requirements for application submission, review, public hearing processes, and approval criteria are in accordance with the following statutes, codes, regulations, standards and policies.

Land Use Action	Applicable Regulations
Annexations w/ Initial Zoning (Legislative)	Idaho Code §50-222 and §67-6525 Caldwell Municipal Code 10-03-01
Zoning Ordinance Map Amendments (Quasi-judicial)	Idaho Code §67-6511 and Caldwell Municipal Code 10-03-02 (7)

III. SITE BACKGROUND AND HISTORY

The subject property is currently within Canyon County. Canyon County approved a Special Event Facility Conditional Use Permit (CU2024-0013) for the site to permit the construction and operation of a wedding and event venue. The County has also issued a building permit (BP2025-0805) for the site.

Site construction is underway. The water feature, footings, foundation, and concrete flatwork have been completed, and framing of the venue building is in progress. The applicant is requesting annexation so they may connect the facility to City water and sewer.

IV. SITE FEATURES AND CHARACTERISTICS

The city utilizes their GIS, FEMA, the applicants' provided information, and NEPAssist for site analysis.

Floodplain:	The property is not within a floodplain.
Mature Trees:	There are several mature trees on the property. The applicant proposes to maintain the existing mature trees.
Streams & Creeks:	The property has no existing streams or creeks.
Wildlife Habitat:	N/A
Riparian Habitat:	N/A
Steep Slopes & Hillsides:	The property has no steep slopes or hillsides.

Canals, Ditches & Drains:	The Noble Drain is on the southwestern side of the parcel, and the 200 Lateral is on the eastern boundary on the parcel.
Other Site Features:	None
Outparcels; describe:	N/A[MB1]

V. PUBLIC SERVICES

The following political subdivisions, including school districts, provide services to the subject site.

Fire Service Provider:	Caldwell Fire
Police Service Provider:	Caldwell Police
School District:	Vallivue School District
Water Provider:	City of Caldwell (Municipal Water)
Sewer Provider:	City of Caldwell (Municipal Sewer)
Trash Provider:	Republic Services
Irrigation Service:	City of Caldwell (Pressurized Irrigation)
Irrigation District:	Pioneer Irrigation District
Other Providers:	

VI. SITE AND SURROUNDING LAND USE INFORMATION

Land Uses:	*Site:*	Approved Conditional Use Permit: Wild Oak Wedding & Event Venue
	North of Site:	Vacant parcels; Commercial Uses; Hwy 20/26
	South of Site:	Single-family Parcel (County); Single-family subdivision (City)
	East of Site:	Approved/and Future Commercial Uses (Valencia Village)
	West of Site:	Single-family subdivision (City)
Zoning Classifications:	*Site:*	Canyon County Agricultural (Existing)
	North of Site:	Agricultural (County); Regional Commercial; R-1 (Neighborhood Residential)
	South of Site:	Agricultural (County); R-2 (Community Residential)
	East of Site:	Regional Commercial
	West of Site:	R-1 (Neighborhood Residential); R-2 (Community Residential)
Comprehensive Plan Land Use Designations:	*Site:*	Neighborhood 3
	North of Site:	Neighborhood 3; Mixed Use Center
	South of Site:	Neighborhood 3

East of Site:	Mixed Use Center
West of Site:	Neighborhood 3

VII. ANNEXATION STAFF REVIEW AND ANALYSIS (LEGISLATIVE)

The following section provides the staff analysis pertaining to the Annexation Application. The requirements for annexations are set forth in Idaho Code §50-222 and Caldwell Municipal Code 10-03-01.

The requirements for application submission and processing of an annexation application are specified in **BOLD** with staff comments following.

The subject site is located within the City of Caldwell's adopted Area of Impact and within the planning boundaries of the City's adopted Comprehensive Plan. The annexation request is an owner requested and consented annexation.

ELIGIBILITY CRITERION #1: Is the proposed subject parcel(s) contiguous to city limits?

The City of Caldwell zoning map **(shown in Exhibit S-2)** indicates a path of annexation where the parcel(s) provide a touch to city limits.

PROCEEDINGS CRITERION #1: Was a neighborhood meeting conducted in accordance with 10-03-12 of Caldwell Municipal Code?

A neighborhood meeting was held on May 18, 2026, in accordance with Caldwell Municipal Code, prior to application submittal on June 12, 2026.

Conclusion Summary:

The subject property is contiguous to the existing corporate limits of the City of Caldwell and is eligible for annexation pursuant to the provisions of Idaho Code § 50-222 and the Caldwell City Code. The annexation application was submitted by the property owner and therefore constitutes an Owner-Consented Annexation as defined by applicable state and local regulations. Pursuant to Idaho Code § 50-222 and the Caldwell City Code, approval of an Owner-Consented Annexation is a legislative action within the discretion of the City Council. As such, the Council may approve, approve with conditions, or deny the request, and the decision is not subject to judicial review.

VIII. INITIAL ZONING ASSOCIATED WITH ANNEXATION STAFF REVIEW AND ANALYSIS (QUASI-JUDICIAL)

The following section provides the staff analysis pertaining to the initial zoning associated with an annexation application.

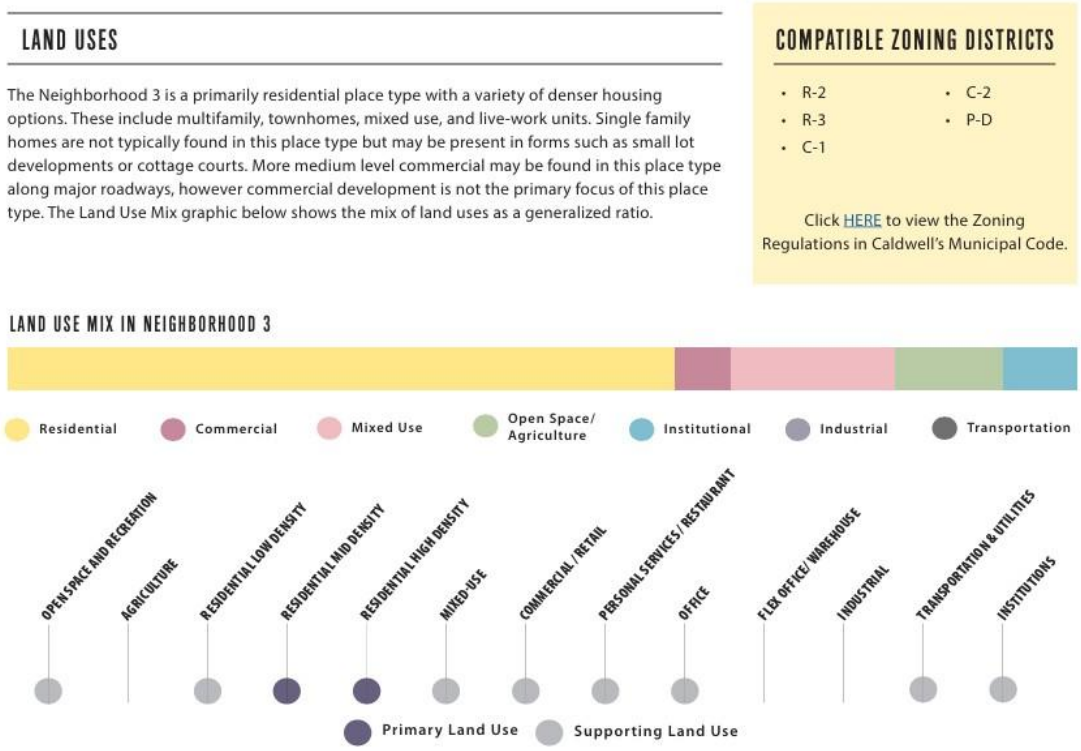
The zoning map amendment review criteria set forth within the Caldwell Municipal Code 10-03-02 is utilized to also review the appropriateness of the initial zoning and is cited below in **BOLD** with staff comments following. For initial zoning, associated with an annexation, **ALL** of the criteria that is applicable must be met. This review criteria provides the framework for decision making for the Commission, Hearing Examiner and City Council.

PROCEEDINGS CRITERION #1: Was a neighborhood meeting conducted in accordance with 10-03-12 of Caldwell Municipal Code?

A neighborhood meeting was conducted in accordance with Caldwell Municipal Code prior to submission of the application.

CRITERION #1: Is the proposed zone consistent with the comprehensive plan's land use map, and the plan's established goals, objectives, and policies?

The comprehensive plan future land use map classifies the subject property within the Neighborhood 3 land use designation place type **(shown on Exhibit S-3).** The Neighborhood 3 place type has multiple compatible zoning designations of R-2, R-3, C-1, C-2 or P-D, therefore, the requested zone of C-2 is an allowed compatible zone.



Neighborhood 3 is a primarily residential place type, but anticipates a broader mix of uses, including medium-intensity commercial uses along major roadways. The subject property fronts Middleton Road, a Key Corridor, and is located near Highway 20/26. Commercial uses exist north of the site, and Valencia Village, an approved mixed-use development, is located east of the site across Middleton Road. Established residential developments are located south and west of the site.

The requested C-2 zoning accommodates the existing Couty-approved event venue and is consistent with the commercial development anticipated along major roadways within Neighborhood 3. The site's location also places it between existing and planned commercial development to the north and east and the residential areas to the south and west.

Consistent with the comprehensive plan does not mean a project must satisfy every single goal, policy, or statement in the plan. Instead, the proposal is reviewed for its general compatibility with the plan, its reasonable

alignment with the plan's intent, broader vision and purpose, and its overall consistency with the plan when viewed as a whole.

Comprehensive Plan Goals, Objectives and Policies
The comprehensive plan has an overarching vision, followed by five (5) vision themes through the plan. Each vision theme has its own set of goals and policies. The overarching vision of the Comprehensive Plan is to honor Caldwell's heritage while embracing its future through thoughtful growth, mixture of housing, accessible community connections, and distinct spaces. The following Comprehensive Plan Goals and Policies (listed by chapter, goal and/or policy number) that may be relevant to this zone change request are shown below, followed by staff comments.

Comprehensive Plan Vision Theme: Vibrant Gathering Spaces:

Goal 1: Policy 1.3: Ensure gathering places are easily accessible and well-connected to surrounding neighborhoods through safe pedestrian, bike, and public transit networks.
The existing County-approved event venue is located along Middleton Road, a designated key corridor, and near Highway 20/26. Its location along major transportation corridors provides convenient access from the broader community, consistent with the Comprehensive Plan's emphasis on accessible gathering places.

Comprehensive Plan Vision Theme: Intentional and Distinct Centers

Goal 3: Policy 3.3: Focus commercial development along corridors and at gateways to leverage access to public transit and local and regional vehicle trips.
The requested C-2 zone is consistent with the Comprehensive Plan's goal to focus commercial development along major corridors. The site is also located across from approved commercial zoned parcels to the east. The proposed zoning is consistent with the commercial development pattern along the corridor and provides an appropriate transition toward the residential development to the south and west.

Staff have determined that the proposed C-2 zoning designation is consistent with the Neighborhood 3 designation on the Comprehensive Plan Map. The C-2 district is an allowed zoning classification within the Neighborhood 3 designation and accommodated the medium-intensity commercial uses anticipated along major roadways. The property's frontage on Middleton Rd, proximity to Highway 20/26, and location near existing and approved commercial development support the requested zone. Furthermore, the proposed zoning is consistent with the Comprehensive Plan policies supporting gathering places and the concentration of commercial development along major corridors.

CRITERION #2: Is the proposed map amendment consistent with the purpose statement of the proposed zoning district.

The purpose of the C-2 (Community Commercial) zone is to provide areas by zoning procedures in accordance with the Comprehensive Plan that accommodates businesses which provide convenient goods and services to a daytime work population as well as the residents of surrounding neighborhoods.

The subject property is developed with the County-approved Wild Oak Wedding & Event Venue. The event venue is a commercial service use serving residents of the surrounding community and broader area. The property fronts Middleton Road, a designated key corridor, and is located near Highway 20/26. Existing and approved commercial development is located to the north and east, with residential development to the south and west.

The requested C-2 zoning accommodates the commercial use approved for the site and is consistent with the developing commercial pattern along the Middleton corridor.

Based on Staff's review and the above analysis of the proposed zoning, staff concludes the proposed amendment to the City's zoning map is consistent with the purpose statement of the C-2 zoning district.

CRITERION #3: Is the intensity of development in the new zoning district expected to create significant adverse impacts to surrounding properties or the neighborhood, or are there proposed efforts to mitigate or minimize such adverse impacts[MB2][GD3]?

The following analysis reviews the proposed development, including dimensional standards, off-street parking, landscaping, buffering, and other applicable site standards, to evaluate the potential impacts of the requested C-2 zoning on surrounding properties.

LAND USE ANALYSIS:

The Caldwell City Code 10-06-04 provides bulk zoning standards for regulating the size, height, and setback requirements for buildings and structures within the commercial zoning districts, and standards for lot dimensions and spatial arrangements. The following are the required bulk requirements and dimensional standards for the C-2 zoning district and the dimensions proposed by the subject development.

The parcel is currently located within the City of Caldwell unincorporated area, but within the city's area of impact. The development proposed a zoning designation of C-2 (Community Commercial).

BULK REQUIREMENTS AND DIMENSIONAL STANDARDS ANALYSIS:

Bulk and Dimensional Standards			
	Required	**Proposed**	**In Compliance**
Min. Interior Lot Area	0 sq. ft.	167662.44 sq. ft.	☒Yes ☐ No
Min. Corner Lot Area	0 sq. ft.	n/a	☒Yes ☐ No
Min. Lot Width / Frontage	0'	92.53'	☒Yes ☐ No
Min. Front Yard Setback	0'	> 0'	☒Yes ☐ No
Min. Interior Side Yard Setback	0'	> 0'	☒Yes ☐ No
Min. Street Side Yard Setback	0'	> 0'	☒Yes ☐ No
Min. Rear Yard Setback	0'	> 0'	☒Yes ☐ No
Maximum Building Height*	55'	40'	☒Yes ☐ No
* Regardless of the zoning district, if a new mixed-use, multi-family, or non-residential structure is being built immediately adjacent to a single-family residence, the maximum height of the new structure shall be 30' unless allowed to exceed such maximum height by special use permit approval. For the purposes of this requirement, immediately adjacent to shall mean within one hundred fifty (150) feet, as measured from structure to structure.			

Staff Initial Comments (Bulk Requirements and Dimensional Standards):
Staff has reviewed the Development Plan and has determined that the proposed development complies with all applicable development standards of the zoning district, including minimum lot size requirements, required setbacks, and scale and massing standards as established by the Caldwell City Code.

OFF-STREET PARKING

Caldwell City Code 10-02-05 has provisions addressing the minimum and maximum number of off-street parking spaces accessory to designated uses, shared parking lots, off-street loading, parking lot lighting, electric vehicle parking, and bicycle parking. The following provides an overview of the parking, loading and pedestrian amenity requirements for the proposed land uses, and the amount proposed by the subject development.

COMMERCIAL / INDUSTRIAL Off-Street Parking, Bicycle Parking and Loading Spaces		
	Min. Required	**Proposed**
Off-Street Parking Spaces (Min.) Based on Uses	108 spaces (approved through County[MB4] CUP)	
ADA Accessible Parking Spaces	NOTE: It is the applicant's responsibility to ensure that all federal ADA requirements are met for parking. ADA parking will be reviewed at time of building permit.	3 spaces
TOTAL VEHICLE PARKING:	108 spaces (approved through County CUP)	
Bicycle Parking		
	Min. Required	**Proposed**
Bicycle Parking 1 per 10 vehicle spaces 1 per every 20 students (educational facilities)	11	To be conditioned
Loading Spaces		
Required # of Loading Spaces	0	1
Required Size (Feet)	12' x 50'	n/a
Minimum Clearance (Feet)	14'	n/a

Staff Initial Comments (Off-Street Parking):

The County-approved site plan provides 108 off-street parking spaces, including three ADA-accessible spaces. This parking provision exceeds the minimum number of spaces required by City Code based on the size and occupancy. The Conditional Use Permit limits the venue to a maximum of two hundred twenty (220) event attendees and twelve (12) employees. Parking stalls are shown at 9 feet by 20 feet and meet the dimensional standards of Caldwell City Code Section 10-02-05.

Based on the number of vehicle spaces provided, 11 bicycle parking spaces are required and must be shown on the updated site plan prior to the City Council hearing. The plan also includes one loading space, although one is not required for a development of this size.

LANDSCAPING; GENERAL

Caldwell City Code 10-02-09-3 provides general landscape criteria. The following provides a detailed analysis of the general landscape requirements:

STREET LANDSCAPE BUFFERS

Caldwell City Code 10-02-09-5 provides development standards for street landscape buffers. Street landscape buffers shall be required along all subdivision and/or development boundaries that have frontage on any public right-of-way, except for alleys. The following provides a detailed analysis for all applicable standards based on street type, proposed land uses and adjacent land uses.

MIDDLETON ROAD – ARTERIAL ROADWAY (92.53 LF) Street Landscape Buffers 10-02-09-5, 10-02-09-3			
	Min. Required	**Proposed**	**In Compliance**
Buffer Width:	25'	Conditioned	☐Yes ☐ No
Class I Tree -1 per 25 LF - 2" Caliper -Evergreens (min 6' high)	1 per 25 LF	Conditioned	☐Yes ☐ No
Class II Tree -1 per 35 LF -2 "Caliper	1 per 35 LF	Conditioned	☐Yes ☐ No
No more than 40% of the required trees shall be of the same species.			☐Yes ☐ No
No more than 50% of the required trees shall be Class I trees, unless such trees are located where overhead power lines prohibit the use of taller trees.			☐Yes ☐ No
Trees and shrubs should be grouped together for visual aesthetics but may be spaced evenly if additional screening is desired or required.			☐Yes ☐ No
Shrubs -1 per 4 LF -10" height or spread	1 per 4 LF	Conditioned	☐Yes ☐ No
Groundcover Required:	-Min. 50% shrubs, flowers, and other vegetative groundcover (besides turf). -Residential & Commercial: 20-50% turf grass.		☐Yes ☐ No
Undulating Berms	-Major Gateways & Corridors and Major Entry -2' to 8' high -No min or max height per 10-02-09-5(2) G		☐Yes ☐ No
Boulders Required	☐Yes ☒ No		☐Yes ☐ No
Sidewalks	7' Attached or 5' Detached		☐Yes ☐ No

Staff Initial Comments (Landscape Buffers):

Canyon County approved a landscape plan with Conditional Use Permit CU2024-0013, but the applicant has not submitted the approved plan to the City. The applicant shall provide the landscape plan for City review prior to the City Council hearing. Staff will evaluate the plan against applicable City landscaping standards and identify any required revisions.

BUFFERS BETWEEN LAND USES

Caldwell City Code 10-02-09-6 provides requirements to mitigate potential and anticipated incompatibilities between adjoining, but differing land uses to ensure uses are properly protected and provide for an appropriate buffer to conduct permitted uses without causing or being subject to adverse impacts.

The following provides a detailed analysis of the development plan for compliance with all applicable standards based on proposed land uses and adjacent land uses.

COMMERCIAL DISTRICTS Buffers Between Land Uses 10-02-09-5 and 10-14-01 (3)			
	Min. Required	**Proposed**	**In Compliance**
Commercial Adjacent to Residential	20' wide	Conditioned	☐Yes ☐ No

Staff Initial Comments (Buffers Between Land Uses):

The applicant has informed Staff of their intent to satisfy the required 20-foot land-use buffer by locating 10 feet of the buffer on the subject property and the remaining 10 feet on the adjoining property. A landscape plan demonstrating this configuration has not yet been submitted. Prior to the City Council hearing, the applicant shall provide a landscape plan showing how the proposed buffer will comply with the applicable width, landscaping, and screening requirements.

PARKING LOT AND BUILDING FAÇADE LANDSCAPING

Caldwell City Code 10-02-09-8 provides development standards for all parking lots and building façade landscaping. The following provides a detailed analysis for all applicable standards based on parking lot size, parking lot location, and street-facing building elevations.

The following provides a detailed analysis of the development plan for compliance with all applicable standards.

INTERNAL Parking Lot Landscaping 10-02-09-8			
	Min. Required	**Proposed**	**In Compliance**
Parking Islands -1 every 12 spaces	Yes	Yes	☒Yes ☐ No
Planter Island Width	8' width for Class I trees 10' width for Class II trees	To be conditioned	☐Yes ☐ No
Planter Island Length	At least equal length to the adjacent parking spaces	At least equal length to the adjacent parking spaces	☒Yes ☐ No
Class 1 or 2 Trees - Min 2" caliper	Min. of 1 for a single row Min. 2 for a double row	To be conditioned	☐Yes ☐ No
Plantings:	A combination of low shrubs, flowers, native grasses or other vegetative groundcover. If islands are less than 6' wide, turf grass is prohibited. If island is greater than 6', turf grass shall never exceed more than 50% of the planter area.	To be conditioned	☐Yes ☐ No

	Compliance with 10-02-09-8 is required.		
PERIMETER Parking Lot Landscaping 10-02-09-8			
	Min. Required	**Proposed**	**In Compliance**
Minimum Perimeter Buffer Width:	5’	Conditioned	☐Yes ☐ No
Class 1 or 2 Trees -1 per 40 LF -Min 2” caliper		Conditioned	☐Yes ☐ No
Shrubs -1 per 5 LF -Min. 10” spread or height		Conditioned	☒Yes ☐ No
Other Groundcover Required	Max. 20% turf; remaining groundcover shall be decorative rock, permabark, rock mulch, or additional shrubs/flowers above code requirements so that the entire buffer area is covered.	Conditioned	☐Yes ☐ No
BUILDING FACADE Landscaping 10-02-09-8			
	Min. Required	**Proposed**	**In Compliance**
Landscape Width	3’ wide	Conditioned	☐Yes ☐ No
Shrubs -(1) 3-gallon shrub every 3 LF		Conditioned	☐Yes ☐ No
Groundcover Required:	Additional ground cover plants shall fully cover the remainder of the landscaped area.	Conditioned	☐Yes ☐ No

Staff Initial Comments (Parking Lot and Building Façade Landscaping):

Prior to the City Council hearing, the applicant shall submit a landscape plan demonstrating compliance with all applicable Caldwell City Code requirements for internal parking lot landscaping, perimeter parking lot landscaping, and building façade landscaping.

SCREENING

Caldwell City Code 10-02-09-9 provides development standards for the screening of service equipment, waste storage, utility vaults, ancillary outdoor storage, and similar activities when visible from a residential use, public street, pathway, parking area, or other public space.

Staff Initial Comments (Screening):

Any future trash enclosures for the non-residential lots will be required to be screened with landscaping/fencing in accordance with the City Code. Any ground mechanical units shall be screened with landscaping/fencing in accordance with the City Code.

Staff Initial Comments (Criterion #3):

The requested C-2 zoning allows a higher level of commercial activity than the existing County Agricultural zoning. The property fronts Middleton Road, it is located near Highway 20/26 and is positioned between existing and approved commercial development to the north and east and residential development to the south and west.

The site is currently being developed with the County-approved Wild Oak Wedding & Event Venue. The venue building is located more than 150 feet from nearby residential uses, and the approved site plan provides 108 off-street parking spaces. City landscaping standards will also require street landscape buffer, parking lot landscaping, and a land-use buffer along the residential edge of the site.

Through the Development Agreement, the applicant is requesting modification of two conditions imposed through Canyon County Conditional Use Permit CU2024-0013: removal of the prohibition on Sunday events and elimination of the 150-event annual limit. These requested modifications are being considered as part of the annexation and Development Agreement.

The required landscape plan has not yet been submitted to the City and must be reviewed prior to the City Council hearing. Staff is also recommending conditions of approval addressing site design, landscaping, buffering, and other applicable development standards to minimize potential impacts on surrounding properties.

With the required improvements and conditions of approval in place, Staff does not anticipate that the proposed C-2 zoning will create significant adverse impacts to surrounding properties or the neighborhood.

CRITERION #4: Does the information provided from the agencies having jurisdiction over the public facilities needed for this site indicate that adequate public facilities exist, or are expected to be provided, to serve all uses allowed on this property under the proposed zone.

All public agencies having jurisdiction for providing services to the site were notified.

The Caldwell Fire Department and Police Department identified no adverse impacts upon their delivery of services. The City Engineering Department did not identify a service limitation but requires a domestic water availability analysis to be completed by the City's outside consultant to confirm adequate water service prior to connections[MB5].

IX. PUBLIC NOTIFICATION COMPLIANCE

NOTICE TYPE	DATE
Neighborhood Meeting Held	5/18/2026
Public Agency Notification Sent for Notification of Both Hearings (See attached exhibit for list of agencies notified)	7/20/2026
(500') Radius Notices Mailed - P&Z Commission Hearing (Min. 15 days prior to hearing)	8/20/2026
Legal Ad Published - P&Z Commission Hearing (Min. 15 days prior to hearing)	8/23/2026
Physical Site Posted - P&Z Commission Hearing (Min. 15 days prior to hearing)	8/25/2026

Applicant Proof of Posting Received - P&Z Commission Hearing	8/27/2026
P&Z CommissionPublic Hearing	9/9/2026
This staff report will be updated with the information below prior to the city council hearing.	
NOTICE TYPE	**DATE**
(500') Radius Notices Mailed – City Council (Min. 15 days prior to hearing)	Click or tap to enter a date.
Legal Ad Published – City Council (Min. 15 days prior to hearing)	Click or tap to enter a date.
Physical Site Posted – City Council (Min. 15 days prior to hearing)	Click or tap to enter a date.
Applicant Proof of Posting Received – City Council (Min. 10 days prior to hearing)	Click or tap to enter a date.
City Council Public Hearing	Click or tap to enter a date.

X. PUBLIC AGENCY COMMENTS

In accordance with Idaho Code, notice was provided to all political subdivisions providing services within the planning jurisdiction, including school districts. Public agency comments were received from the following agencies and are included in their entirety as part of the official record and the **PA-Exhibits attached hereto.**

Public Agency Responses:

Agency Name	Comments/Description
Caldwell Engineering Department	Memo with Conditions of Approval
Caldwell Fire Department	Impact Statement and Conditions of Approval
Caldwell Mapping Department	Memo with Conditions of Approval
Caldwell Police Department	Impact Statement and General Information
Canyon County Development Services	Information on Approved Canyon County Conditinal Use Permit.

The following agencies responded acknowledging they reviewed the application but had no comments:

- N/A

XI. PUBLIC COMMENTS

The following public comments were received prior to the completion of this staff report and are included in their entirety as part of the official record and **PC-Exhibits attached hereto**. Late Exhibits received after the staff report will be reflected in the updated staff report to City Council and entered into the official record.

Opposition:

- Peter Goeman (19681 Alleghenny Way): received an email on September 1, 2026, in opposition of the proposed annexation, requesting that Caldwell families be prioritized over the wedding and event venue investors.

Neutral:

- No comments received at the time of the staff report.

In Favor:

- No comments were received at the time of the staff report.

XII. PLANNING AND ZONING COMMISSION PUBLIC HEARING PROCESS

Public Process:

A public hearing on the proposal(s) was held before the Planning and Zoning Commission on 9/9/2026 at which time the applicant gave a presentation, then staff presented a staff report along with an analysis of the application and all pertinent information on the case, followed by public testimony in opposition, neutral, and in favor. Once public hearing was closed, the governing body deliberated.

Public Testimony:

The following public testimony was received during the Commission public hearing and is included in its entirety as part of the official record.

This will be filled in after the public hearing for the staff report to council.

Opposition:

- xxxxxxx

Neutral:

- xxxxxxx

In Favor:

- xxxxxx

XIII. PLANNING AND ZONING COMMISSION DECISION OPTIONS

The Planning & Zoning Commission may choose to:

1. Recommend Approval as Presented
2. Recommend Approval with Modified Conditions
3. Recommend Denial * See notes below
4. Continue to a Future Meeting Date
5. Postpone Action and Remand to Staff

In making its decision on any application, the Planning and Zoning Commission, Hearing Examiner and City Council shall:

1. Review all evidence – consider all factual evidence, documents, and testimony submitted during the public hearing process;
2. Evaluate compliance – assess each application against the specific approval criteria established by the applicable code or ordinance; and
3. Base decision on the factual evidence in record – ensure that recommendations and/or final decisions and any conditions of approval are supported by factual evidence and testimony presented in the public record.

* Notes:

- Motions for recommendations of denial shall include the reason for the recommendation of denial.
- Denials shall be based on the project's noncompliance with the approval criteria within Caldwell City Code for the specific application.
- Motions with modified or added conditions shall include the reason for the modified or added condition.
- For recommendation of denial of an annexation, no justification has to be provided for such denial recommendation.

XIV. CITY COUNCIL PUBLIC HEARING PROCESS

Public Process:

A public hearing on the proposal(s) will be held before the City Council on the next available city council meeting, following the hearing and recommendation by the Choose an item. , at which time the applicant will give a presentation, then staff will present a staff report along with an analysis of the application and all pertinent information on the case, followed by public testimony in opposition, neutral, and in favor. After the public hearing is closed, city council will move into deliberations.

The city council public hearing is scheduled to be held on Click or tap to enter a date..

All of the information from the meeting will be included in the official record and within the Findings of Fact, Conclusions of Law and Reasoned Decision.

Public Testimony:

Public testimony will be taken during the City Council public hearing and will be included in their entirety as part of the official record and within the Findings of Fact, Conclusions of Law and Reasoned Decision.

XV. CITY COUNCIL DECISION OPTIONS

The City Council may choose to:

1. Approve the requests as Presented

2. Approve the requests with Modified Conditions
3. Deny any or all of the requests * See notes below
4. Continue action to a Future Meeting Date
5. Postpone Action and Remand to Staff

In making its decision on any application, City Council shall:

1. Review all evidence – consider all factual evidence, documents, and testimony submitted during the public hearing process;
2. Evaluate compliance – assess each application against the specific approval criteria established by the applicable code or ordinance; and
3. Base decision on the factual evidence in record – ensure that recommendations and/or final decisions and any conditions of approval are supported by factual evidence and testimony presented in the public record.

*Notes:

- Motions for denial shall include the reason for denial.
- Denials shall be based on the project's noncompliance with the approval criteria within Caldwell City Code for the specific application.
- Motions with modified or added conditions shall include the reason for the modified or added condition.
- For motions of denial of an annexation, no justification has to be provided.

XVI. RECOMMENDED CONDITIONS OF APPROVAL

(This section is only applicable to approval decisions)

NOTE: Any conditions removed by the governing body will be shown in strikethrough.
Any conditions added or amended by the governing body will be shown underlined

Specific Conditions:

1. Prior to the City Council hearing, the applicant shall submit a landscape plan demonstrating compliance with all applicable Caldwell City Code requirements, including internal and perimeter parking lot landscaping, building façade landscaping, the required twenty-foot-wide land-use buffer adjacent to the residential use to the south with applicable landscaping and screening, and the twenty-five-foot-wide street landscape buffer required by Caldwell City Code Section 10-02-09-5.
2. Prior to the City Council hearing, the applicant shall submit a revised site plan showing a minimum of eleven (11) bicycle parking spaces in accordance with Caldwell City Code.
3. Prior to connecting to City services, the applicant shall complete a domestic water analysis, in coordination with the City Engineering Department and the City's outside consultant overseeing the water master plan, to evaluate the availability of domestic water service to the proposed development.
4. Hours of Operation: The hours of operation shall be limited to 10:00 a.m. to 11:00 p.m. Sunday through Saturday as proposed by the applicant. All activities must be concluded and patrons offsite by 11:00 p.m.

5. Maximum Occupancy Limit: The maximum occupancy of the venue shall not exceed two hundred twenty (220) attendees and twelve (12) employees at any one time.
6. Alcoholic Beverage Licensing: Alcoholic beverages (inclusive of beer and wine) for special events at the facility shall be provided and distributed in strict compliance with Local, State, and Federal requirements for sales and distribution.
7. Music and Amplified Sound: All amplified sounds shall be contained inside, with no amplified sound outdoors. There shall be no amplified sound of any kind after 10:00 p.m. Sunday through Saturday.
8. Lighting: All exterior lighting shall be fully cut off and fully shielded and placed to direct the light source down and inside the property lines of the facility. All direct glare from the lights shall be contained within the facility area. No light source may be placed greater than fifteen (15 ') feet in height.
9. Site Plan, Building Elevations and Landscape Plans: The site plan, building elevations, and landscape plan submitted and presented to the deciding body during the public hearing are hereby incorporated by reference and approved as part of the subject applications, including any modifications requested by the deciding body. The final approved site plan, building elevation, and landscape plan approved by the deciding body will be incorporated into the Findings of Fact, Conclusions of Law and Reasoned Decision.

   The development shall be constructed in substantial conformance with the approved Site Plan, Building Elevations, and Landscape Plans, as submitted with the application and incorporated into this approval. Any significant modification to the approved plans shall be subject to review and approval by the Director in accordance with the Caldwell City Code.

   Substantial changes to the approved Building Elevations, including but not limited to modifications to architectural style, building massing, roof forms, exterior materials, façade articulation, or other design elements that materially alter the appearance of the development as approved, shall require review and approval by the Director and may require an amendment to this approval and/or a public hearing as determined by the City.

   The Director may also require an additional public hearing before the original decision-making body if the proposed modification involves an issue that was raised, deliberated, or identified as a concern during the original public hearing.

10. Development Agreement: The signed and notarized development[MB6] agreement shall be submitted to the City prior to the recording of the ordinance of annexation or rezone. The development agreement shall be received within fourteen (14) days of the approval of such annexation or rezone by City Council. If the development agreement is not received within 14 days, the Ordinance of Annexation and/or Zoning may need to be reconsidered by the City Council and may result in a loss of the approved entitlements.

General Conditions:

1. Development of the subject property shall be in conformance with all municipal codes, policies, standards, and regulations of the City of Caldwell at the time of development, unless specifically stated otherwise in a Development Agreement or in the Order of Decision. Failure to identify a code violation during the review of the plans DOES NOT give the applicant the right or permission to violate any codes, policies, standards and/or regulations.

2. If any term or provision of this decision, to any extent, is held invalid or unenforceable, the remaining terms and provisions hereof shall not be affected thereby, but each such remaining term and provision shall be valid and enforced to the fullest extent permitted by law.

3. Nuisance Violations: Any nuisances existing on the property (weeds, trash, debris, etc.) shall be resolved and in compliance with city codes prior to the approval of any construction drawings and/or issuance of building permits.

4. Any changes to the plans and specifications upon which this approval is based, other than those required by the above conditions, will require the submission of an application for modification and approval of that application prior to commencing any change.

Site Design and Development Standards:

1. Bulk and Dimensional Standards: All new construction shall comply with the current bulk and dimensional standards schedule in effect at the time the building permit is filed, excluding any deviations/modifications approved through a planned unit development, special use permit, and/or development agreement.

2. Stormwater: Strict adherence to the "Caldwell Stormwater Management Manual", as adopted by the city council as well as any subsequent adopted updates, is required. NOTE: Any modifications necessary to the original approved stormwater design where additional stormwater retention or detention facilities are required, or where the approved retention and detention facilities are required to be expanded, still requires adherence to the requirements for minimum open space, landscape buffers, lot sizes and setbacks.

Landscaping Specific Requirements:

1. Compliance: The applicant shall comply with all landscaping requirements based on Caldwell City Code.

2. Landscape Maintenance: All required landscaping and screening devices shall be continuously maintained in a healthy, living, safe, and attractive condition, and shall be free of weeds, dead or diseased plant materials, and debris. Any dead, dying, or diseased plant materials shall be promptly replaced in kind or with alternatives approved by Planning and Zoning.

3. Homeowner's Association: The homeowner's association is responsible for maintaining all common area landscaping and screening devices within a subdivision, development, and/or the subject property.

4. Parking Lot Landscaping: Linear grouping of parking spaces shall not exceed twelve (12) in a row, without the installation of an interior landscape planter island. All off-street parking lots/parking areas, drive aisles, and other vehicular use areas shall install a perimeter landscape buffer along the property line and/or project boundary. Class 3 trees are prohibited in the interior planter islands, and all parking lot landscaping shall comply with 10-02-09-8.

5. Street Landscape Buffers: The street landscape buffers shall comply with CCC 10-02-09-5 and shall contain a mixture of trees, shrubs, lawn, vegetative and nonvegetative ground cover **so that the entire buffer area is covered.** Plantings shall meet or exceed the minimum plant sizes as follows:

Evergreen trees:	6-foot height minimum
Ornamental trees:	2-inch caliper minimum
Shade trees:	2-inch caliper minimum
Shrubs & Perennials:	10" height and/or spread minimum, depending on plant species

XVII. ATTACHMENTS

Application Exhibits: (AP-Exhibits)

- Application(s), Checklists, Project Narrative, Plans, Plats, Maps, and Supplemental Materials Submitted by the Applicant
- Applicant's Public Hearing Presentation Materials

Staff Exhibits: (S-Exhibits)

Exhibit S-1:	Vicinity Map
Exhibit S-2:	Zoning Map
Exhibit S-3:	Future Land Use Map
Exhibit S-4:	Public Agency Notification List
Exhibit S-5:	Draft Development Agreement
Exhibit S-6:	Draft Bill and Ordinance and Ordinance Summary
Exhibit S-7:	P&Z (Staff report will be updated prior to City Council)

Public Comments: (PC-Exhibits)

- Peter Goerman

Public Agency Comments: (PA-Exhibits)

- Caldwell Engineering Dept.
- Caldwell Mapping Dept.
- Caldwell Fire Dept.
- Caldwell Police Dept.
- Canyon County Development Services

Planning and Zoning Commission / Hearing Examiner Public Hearing Late Exhibits: (PH-Exhibits)

Late exhibits from Planning and Zoning Commission / Hearing Examiner meeting will be listed here prior to City Council meeting

AP-EXHIBITS

This includes all application materials and documents submitted and Applicant's Presentation Materials for Public Hearing

City of Caldwell
Community Development Department
Planning & Zoning Division
Phone: (208) 455-3021 | Web: www.cityofcaldwell.org

Annexation (with initial zoning)

CCC Chapter 10, Article 3, Section 10-03-01

PURPOSE: Annexation is a legal process by which some property located in an unincorporated area (Canyon County) may become part of the incorporated area (City of Caldwell). Annexations may be initiated by the City with property in the City Impact Area or by individuals with property in the City Planning Boundaries. An annexation requested by an individual is a quasi-judicial matter requiring public hearings and public hearing notification in accordance with the Idaho Land Use Planning Act and Caldwell City Code.

The following items shall be included in the application submittal. Additional information may be required upon official review of the plans. Please check the box for each item listed below to confirm submission of the item listed.

I. Filing and Submittal Standards

- ☑ All applications, checklists, plans and supporting documents must be submitted electronically through our Online Permit Center.
- ☑ Upload all documents and drawings per required checklist, as high-resolution PDFs and formatted in accordance with this checklist.
- ☑ Each checklist item **MUST** be named according to the naming convention listed below. The naming convention shall start with the document name as shown in the table below, followed by an underscore, and then the project name.
- ☑ Resubmittals must use the EXACT same file name as the original and contain a versioning number at the end (V2, V3, V4, etc.)
- ☑ All applicable fees be required to be paid once the application has been submitted and received by the department. Some applications may require fees to be paid at time of actual submittal.

II. Submittal Documents

The items listed below are considered a minimum. Additional information may be necessary for clarification during the review process.

√	Submittal Item Description	Document Naming Convention
☑	**Master Land Use Application.** Copy of a completed and signed Master Land Use Application.	Application_ProjectName
☑	**Annexation Checklist.** Copy of a completed and signed Annexation checklist.	ANNChecklist_ProjectName
☑	**Copy of Deeds or Proof of Ownership.** If the owner is a corporation or LLC, proof of the representative or agent for the LLC or corporation will be required.	Deeds_ProjectName
☐	**Property Owner Acknowledgement.** Signed Property Owner Acknowledgement form (if applicable).	OwnerAck_ProjectName

☑	**Neighborhood Meeting Information,** including; ☑ A copy of the letter sent to all owners, residents, and associations within 500' of the property boundary. ☑ A copy of the 500' mailing list ☑ A copy of the sign-in sheet, with your signature for certification	NeighborhoodMtg_ProjectName
☑	**Legal Description.** • Attach a metes and bounds legal description of the property including all adjacent rights of ways. • All legal descriptions shall be stamped and certified by a land surveyor registered to the State of Idaho and shall be accompanied by an exhibit stamped.	Legals_ProjectName
☐	**Annexation Exhibit Map.** An exhibit map, stamped and signed by the land surveyor outlining the area being annexed, to include the adjacent rights of ways.	
☑	**Site Plan (to scale).** Site plan, drawn to scale, showing: ☑ Location of all property lines and dimensions ☑ All streets with street names ☑ All existing and proposed buildings and structures ☑ All setbacks to the property lines and between buildings ☑ All utilities ☑ All easements	SitePlan_ProjectName
☑	**Vicinity Map.** Showing the boundaries of the subject property with relation to nearby roadways and landmarks.	VicinityMap_ProjectName
☑	**Project Narrative.** A detailed project narrative addressing the following: • Description of overall proposed development plan • Description of compliance with the City's Comprehensive Plan and Vision and compliance with zoning ordinances. • Description of overall project benefits, the impacts on surrounding properties, and the mitigation of those impacts. • List of all proposed land uses	Narrative_ProjectName
☐	**Conceptual Development Plan.** *If the annexation is not associated with a special use permit, planned unit development or subdivision plat, please submit a concept future development plan.*	ConceptPlan_ProjectName

III. Project Specifics

Fill in all the information below that is applicable to the proposed project.

Will the Existing Land Use on the Property Continue:	☐ Yes ☑ No
Explain any Future Development Plans:	The property is currently a vacant/rural parcel with existing structures and open ground. The proposal is for a weddng and event venue
Existing City or County Zoning Designation of Property Surrounding Subject Parcel(s):	North of the Site: Agricultural (County) South of the Site: Medium Density Residential East of the Site Highway Corridor West of the Site: Low Density Residential
Type of Access to Subject Parcel(s)	☑ Street Frontage ☐ Easement If easement, list easement width and Instrument # below: Easement Width: ____ Instrument #: ____
Name of Streets Providing Access:	Middleton Road
Existing Domestic Water:	☑ Individual Domestic Well ☐ Centralized Public Water System ☐ City Municipal Water System ☐ Not Applicable

Nearest Water Line Connection:	Middleton Road (City Water)
Existing Sewer:	☑ Individual Septic ☐ City Municipal Sewer ☐ Not Applicable
Nearest Sewer Connection:	SW corner of the property (City Sewer connection)
Existing Irrigation:	☐ Surface ☐ Irrigation Well ☐ Pressurized ☑ Gravity ☐ Not Applicable
Nearest Irrigation Connection:	
Irrigation District:	
School District Serving this Location:	☐ Caldwell SD ☐ Nampa SD ☑ Vallivue SD

IV. PDF Formatting Requirements

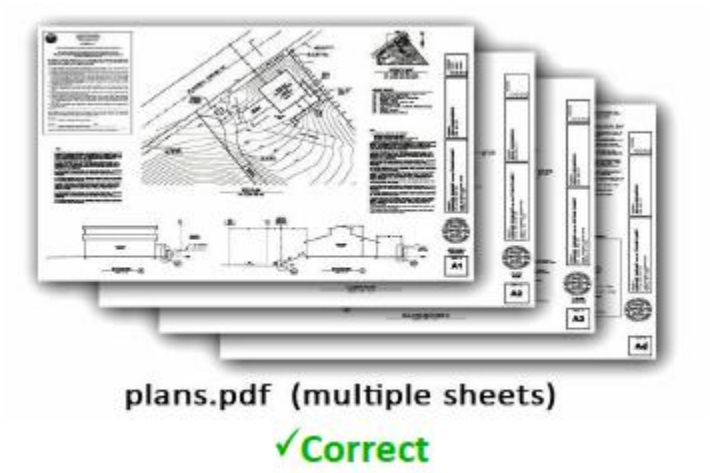
Portable Document Format (PDF) is the industry standard for electronic plans. The City of Caldwell only accepts PDF files for plan review. PDF files must be properly formatted as described below. Please read the instructions carefully. Improperly formatted plans can delay the plan review process for your project.

Layers: No multiple layers. Layers must be merged or flattened.

Format: Vector-based files are preferred given the ability to scale these files.

Resolution: Min. of 300 pixels per inch (PPI)

Grouping: Multiple sheet PDF (single file with multiple sheets)



Labeling:

Each sheet of the plans must be labeled with the project name, contractor, and address of the subject site.

V. Applicant Acknowledgement

☑ I acknowledge that all items on the checklist are included in the submittal package and that all documents have been named accordingly and submitted as single-sided, high-resolution pdf documents; and

☑ I acknowledge that I, the applicant, or my representative, is responsible for attending all public hearings; and

☑ I acknowledge that applications are not deemed complete until the application has been submitted, all fees have been paid, and the application has been deemed accepted after completion of the pre-screening process. This could impact scheduling of public hearing dates; and

☑ I acknowledge that I have read, understand, and am in compliance with all standards, terms, and requirements listed in Caldwell City Code; and

☑ I acknowledge that the decision to grant or deny a owner-consented annexation is at the sole discretion of the City Council, and that any decision but City Council does not require council to articulate or provide findings justifying its decision as owner-consented annexation are not subject to judicial review in accordance with Idaho Code 50-222.

☑ I certify I am the:

☑ Property Owner as the Applicant ☐ Property Owner's Agent / Representative

Derek Olson

Applicant / Applicant's Representative Printed Name

6/4/26

Date

Applicant / Applicant's Representative Signature

COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division
Caldwell City Hall: 205 S 6th Avenue | Mail: PO Box 1179 Caldwell, ID 83606 |Phone: 208-455-3024
https://www.cityofcaldwell.org/Departments/Community-Development/Building-Safety-Division
Robin Collins, PCED, CBO | Community Development Director & Building Official

Master Land Use Application

This Master Land Use Application and specific land use checklists must be completed, with all required supplemental documents provided, prescreening passed, and fees paid for an application to be considered complete and accepted.

Hearing dates and codes utilized for review are based on the date is "complete and accepted".

Failure to submit all requested items (in legible form) may delay the processing of your application.

APPLICATION LEGEND:

* = Public hearing(s) required
** = May require public hearing
*** = City Council consent agenda
All others are considered Administrative Staff Level Reviews

I. Application Requests (check all that apply)

- ☑ Admin Director Determination
- ☐ Administrative Development Review[2]
- ☐ Alternative Method of Compliance
- ☑ Annexation w/Zoning*
- ☑ Business License (Permit)
- ☑ Certificate of Appropriateness*
- ☐ Comprehensive Plan (Map) Amendment*
- ☐ Comprehensive Plan (Text) Amendment*
- ☑ Deannexation*
- ☐ Design Review**
- ☑ Development Agreement (New)*
- ☐ Development Agreement (Modification)**
- ☑ Development Agreement (Termination)*
- ☑ Home Occupation Permit (New)
- ☐ Home Occupation Permit (Renewal)
- ☐ Lot Line / Boundary Line Adjustment
- ☑ Lot Split (Administrative)
- ☑ Lot Split (Simple)
- ☑ Manufactured Home Community*
- ☑ Mobile Food Unit (Individual)
- ☑ Mobile Food Unit Park / Court
- ☐ Modification to Conditions of Approval**
- ☑ Outdoor Dining Permit
- ☑ Parcel Consolidation
- ☑ Performance Bonding
- ☐ Planned Unit Development (New)*
- ☐ Planned Unit Development (Modification)**
- ☑ Public Art / Mural
- ☐ Rezone* (Zoning Map Amendment)
- ☐ Signs[1]
- ☐ Special Use Permit (New)*
- ☐ Special Use Permit (Modification)**
- ☑ Subdivision (Prelim) Plat*
- ☑ Subdivision (Final) Plat***
- ☑ Subdivision (Short) Plat*
- ☑ Subdivision Plat Modification**
- ☑ Subdivision Plat (Time Extension)
- ☐ Subdivision Plat (Renewal)
- ☑ Temporary Use Permit
- ☑ Traffic Impact Study Review
- ☑ Vacation (Easement)*
- ☐ Vacation (Plat Note) *
- ☑ Vacation (ROW) *
- ☐ Variance*
- ☐ Zoning Ordinance Text Amendment*

Footnotes:

[1]Freestanding, post/pole, or monument signs less than 6' in height. All other signs must be submitted through the building department.

[2] Used when not associated with other land use applications, when revisions to an approved (non-subdivision development) is being proposed, or when the land use schedules indicate the requirement for Administrative Development Review.

II. General Project / Site Information

Project or Development Name: *(for business licensing, use business name)*	Wild Oaks Wedding Venue
Site Address(s): *Upload separate attached sheet if more than six (6) site addresses*	19781 Middleton Rd, Caldwell, ID 83605 The property is currently a vacant/rural parcel with existing structures Agricultural (County) Medium Density Residential Highway Corridor
Suite #s:	Low Density Residential
Parcel #s:	Middleton Road
Total Acres:	3.85
Prior Use of Property:	Vacant/rural parcel with existing structures and open ground
Proposed Use of Property:	Wedding and event venue

<u>Current</u> Zoning of Subject Parcel(s): *(check all that apply)*

☐ RS-1	☐ C-1	☐ M-1	☐ D-CC	☐ A-D	☑ Property in County
☐ RS-2	☐ C-2	☐ M-2	☐ C-CB	☐ C-D	
☑ -1	☐ C-3	☐ I-P	☐ T-N	☐ H-D	List County Designation:
☑ R-2	☑ C-4			☐ P-D	
☐ R-3	☐ H-C				Agricultural

Proposed Zoning of Subject Parcel(s): *(check all that apply)*	☐ No Change ☐ RS-1 ☐ RS-2 ☐ R-1 ☐ R-2 ☐ R-3	☐ C-1 ☑ C-2 ☐ C-3 ☐ C-4 ☐ H-C	☐ M-1 ☐ M-2 ☐ I-P	☐ D-CC ☐ C-CB ☐ T-N	☐ A-D ☐ C-D ☐ H-D ☐ P-D

Select the Overlay District for the Subject Parcel(s): *(check all that apply)*	☑ Not in Overlay Zone ☐ APO-1 ☐ APO-2	☐ ED-1	☐ FP-1	☐ HD-1 ☐ HD-2 ☐ HD-3	☐ SO-1 ☐ SO-2 ☐ SO-3	☐ UD-1 ☐ UD-2 ☐ UD-3

City of Caldwell Comprehensive Plan Designation of Subject Parcel(s): *(check all that apply)*	☐ Neighborhood 1 ☐ Neighborhood 2 ☑ Neighborhood 3 ☐ Urban Neighborhood	☐ Downtown ☐ Mixed Use Center ☐ Community Center ☐ Special Purpose

Is/Are Subject Parcel(s) located within an "Area Hub" as indicated within the City of Caldwell Comprehensive Plan?

☐ Yes ☑ No

III. Applicant Information

Note: If applicant is an LLC, proof of authorized signer will be required from the Secretary of State.

Name:	Josh Schroeder
Company Name: *(if applicable)*	Sominium
Mailing Address:	2976 E State St. Ste 120

Phone:	208-803-2477	**Email:**	josh@somniumdevgroup.com

Email Address:	josh@somniumdevgroup.com
Applicants Relationship to Property Owner:	☐ Property Owner ☑ Authorized Agent/Representative ☐ Purchaser ☐ Petitioner *(vacation requests only)*

IV. Property Owners' Information *(if different from applicant)*

Name:	Derek Olson
Mailing Address:	19781 Middleton Rd Caldwell, ID 83605

Phone:	208-993-0724	**Email:**	der.olson3@gmail.com

V. Contractor / Developer Information *(fill out, if applicable)*

Name:	
Company Name: *(if applicable)*	
Mailing Address:	

Phone:		**Email:**	

VI. Architect Information *(fill out, if applicable)*

Name:	
Company Name: *(if applicable)*	
Mailing Address:	

Phone:		**Email:**	

VII. Civil Engineer / Surveyor Information *(fill out, if applicable)*

Name:	Josh Schroeder
Company Name: *(if applicable)*	Somnium
Mailing Address:	2976 E State St. Ste 120 Eagle, ID 83616

Phone:	208-803-2477	**Email:**	josh@somniumdevgroup.com

VIII. Landscape Architect Information *(fill out, if applicable)*

Name:	
Company Name: *(if applicable)*	
Mailing Address:	

Phone:		**Email:**	

IX. Applicant Acknowledgement

☑ By signing this application, I authorize employees/agents of the City to enter onto the property that is the subject of this application during regular business hours. The sole purpose of entry is to make an examination of the property that is necessary to process this application; and

☑ I certify that I am the owner of this property, the owner's authorized agent/representative, or the petitioner (if for a vacation). If acting as an authorized agent or representative, I further certify that I have full power and authority to file this application and to perform, on behalf of the owner, all acts required to enable the jurisdiction to process and review such an application. I will comply with all provisions of the law and ordinance governing this type of application; and

☑ I certify that failure to submit all required documents in compliance with the checklist could result in delayed acceptance, processing, and hearing date timelines; and

☑ I certify that the information furnished by me as part of this application is true and correct to the best of my knowledge.

I certify that I am the:

☑ Property Owner ☐ Authorized Agent / Representative ☐ Petitioner (Vacations Only)

Derek Olson

Applicant / Applicant's Representative Printed Name

6/4/26

Date

Applicant / Applicant's Representative Signature

The Wild Oak
19781 Middleton Road
Caldwell, Idaho 83605
Derek Olson | 208-993-0724 | der.olson3@gmail.com

Annexation Submittal Narrative

City of Caldwell Annexation Request

June 3, 2026
City of Caldwell Planning and Zoning Department
621 Cleveland Boulevard
Caldwell, Idaho 83605

Re: The Wild Oak – Annexation Request
Parcel: R34316 | Address: 19781 Middleton Road, Caldwell, Idaho 83605

To City of Caldwell staff:

This narrative is submitted in support of The Wild Oak project and the associated Annexation request for the above-referenced parcel. The subject property consists of approximately 3.85 acres located at 19781 Middleton Road, Caldwell, Idaho, and is the same parcel previously processed through Canyon County for a wedding and event venue.

The project has already received Conditional Use Permit approval through Canyon County for a special events facility/reception center. In addition, construction drawings for the project have already been processed and approved through Canyon County.

The applicant is now requesting annexation into the City of Caldwell so the project can connect to public sewer and public water and proceed under City jurisdiction. The intent of this request is to transition the project from the prior county approval path to a City entitlement and utility service framework that is better suited for long-term operation of the venue.

The City of Caldwell Comprehensive Plan designates the property is within Neighborhood 3, which is primarily a residential place type, however medium level commercial is allowed along major roadways. Additionally, Neighborhood 3 is intended to border areas of more intense commercial uses. The property is directly adjacent to the Mixed-Use Center Land Use which are considered hubs of intense commercial activities.

The applicant is requesting C-2 zoning which is compatible with the City of Caldwell Comprehensive Plan, as described above. The wedding and event venue being a lower intensity commercial use fits the intent of the commercial allowed in Neighborhood 3 and creates a buffer between the existing residential neighborhoods and future commercial intended for the Mixed-Use Center. The applicant is requesting that the wedding and event venue be permitted in the C-2 zone through the use of a Development Agreement (DA)

The proposed use of the property remains a professionally managed wedding and event venue known as The Wild Oak. The venue is intended to host weddings, receptions, celebrations, and similar private events. The venue is anticipated to employ approximately 10 staff members and operate primarily during event-based hours, with site access from Middleton Road, on-site parking, landscaping, drainage and stormwater improvements, and compliance with applicable fire, building, and development standards.

As part of the annexation request, the applicant is seeking to modify certain operational limitations that were part of the prior County approval. Specifically, the applicant requests that the prior condition restricting events on Sunday be removed. Additionally, the condition limiting the venue to a maximum of

150 events per year be revised to remove the annual cap. These requested changes are intended to provide operational flexibility and allow the venue to function as a viable year-round event facility, subject to any reasonable City conditions related to hours of operation, noise, parking, traffic, and life-safety requirements.

The project will continue to incorporate measures intended to maintain compatibility with surrounding properties, including site landscaping, directional lighting, traffic management, and operational controls. The applicant understands that any City approval may include updated conditions tailored to annexation, public utility service, and City development standards, and the applicant is prepared to work collaboratively with staff on those items.

Thank you for your time and consideration. Please feel free to contact Derek Olson at 208-993-0724 or der.olson3@gmail.com with any questions or if additional materials would be helpful.

Sincerely,

Derek Olson
Owner / Applicant, The Wild Oak

Project Summary

Project	The Wild Oak wedding and event venue
Location	19781 Middleton Road, Caldwell, Idaho 83605
Parcel	R34316 | Approx. 3.85 acres
Current Request	Annexation into the City of Caldwell, initial zoning, and City land use approval path
Key Updates Requested	Public sewer and water service; allow Sunday events; revise prior 150-event annual cap to no cap

Outlook

Re: ANN26-000010 Wild Oak Wedding Venue

From Wild Oak Idaho <wildoakidaho@gmail.com>
Date Wed 2026-08-19 1:33 PM
To Garline Davis <gdavis@cityofcaldwell.org>
Cc Josh Schroeder <josh@somniumdevgroup.com>; Morgan Bessaw <mbessaw@cityofcaldwell.org>

Good afternoon Garline,

Thank you for sending these over. Please see our responses below in preparation for tomorrow's meeting.

1. Canyon County Building Permits – Have permits been issued for the venue hall and ceremony greenhouse?

Yes. Canyon County has issued the building permit for the venue hall.

Permit #: BP2025-0805

The ceremony greenhouse is no longer part of the project and will not be constructed.

2. Construction Status – Has any site work started? What has been completed so far?

Yes, construction is well underway. Work completed to date includes:

- Water feature
- Footings
- Foundation
- Concrete flatwork

The venue building is currently in the framing stage.

3. Building permits/site inspections after annexation

We understand that we will need to discuss how the existing Canyon County building permit and future site/building inspections will transition and be handled following annexation into the City of Caldwell. We are happy to coordinate with the City and Canyon County to ensure that process goes smoothly.

4. Building Heights – Proposed height of the venue hall and ceremony greenhouse

The proposed total height of the venue hall is 40 feet.

As mentioned above, the ceremony greenhouse has been removed from the project and will not be constructed.

5. Existing Residence – How will the existing home be used after annexation? Will it remain a residential use?

We are currently considering transitioning the existing building away from residential use and incorporating it into the wedding venue operations. Potential uses may include venue storage, wedding décor storage/display, and décor and floral sales.

We would like to discuss these potential uses with Planning & Zoning during the meeting to determine the appropriate use and any requirements associated with the building after annexation.

6. Landscaping – City landscaping requirements

We are happy to review the City of Caldwell's landscaping requirements during the meeting and discuss how they apply to the existing site plan and landscaping proposed for The Wild Oak.

Thank you, and we look forward to meeting with everyone tomorrow.

Best,

Derek

On Wed, Aug 19, 2026 at 9:03 AM Garline Davis <gdavis@cityofcaldwell.org> wrote:

Good morning,

For our meeting on the Wild Oak Wedding Venue tomorrow, Planning and Zoning would like to cover the following items:

- Canyon County building permits - Have permits been issued for the venue hall and ceremony greenhouse?
- Construction Status - Has any site work started? What has been completed so far?
- If Canyon Couty has already issued building permits, we will need to discuss how those permits and any site inspections will be handled after the property is annexed into the city.
- Building heights - Please provide the proposed height of both the venue hall and ceremony greenhouse.
- Existing residence - Please clarify how the existing home will be used after annexation. Will it remain a residential use?
- Landscaping - Discuss city landscaping requirements.

Best regards,
Garline

City of Caldwell Logo Special
America 250 Anniversary

PLANNING & ZONING DIVISION

Garline Davis

Planner I

205 S 6th Ave • Caldwell, ID 83605
www.cityofcaldwell.org • (208) 455-4604

From: Josh Schroeder <josh@somniumdevgroup.com>
Sent: Tuesday, August 18, 2026 4:24 PM
To: Garline Davis <gdavis@cityofcaldwell.org>; Wild Oak Idaho <wildoakidaho@gmail.com>
Cc: Morgan Bessaw <mbessaw@cityofcaldwell.org>
Subject: Re: ANN26-000010 Wild Oak Wedding Venue

Hi Garline,

Can youp lease give us an agenda/questions prior to the meeting so that we can make sure we are prepared for an efficient meeting?

Thank you,

Josh Schroeder
Principal
Somnium Development Group PLLC
208-803-2477
somniumdevgroup.com

On Tue, Aug 18, 2026 at 1:08 PM Garline Davis <gdavis@cityofcaldwell.org> wrote:

Microsoft Teams meeting

Join: https://teams.microsoft.com/meet/284951275818530?p=V4XAtk71FjgVbFqNXi

Meeting ID: 284 951 275 818 530

Passcode: 4JJ6Pd2u

Need help? | System reference

For organizers: Meeting options

LEGAL AND CONFIDENTIALITY NOTICE:

All communications transmitted with the City of Caldwell email system may be a public record and may be subject to disclosure under the Idaho Public Records Act (Idaho Code 74-101 et. seq.) and as such may be copied and reproduced by members of the public. If you are not the intended recipient of this transmission, please notify the sender immediately by reply e-mail and destroy copies of the original message.

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SOMNIUM DEVELOPMENT GROUP

April 29, 2026

RE: Notice of Neighborhood Meeting — Annexation Application, Wild Oak Wedding Venue | 19781 Middleton Rd., Caldwell, ID 83605

To Whom It May Concern,

You are invited to a neighborhood meeting to discuss a project we are proposing near your property. The purpose of the meeting is to discuss the project, answer any questions, and listen to your feedback and suggestions.

Per City of Caldwell requirements, this notice is being sent to neighboring property owners within a 500-foot radius of the subject property prior to submitting a formal annexation application. This is not a public hearing, and public officials will not be present. Attendance is optional. A sign-in sheet will be available at the meeting; this record and a copy of this notice will be included in the application submittal.

Meeting Details:

Date: Monday, May 18, 2026

Time: 6:00 PM – 7:00 PM

Location: Wild Oak Wedding Venue — On-Site

Address: 19781 Middleton Rd., Caldwell, ID 83605

Project Summary:

The proposed project, Wild Oak Wedding Venue, is located at 19781 Middleton Rd., Caldwell, Idaho. The application consists of a request for annexation of approximately 7.72 acres into the City of Caldwell with initial C-2 (General Commercial) zoning and a Development Agreement to establish the property as an event center and wedding venue. The project includes an existing event venue building, on-site parking, connection to public sewer and water, and associated site improvements.

If you have any questions about this project or the meeting, please feel free to reach out to us at moroni@somniumdevgroup.com. We look forward to hearing from you.

Sincerely,

Moroni Laulu-Pututau
Partner
Somnium Development Group, PLLC
moroni@somniumdevgroup.com

This notice is being sent to property owners within 500 feet of the subject property per City of Caldwell Zoning Ordinance Section 10-03-12.

PIN	OwnerName	InCareOf	Address	City	State	ZipCode
R34315010	DAVIS CLAUDE WILLIAM		3313 W CHERRY LN NO 302	MERIDIAN	ID	83642
R34313010	NUNEMACHER ROBERT PATRICK		5920 N BELLA CASA LN	STAR	ID	83669
R34327406	DYVER DEVELOPMENT LLC		PO BOX 1090	MERIDIAN	ID	83680
R34314	5 PEAKS LLC		275 S 5TH AVE STE 151	POCATELLO	ID	83201
R34315	DAVIS CLAUDE WILLIAM		3313 W CHERRY LN NO 302	MERIDIAN	ID	83642
R34327619	CAPISTRAN TRAVIS LEE		19766 ADIRONDACK WAY	CALDWELL	ID	83605
R34316	WILD OAK LLC		450 W GILLMAN LN	LINDON	UT	84042
R34317	HADLEY DENNIS H		19735 MIDDLETON RD	CALDWELL	ID	83605
R34089010D	ALTITUDE DEVELOPMENT LLC		1224 11TH AVE N	NAMPA	ID	83687
R34327623	BOWLES JACOB ANDREW		19769 ADIRONDACK WAY	CALDWELL	ID	83605
R34327624	HOLM AUSTYN		19763 ADIRONDACK WAY	CALDWELL	ID	83605
R34327626	JEWETT SPENCER		19783 KENNEBEC WAY	CALDWELL	ID	83605
R34327628	DELAWARE PARK AT THE COLONIE SUBDIVISION HOA INC	MIKE FARLOW=	850 E FRANKLIN RD STE 416	MERIDIAN	ID	83642
R34327627	MELNYK BOHDAN		19779 KENNEBEC WAY	CALDWELL	ID	83605
R34327629	HAGOBIAN HANNAH		19762 KENNEBEC WAY	CALDWELL	ID	83605
R34327625	DOWLING MATTHEW		19789 KENNEBEC WAY	CALDWELL	ID	83605
R34327620	HATCH THERON TRUST		12102 S 1391 WAY	RIVERTON	UT	84065
R34327621	HARRIS CAMERON LANE		19752 ADIRONDACK WAY	CALDWELL	ID	83605
R34327622	ANDERSON LACY NICOLE		19829 KENNEBEC WAY	CALDWELL	ID	83605
R34327630	SMART GLENN A		19770 KENNEBEC WAY	CALDWELL	ID	83605
R34327631	SOHAIL ABDUL WAHAB		19778 KENNEBEC WAY	CALDWELL	ID	83605
R34327632	WARHURST WALTER		19786 KENNEBEC WAY	CALDWELL	ID	83605
R34327633	WALDOCK JUSTINE MARIE		214 MORGAN DR	LOVELAND	CO	80537
R34327634	HUTSON DANA MICHELLE		19802 KENNEBEC WAY	CALDWELL	ID	83605
R34327635	PARKER JACK D		19810 KENNEBEC WAY	CALDWELL	ID	83605
R34327636	CARAZOLEZ KRISTY		19818 KENNEBEC WAY	CALDWELL	ID	83605
R34327637	PUNTURO CALEB J		19826 KENNEBEC WAY	CALDWELL	ID	83605
R34327639	HOAG ANTHONY		11201 CHAMPLAIN DR	CALDWELL	ID	83605
R34327638	DRAKE DOUGLAS		19830 KENNEBEC WAY	CALDWELL	ID	83605
R34327648	CRANE TAYLOR		11129 CHAMPLAIN PLACE	CALDWELL	ID	83605
R34327647	BRADY MICHAEL		7331 N HURST AVE	PORTLAND	OR	97203
R34327646	THOMAS NICOLE M LIVING TRUST		11145 CHAMPLAIN PL	CALDWELL	ID	83605
R34327645	KOETJE TIMOTHY		11153 CHAMPLAIN PL	CALDWELL	ID	83605
R34327644	TOBIN AUSTIN M		11161 CHAMPLAIN PL	CALDWELL	ID	83605
R34327643	SCHERER RYON		11169 CHAMPLAIN PL	CALDWELL	ID	83605
R34327642	CARRILLO FELISSA D VALENCIA		11177 CHAMPLAIN PL	CALDWELL	ID	83605
R34327641	JIMENEZ KATHERINE		11185 CHAMPLAIN DR	CALDWELL	ID	83605

R34327649	BOLLA ANNE	11158 CHAMPLAIN PLACE	CALDWELL	ID	83605
R34327640	MATTHEWS KARI	11193 CHAMPLAIN DR	CALDWELL	ID	83605
R34327650	ZIMMERMAN DREW ROBERT	19904 LENAPE CT	CALDWELL	ID	83605
R34327651	HOFFER KIMBERLY	19912 LENAPE CT	CALDWELL	ID	83605
R34327652	SMITH ZACHARY	19920 LENAPE CT	CALDWELL	ID	83605
R34327657	RAMOS IBER G	19903 LENAPE CT	CALDWELL	ID	83605
R34327656	NEARY STACIA ANN	19911 LENAPE CT	CALDWELL	ID	83605
R34327654	LOPEZ ELIZABETH	19927 LENAPE CT	CALDWELL	ID	83605
R34327655	ANDRADE JESSICA	19919 LENAPE CT	CALDWELL	ID	83605
R34327658	LYMAN GRANT R	11204 CHAMPLAIN DR	CALDWELL	ID	83605
R34327659	LYMAN JILL H	11216 CHAMPLAIN DR	CALDWELL	ID	83605
R34327660	LWAMBA ALAIN	11228 CHAMPLAIN DR	CALDWELL	ID	83605
R34327653	ROWLEY PETER J	19928 LENAPE CT	CALDWELL	ID	83605
R34317166	DOUCETT PALMER	19668 DELMARVA AVE	CALDWELL	ID	83605
R34317193	STEINER BRAYDEN	19662 NEWELL WAY	CALDWELL	ID	83605
R34317189	HUSSAIN KARIMA ABDUL	19682 NEWELL WAY	CALDWELL	ID	83605
R34317188	KLEPPINGER SHANDEL	19684 NEWELL WAY	CALDWELL	ID	83605
R34317187	DICKSON PEYTON	19686 NEWELL WAY	CALDWELL	ID	83605
R34317186	ELBRECHT STEVEN P	25712 LE PARC NO 48	LAKE FOREST	CA	92630
R34317185	YOUNG JACOB	19690 NEWELL WAY	CALDWELL	ID	83605
R34317192	WHITELOCK SUSAN ELIZABETH	19670 NEWELL WAY	CALDWELL	ID	83605
R34317191	RABAGO RUBI MENDIVIL	19678 NEWELL WAY	CALDWELL	ID	83605
R34317190	VIVEROS ARSENIO	11308 W CATHEDRAL ST	NAMPA	ID	83651
R34089010	CDY-BKY IRREVOCABLE TRUST	11200 HWY 20 26	CALDWELL	ID	83605
R34317207	GOMEZ OMAR JOSE	19632 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317208	BALDSCHUN DAVID K	19642 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317209	SLACK MICHAEL	19644 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317210	IBARRA MONSERRATH RODRIGUEZ	19646 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317211	MILLER ANDREW	19648 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317212	AYALA MARIA GUADALUPE	19652 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317213	BRUMFIELD SONJA	19656 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317214	BUTTERBAUGH SCOTT J	3729 W COLUMBIA RD	MERIDIAN	ID	83642
R34317215	VILLINES ARTHUR	19662 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317216	HOSKINSON TANA E	19664 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317217	DEIGERT TROY	19670 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317218	MARTINEZ ROCIO MARTINEZ	19676 ALLEGHENY WAY	CALDWELL	ID	83605
R34317219	SCHEIBE TIMOTHY	636 E HAVASU FALLS ST	MERIDIAN	ID	83646

R34317228	SWEENEY KORIE MICHELLE		19643 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317227	FLEENOR TROY		19645 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317220	ARRIAGA ABEL JARAMILLO		19682 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317221	PUGH COLTER		19684 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317222	HORAN CARTER		19686 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317223	SANCHEZ LEOBARDO MARTINEZ		19688 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317224	JOHNSON ROBERT DOUGLAS		19690 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317225	PUPKO SERGEY		19692 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317226	SADDLEBACK SUBDIVISION HOA INC	MGM MANAGEMENT LLC =	289 SW 5TH AVE	MERIDIAN	ID	83642
R34317238	COOK CHAD		19653 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317239	TORRES ERIC		19657 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317240	BUTTERBAUGH SCOTT J		3729 W COLUMBIA RD	MERIDIAN	ID	83642
R34317241	WILSON COURTNEY LYNN		19663 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317242	MERKERT JAMES		19673 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317243	GOEMAN PETER AND DALLAS LIVING TRUST		19681 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317244	FOSTER MARTIN GLENN		19683 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317245	HUGHES JASON M		19685 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317246	ANDERSON HOLLY E		19687 ALLEGHENNY WAY	CALDWELL	ID	83605
R34317248	STROMER CASEY		7711 SONARA RD	CALDWELL	ID	83607
R34317247	ISAACSON JOSEPH		19689 ALLEGHENNY WAY	CALDWELL	ID	83605
R34090	ALTITUDE DEVELOPMENT LLC		1224 11TH AVE N	NAMPA	ID	83687
R34313010A	BLUEBONNET-SYRINGA LLC		9974 W FAIRVIEW AVE	BOISE	ID	83704
R34313010B	NUNEMACHER ROBERT PATRICK		5920 N BELLA CASA LN	STAR	ID	83669
R34313010C	CBH PROPERTIES CALDWELL LLC		17725 KATY FWY STE 200	HOUSTON	TX	77094
R34308	ENDURANCE HOLDINGS LLC		1977 E OVERLAND RD	MERIDIAN	ID	83642
R34314010	5 PEAKS LLC		275 S 5TH AVE STE 151	POCATELLO	ID	83201
R34308013	FRED MEYER STORES INC	JOHN DEFRANCE LEGAL DEPT =	1100 W ARTESIA BLVD	COMPTON	CA	90220

CANYON COUNTY LISTING - "R34316, R34315010" - 500.0 feet
04-28-2026

PROPERTY LISTING DISCLAIMER
This information should be used for informational use only and does not constitute a legal document for the description of these properties. Every effort has been made to insure the accuracy of these data & is subject to change without notice; however, the Assessor's Office assumes no liability nor do we imply any particular level of accuracy. The Canyon County Assessor's Office disclaims any responsibility or liability for any direct or indirect damages resulting from the use of these property listings.

The Wild Oak
Neighborhood Meeting
5/18/2026
6:00PM

Project Team Attendees:
Owner: Derek Olson
Consultant: Hannah Shurance

Community Attendees:
Peter Lydeman
Leeah Merkert

Discussion Summary

The project team provided a brief summary of the project as the community members in attendance were already familiar with the project and had been involved during the Canyon County process. The team explained the need for the annexation into the City of Caldwell in order to connect to City sewer and water.

- The applicant team let the attendees know that the project was approved in Canyon County and that they were proceeding with development while pursuing annexation into the City of Caldwell

- The community attendees expressed concerns about noise control, lighting and parking

- The applicant team showed attendees the site layout and explained that it had not changed from the Canyon County approvals, except for the removal of the water tank and septic system in favor of connections to City water and sewer

- The applicant team pointed out that many of the mature trees on the property would be saved, and in addition, new landscaping would be installed in various locations, which would help buffer noise. They also explained that they monitored noise throughout events.

- Community attendees were interested in if the owners would be on site during events and available for them to contact if there were any issues. The applicant team reassured them that they would be on site and available and provided the attendees with their contact information.

- The applicant team shared their background in managing wedding venues, explained their business model and expressed a desire to be good neighbors. Community attendees seemed to appreciate the intent and expressed that they hoped the business was run well and respected the neighbors.

The project team explained the anticipated next steps in the annexation process, including upcoming applications, construction, and public hearing for continued public input.

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: **Wedding and event venue**

Date of Round Table meeting: **4/23/2026**

Notice sent to neighbors on: **4/29/2026**

Date & time of the neighborhood meeting: **5/18/2026 at 6:00PM**

Location of the neighborhood meeting: **19781 Middleton Road, Caldwell, ID 83605**

Developer/Applicant:

Name: **Derek Olson**

Address, City, State, Zip: **19781 Middleton Road, Caldwell, ID 83605**

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

DATE 6/4/26

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

Start Time of Neighborhood Meeting:_____

End Time of Neighborhood Meeting:_____

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. Peter Lydeman	19681 Allegheny Way Caldwell ID 83605
2. LEEAH MERKERT	19673 ALLEGHENY WAY, 83605, CALDWELL ID
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	

ACCURATE
SURVEYING & MAPPING

INTEGRITY TECHNOLOGY SERVICE

Job No. 26-184

ANNEXATION DESCRIPTION
FOR
WILD OAK LLC

The following describes a parcel of land lying within the NE1/4 of the NE1/4 of Section 30, Township 4 North, Range 2 West, Boise Meridian, Canyon County, Idaho, more particularly described as follows:

Commencing at the northeast corner of said Section 30; thence, along the east boundary line of said Section 30, S 00°21'54" W for a distance of 1227.57 feet to the **POINT OF BEGINNING;**

Thence, continuing along said east boundary line, S 00°21'54" W for a distance of 92.96 feet;

Thence, departing said east boundary line, N 89°19'22" W, for a distance of 563.92 feet;

Thence, N 89°54'34" W for a distance of 95.72 feet;

Thence, N 00°19'53" E for a distance of 297.26 feet;

Thence, S 89°50'19" E for a distance of 444.24 feet;

Thence, S 34°33'06" E for a distance of 232.14 feet;

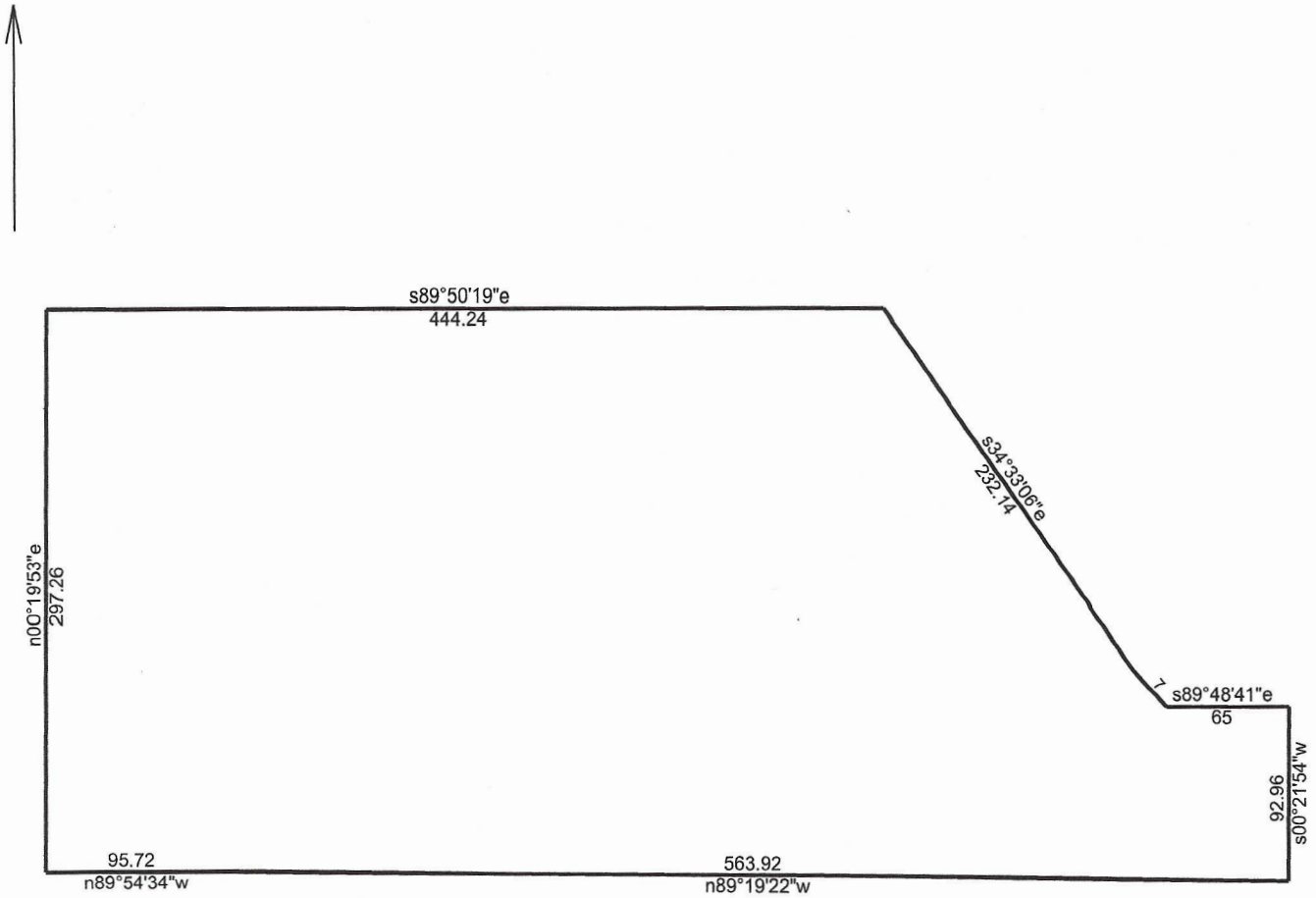
Thence, S 43°36'06" E for a distance of 25.48 feet;

Thence, S 89°48'41" E for a distance of 65.00 feet to the **POINT OF BEGINNING.**

The above described parcel contains 3.849 acres more or less.

PROFESSIONAL LAND SURVEYOR
LICENSED
13446
6/30/26
STATE OF IDAHO
SEAN P. SULLIVAN

1520 W. Washington St., Boise, ID 83702 ▪ Phone: 208-488-4227 ▪
www.accuratesurveyors.com



	6/30/2026
Scale: 1 inch= 100 feet	File: 26-184 WILD OAK ANNEXATION DESCRIPTION.ndp

Tract 1: 3.8487 Acres (167649 Sq. Feet), Closure: s63.1259e 0.01 ft. (1/297198), Perimeter=1817 ft.

01 s00.2154w 92.96
02 n89.1922w 563.92
03 n89.5434w 95.72
04 n00.1953e 297.26
05 s89.5019e 444.24
06 s34.3306e 232.14
07 s43.3606e 25.48
08 s89.4841e 65

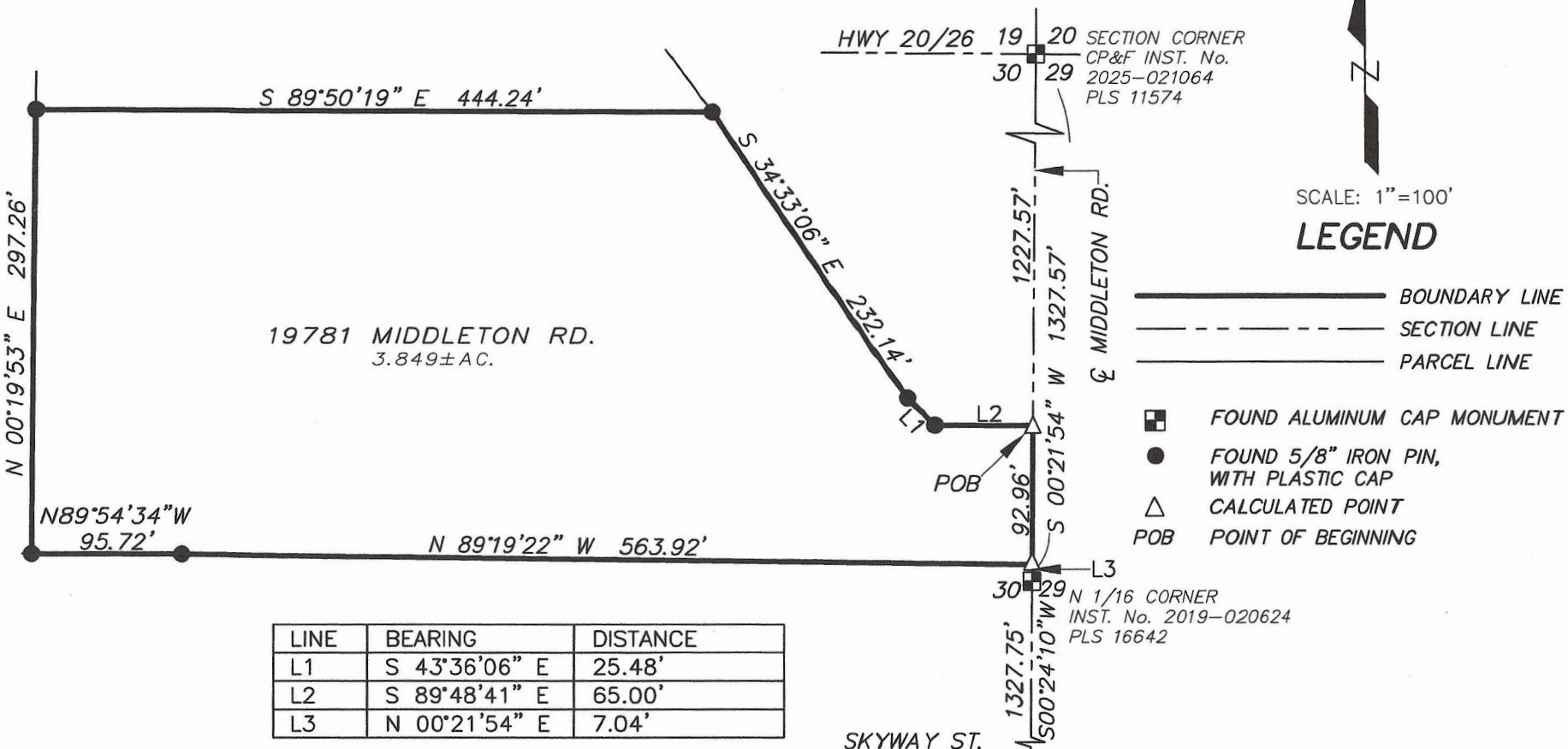
EXHIBIT MAP

ANNEXATION FOR WILD OAK LLC

A PORTION OF LAND LYING WITHIN THE NE 1/4 OF THE NE 1/4 OF SECTION 30, T.4N., R.2W., B.M.

CANYON COUNTY — STATE OF IDAHO

2026



LINE	BEARING	DISTANCE
L1	S 43°36'06" E	25.48'
L2	S 89°48'41" E	65.00'
L3	N 00°21'54" E	7.04'

PROFESSIONAL LAND SURVEYOR
LICENSED
13446
6/30/26
STATE OF IDAHO
SEAN P. SULLIVAN

INTEGRITY TECHNOLOGY SERVICE

ACCURATE
SURVEYING & MAPPING
1520 W. Washington St.
Boise, Idaho 83702
(208) 488-4227
www.accuratesurveyors.com

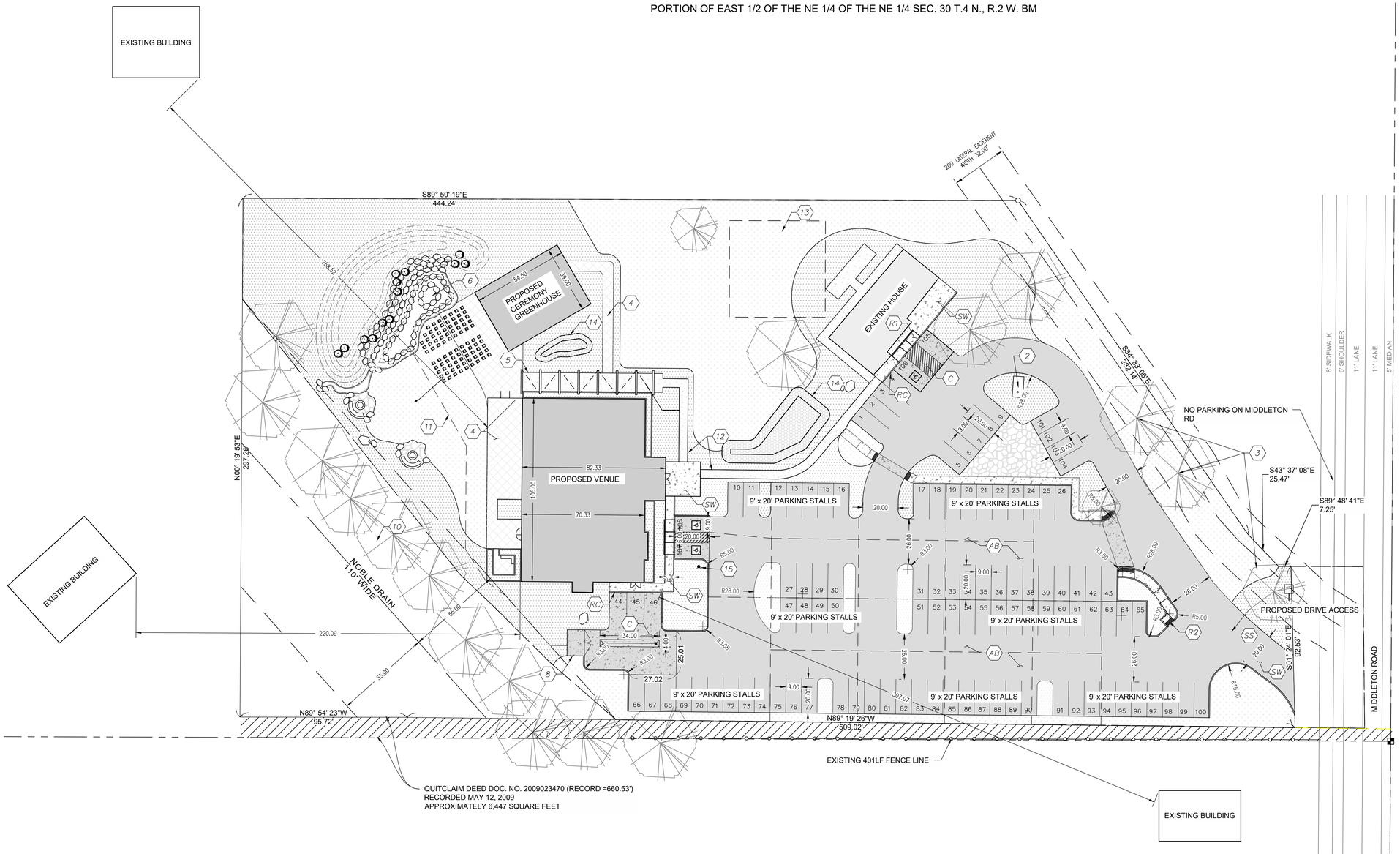
DATE: 06/30, 2026 JOB 26-184

SITE PLAN

WILD OAK WEDDING VENUE

19871 MIDDLETON ROAD
CANYON COUNTY IDAHO

PORTION OF EAST 1/2 OF THE NE 1/4 OF THE NE 1/4 SEC. 30 T.4 N., R.2 W. BM



CONSTRUCTION LEGEND:

- AB — CONSTRUCT 6" AGGREGATE SECTION FOR PARKING AREA PER ISPWC SD-804 - GRADES PER SEPARATE GRADING SHEETS.
- SW — CONSTRUCT 4" THICK CONCRETE SIDEWALK PER ISPWC STANDARD SD-709
- C — CONSTRUCT 6" CONCRETE PAVEMENT SECTION PER CONCRETE DRIVE APPROACH REQUIREMENTS SHOWN ON ISPWC SD-710
- R1 — CONSTRUCT MID-BLOCK PEDESTRIAN RAMP WITH NO LANDING PER ISPWC SD-712G
- R2 — CONSTRUCT PEDESTRIAN RAMP STYLE F1 PER ISPWC SD-712E & SD-712F
- RC — CONSTRUCT 6" VERTICAL CURB (NO GUTTER) PER ISPWC STD SD-701A
- CT — CONSTRUCT CURB TERMINUS PER ISPWC STD SD-707
- SS — CONSTRUCT INDUSTRIAL STREET SECTION (3" AC / 4" AGGREGATE BASE / 12" SUB-BASE) PER CITY OF CALDWELL STANDARD DRAWING NUMBER R-810

LANDSCAPE MATERIALS LEGEND:

- LANDSCAPE
- PAVERS
- FLAGSTONE
- 6"-8" COBBLESTONE ROCK MULCH, 12" DEPTH MINIMUM.
- BOULDERS
- CONCRETE
- AC PAVEMENT

PARKING COUNT

OCCUPANCY = 315 (292 ASSEMBLY, 23 BUSINESS)
REQUIRED PARKING = 1 STALL / 3 OCCUPANTS = 315/3 = 105 STALLS
PROVIDED = 106 STALLS

KEY NOTES

SYMBOL	DESCRIPTION
1	PROPOSED ADA PATHWAY TO ROW
2	EXISTING WELL WITH PROPOSED 6'X12' WELL HOUSING AND TREATMENT
3	EXISTING TREES TO REMAIN
4	PROPOSED PAVERS PER LANDSCAPE PLAN
5	GRAPEVINE TRELLIS PER LANDSCAPE PLAN
6	WATER FEATURE PER LANSCAPE PLAN
7	PROPOSED 1" WATER SERVICE LINE
8	PROPOSED REFUSE AREA
9	PROPOSED GRADING LIMIT
10	TOP OF BANK
11	PROPOSED FIRE PIT PER LANDSCAPE PLAN
12	PROPOSED PEA GRAVEL WALKS
13	EXISTING SEPTIC AND LEACH FIELD TO REMAIN FOR HOME USE
14	PROPOSED BIO RETENTION SWALE
15	PROPOSED FIRE HYDRANT

SCALE IN FEET
0 15 30 60

SOMNIUM DEVELOPMENT GROUP

WILD OAK WEDDING VENUE
FOR
THE WILD OAK WEDDING VENUE, LLC
19781 MIDDLETON RD. CALDWELL, ID 83605

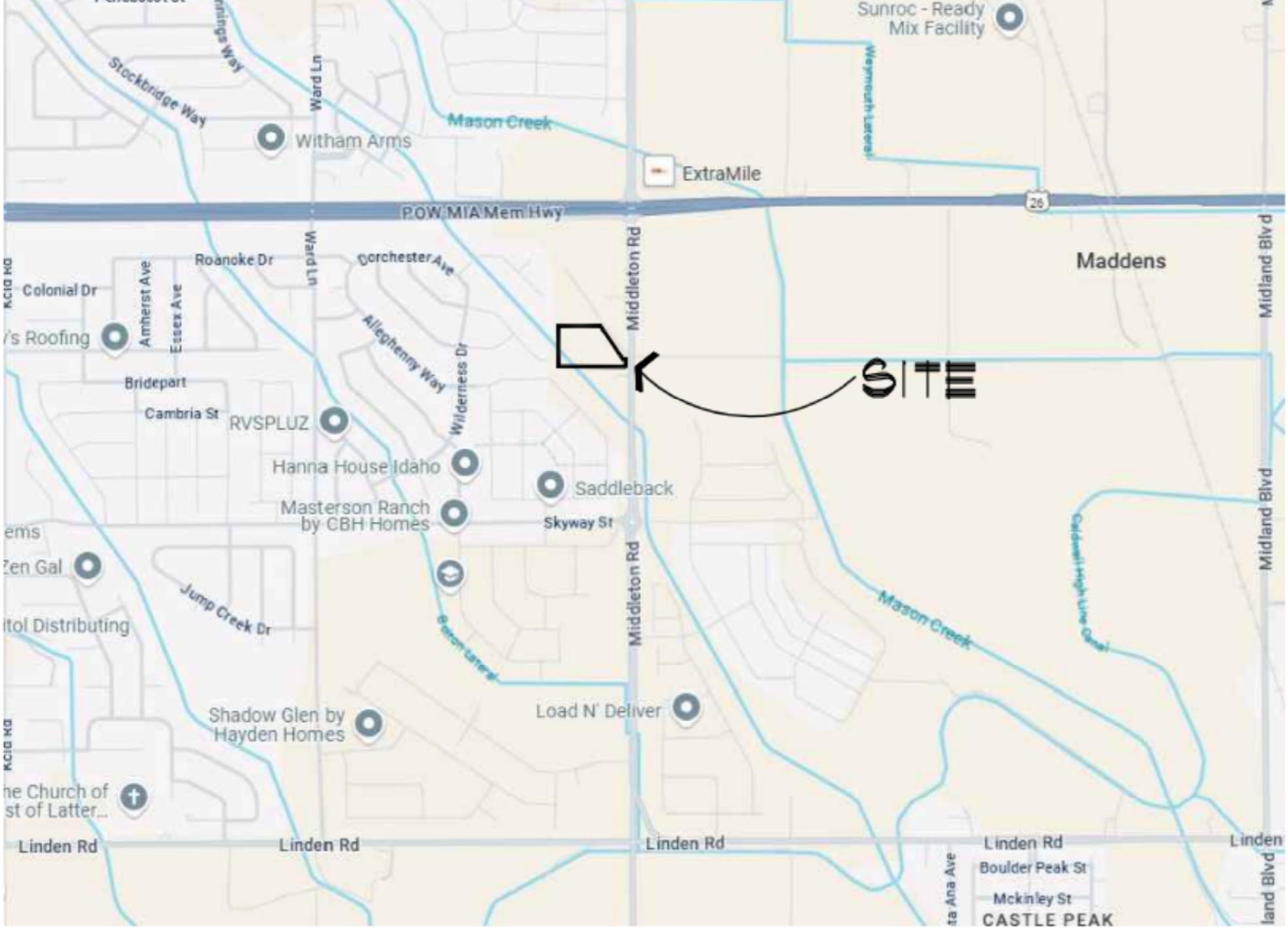
Date: August 21, 2026
Job No. 2415
Revised:

Sheet No.
1

THE USE OF THESE PLANS SHALL BE RESTRICTED TO THE ORIGINAL PROJECT SITE FOR WHICH THEY WERE PREPARED AND PUBLICATION THEREOF IS EXPRESSLY LIMITED TO SUCH USE. RE-USE, REPRODUCTION, OR, PUBLICATION BY ANY METHOD, IN WHOLE OR IN PART, IS PROHIBITED. TITLE TO THE PLANS REMAINS WITH CEDAR GREEN. VISUAL CONTACT WITH THESE PLANS SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF THE ACCEPTANCE OF THE RESTRICTION.

EXHIBIT S-1

Vicinity Map



VICINITY MAP

EXHIBIT S-2

Zoning Map

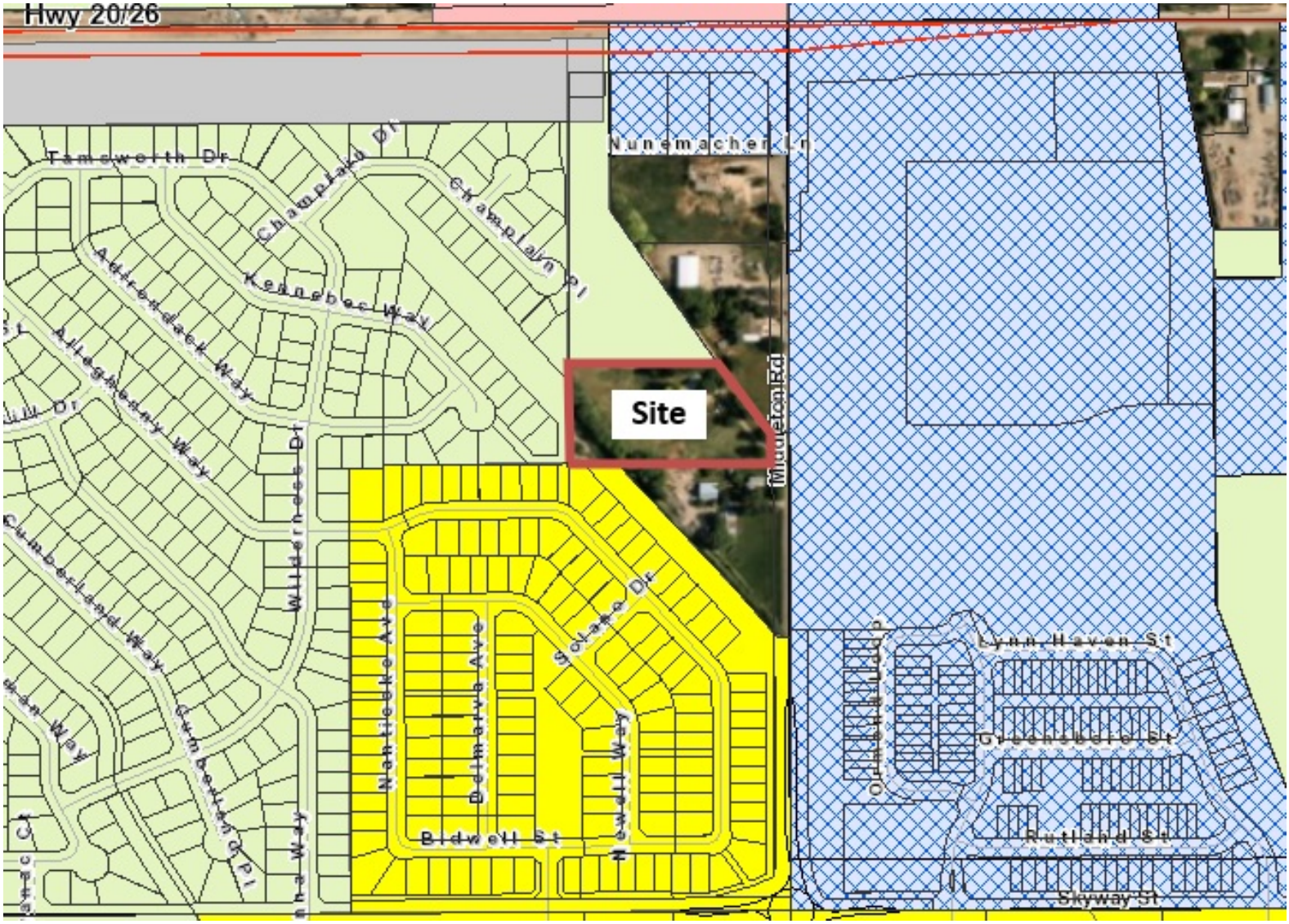


EXHIBIT S-3

Future Land Use Map

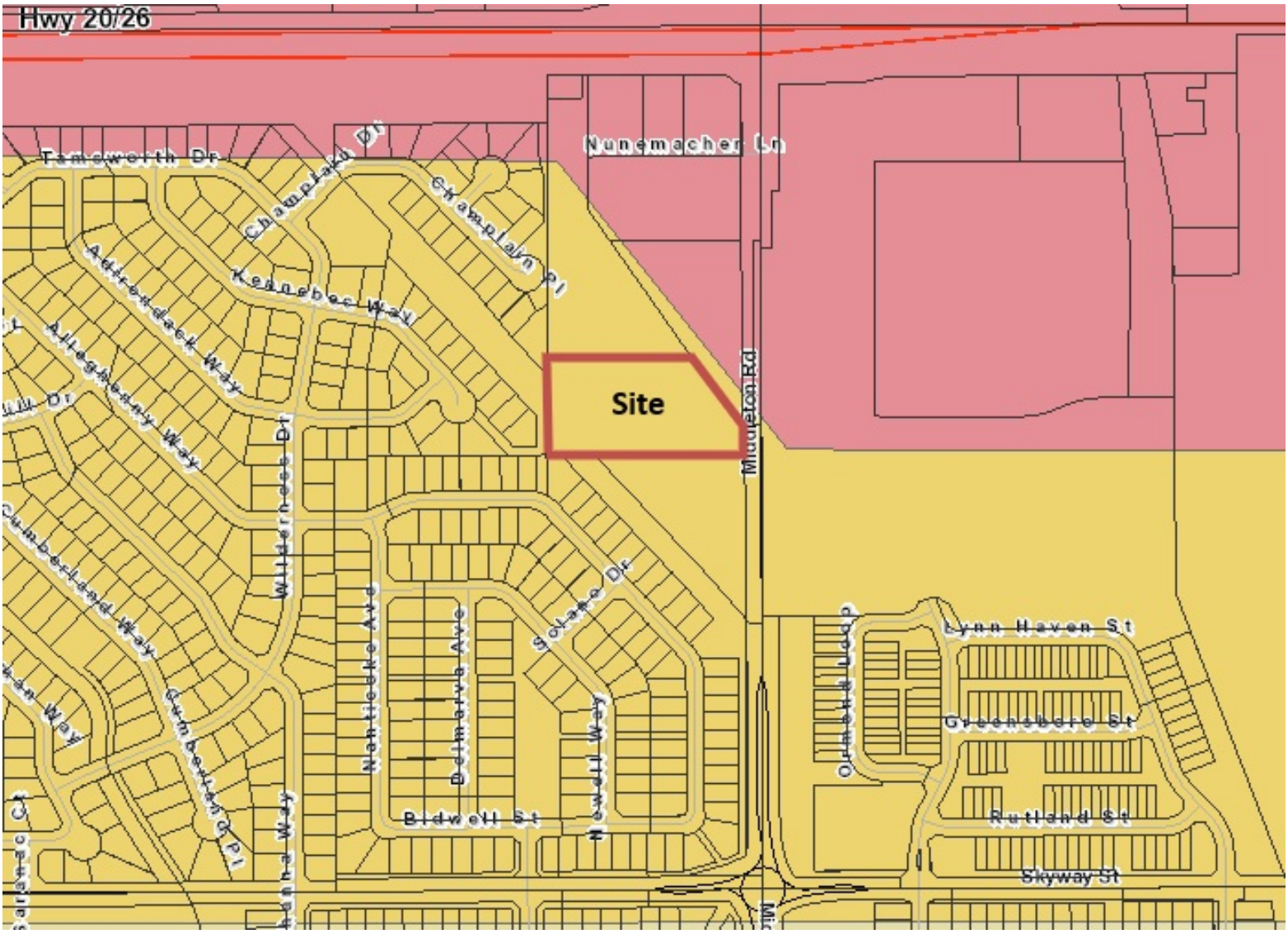


EXHIBIT S-4

Public Agency Notification List

PUBLIC AGENCY NOTIFICATION LIST

The following political subdivisions, including schools, were notified of the application requests. A link to the full application packet was provided to each agency.

City of Caldwell Engineering Department
City of Caldwell Engineering Inspections
City of Caldwell Fire Chief
City of Caldwell Fire Marshall
City of Caldwell Building Department
City of Caldwell Police Chief
City of Caldwell Lieutenant Wright
City of Caldwell Mapping Department
City of Caldwell Code Compliance Division
City of Caldwell Economic Development
City of Caldwell Airport
City of Caldwell Water Department
Vallivue School District #139
Caldwell School District #132
Pioneer Irrigation District
Riverside Irrigation District
Canyon Hill Irrigation
Franklin Ditch Co.
Nampa-Meridian Irrigation Dist.
Black Canyon Irrigation District
Golden Gate Irrigation
Caldwell Lateral Irrigation
Wilder Irrigation District
Compass Idaho
Hilty, Bower, Haws & Seable

Caldwell Transportation
Brown Bus Company
Canyon Highway District #4
Nampa Highway District #1
Idaho Transportation Department
Valley Regional Transit
Canyon County Development Services
Canyon County Plat Room
City of Nampa Planning and Zoning
Boise Project Board of Control
Southwest District Health
Idaho Power
Intermountain Gas
DTG Maps (only for final plats)
Boise River Flood Control Dist. #10
Bureau of Land Management
Bureau of Reclamation - Snake River Area Office
Corps of Engineers
Idaho Fish and Game
Department of Water Resources
College of Idaho
Department of Lands
USPS Caldwell
Union Pacific Railroad

EXHIBIT S-5

Draft Development Agreement

Click or tap to enter a date.
Wild Oak Wedding & Event Venue Annexation Development Agreement
DA#:
Associated CASE# ANN26-000010

After Recording
Return to:
Director
Caldwell Planning and Zoning Dept.
205 S. 6th Ave.
Caldwell, Idaho 83605

For Recording Purpose,
Do Not Write Above This Line

DEVELOPMENT AGREEMENT

This Development Agreement ("Agreement") was approved by Council this _____ of _____, 20__, by and between the City of Caldwell, a municipal corporation of the State of Idaho ("City"), whose address is 205 S. 6th Avenue, Caldwell, Idaho 83605, and Derek Olson, Wild Oak LLC, ("Owner").

RECITALS

WHEREAS, the Owner is the owner of record of approximately 3.849 acres of certain real estate identified as Canyon County Parcel No. R3431600000 (19781 Middleton Rd.), generally located on the west side of Middleton Rd., approximately 1100 feet south of the intersection with Highway 20/26, in Caldwell, Idaho, ("Property"), and legally described in the attached legal description (**Exhibit A)** and as depicted on the map in **(Exhibit B)**; and

WHEREAS, the Property is currently designated as Agricultural on the Canyon County Zoning Map; and

WHEREAS, the Property is currently designated as Neighborhood 3 on the City of Caldwell Comprehensive Land Use Map; and

WHEREAS, the Owner seeks to annex Parcel No. R3431600000 (19781 Middleton Rd.), generally located south of Hwy 20/26 into the City of Caldwell with a C-2 (Community Commercial) zoning classification; and

WHEREAS, the Owner is proposing to develop the site as a wedding and event venue; and

WHEREAS, an event venue is a Specially Permitted Use in the C-2 zone and the applicant would like to bring the existing use in as a permitted use and not a nonconforming use; and

WHEREAS, the intent of this Development Agreement to protect the rights of Owner's/Developer's use and enjoyment of the Property, while at the same time limiting any adverse impacts resulting from the development of this property upon neighboring properties and the existing community, and ensuring the Property is developed in a manner consistent with Caldwell's Comprehensive Plan and City Code; and

WHEREAS, the City and Owner desire to set forth herein limitations and/or conditions upon the use and future development of the property; and

WHEREAS, all capitalized terms in this Development Agreement not herein defined shall have those meanings designated in the Caldwell City Code, the Caldwell Zoning Ordinance, and the Caldwell Comprehensive Plan; and

WHEREAS, the zoning designation requested by Owner with respect to the Property, if granted by the City, will only be granted upon execution of this Development Agreement; and

WHEREAS, the Owner has agreed to provide Caldwell with an affidavit agreeing to submit the Property to a Development Agreement (**Exhibit C**) pursuant to Caldwell City Code and the provisions set forth in Idaho Code Section 67-6511A and be bound by same; and

WHEREAS, all exhibits mentioned herein are attached hereto and are incorporated herein by reference; and

AGREEMENT

In consideration of the above Recitals and of the mutual covenants, duties, and obligations contained herein, the parties agreed as follows:

ARTICLE I
LEGAL AUTHORITY

This Development Agreement is made pursuant to and in accordance with the provisions of Idaho Code Section 67-6511A and Caldwell City Code, Chapter 10, Article 3.

ARTICLE II
ZONING ORDINANCE AMENDMENT

Caldwell will adopt an ordinance amending the Caldwell Zoning Ordinance to initially zone the Property that is the subject of the application to the C-2 (Community Commercial) zone, subject to the terms and conditions of this Development Agreement. This Development Agreement shall be signed to meet the conditions of approval for the annexation with initial zoning as approved in the **Order of Decision signed** Click or tap to enter a date.**.** The ordinance will become effective after its passage, approval, and publication.

ARTICLE III
GENERAL CONDITIONS OF DEVELOPMENT

3.1 The Property will be developed and utilized in the fashion and according to the terms, conditions and limitations set forth in this Development Agreement and development application number(s) Click or tap here to enter text.

3.2 Development of the Property shall be consistent with all requirements, codes, rules and regulations of the City of Caldwell, unless specifically stated otherwise in this Development Agreement.

3.3 Owner shall comply with the Caldwell City Code, as it exists at the time such applications are made except as otherwise provided within this Agreement.

3.4 If the City of Caldwell has established a design review process at the time of submittal of building permits or development application(s) for the Property, the applicant will be required to go through the design review process.

3.5 In the event the Property's legal description is discovered to be in error, the Owner will be responsible for assuming the measures necessary to provide the City with an accurate legal description of the Property.

3.6 Change in Use. No change in the uses specified in this Agreement shall be allowed without modification of this Agreement pursuant to the requirements of Caldwell City Code. In the event that the Developer/Owner changes or expands the uses permitted by this Agreement without the approval required by this Agreement, the Caldwell City Code, and Idaho Code 67-6509, the Developer/Owner shall be in default of this Agreement.

3.7 Construction. Development and site work on the Property shall be in accordance with all applicable laws and regulations and shall also be consistent with the development standards set forth in this Agreement. Failure to construct any development on the Property consistent with this Agreement or construction in variance with this Agreement, including any amendment of this Agreement, shall constitute a default of this Agreement by the Developer/Owner.

3.8 Development Plans. At the time of development of 'a portion' or 'all' of the Property, the Owner or their representative shall provide a site plan, building elevations, a material board, and landscaping plans for the proposed project. The Planning and Zoning Director shall complete a design review of the project and provide conditions of approval considering the design features for the development.

3.9 Modifications to Plans and/or Specifications: Any changes to the plans and specifications upon which this approval is based, other than those required by the above conditions, will require submittal of an application for modification and approval of that application prior to commencing any change.

3.10 Landscape Plan. The applicant shall comply with all landscaping requirements based on Caldwell City Code, Chapter 10, Article 2. The Landscape Plan **(Exhibit E)** represents the Owner's current concept for all existing and proposed landscape street buffers, buffers between land uses, open space, parking lot landscaping, landscape planters, existing and proposed trees, shrubs and plantings, micro and major pathways, landscape strips, public amenities, structures and equipment proposed for recreational use, common lots, common easements, school bus stop areas, irrigation system and water source, and all other landscape improvements including, but not limited to, earth berms, walls, trash enclosures, specialty lighting, required or proposed fences. The Owner understands and agrees that any changes or modifications to the landscape plan must submitted to the City for review and approval prior to installation. The City understands and agrees that certain changes in that concept may occur or be required. If the City determines that any such changes require additional public comment due to potential impacts on surrounding property or the community, or that such change is a substantial enough change from the landscape plan presented to the public, a public hearing shall be held on the proposed changes and notice shall be provided as may be required by the City.

3.11 Landscape Maintenance: All landscaping and screening devices shall be maintained in an attractive, live, safe and healthy manner. The controller as defined by Caldwell City Code is responsible for maintaining all landscaping and screening devices within a subdivision and/or development and/or the subject property. As applied to the subdivision or development process, the controller is understood to be the property owner, association or person representing the property owner's interest with responsibility for abiding by the city's standards, rules, regulations, policies, codes and ordinances."

3.12 Cluster Mailboxes: The development shall utilize cluster mailboxes for delivery of mail. Individual mailboxes shall not be allowed. A cluster mailbox placement plan shall be submitted to the Planning and Zoning department showing coordination with the United States Postal Services prior to submitting the construction drawings.

3.13 Development Construction Signage: At the time of development, a "rules and regulations" sign shall be posted and maintained at the entryways to the project until it is fully developed and build out is complete. The signs would be intended for subcontractors performing work and should include: a) no dogs; b) no loud music; c) no alcohol or drugs; d) no abusive language; e) disposal of personal trash and site debris; f) daily cleanup of any mud and/or dirt that is deposited from the construction parcel onto streets; g) installation of a temporary construction fence that would keep debris from being blown off site by the wind; h) no burning of construction or other debris on the property.

3.14 Approved Development Name, Street Names, Street Layout, Lot and Block Numbering, and Subdivision Phasing Plan. No changes to the original approved development name, street names, street layout and configuration, lot and block numbering, or subdivision phasing plan shall occur without prior approval from the City of Caldwell Mapping Division. Any substantial changes from what was originally approved may require additional public hearings.

3.15 Dimensional/Bulk Standards: All new construction shall comply with the current height, setback, and area schedule in effect at the time the building permit is filed, excluding any setbacks, height, lot size, or frontage deviations as noted in Article IV.

ARTICLE IV
SITE SPECIFIC CONDITIONS OF DEVELOPMENT

4.1 The Property will be developed and utilized in the fashion and according to the terms, conditions and limitations set forth in this Development Agreement and development application number(s) **ANN26-000010**

4.2 Concept Site Plan. The Concept Site Plan **(Exhibit D)** represents the Owner's current concept for completion of the Project. As the Concept Site Plan evolves, the City understands and agrees that certain changes in that concept may occur or be required. If the City determines that any such changes require additional public comment due to potential impacts on surrounding property or the community, a public hearing shall be held on any proposed changes in the Concept Plan and notice shall be provided as may be required by the City. The Owner understands and agrees that any changes or modifications to the site plan must submitted to the City for review and approval prior to development.

4.3 Street Landscape Buffers. A twenty-five-foot (25') wide street landscape buffer is required along Middleton Road. The street landscape buffers shall comply with Caldwell City Code 10-02-09-5. Seeding, hydro-seeding, or similar methods shall not be allowed, and the plant sizes shall meet or exceed the minimum plant sizes as set forth in §10-02-09-5.

4.4 Comply with all City of Caldwell Engineering Department conditions as shown in **Exhibit F.**

4.5 Comply with all City of Caldwell Fire Department conditions as shown in **Exhibit G.**

4.6 Comply with all City of Caldwell Mapping Department conditions as shown in **Exhibit H.**

4.7 Hours of Operation: The hours of operation shall be 10:00 a.m. to 11:00 p.m. Sunday through Saturday as proposed by the applicant. All activities concluded and patrons offsite by 11:00 p.m.

4.8 Maximum Occupancy Limit: The maximum occupancy of the venue shall not exceed two hundred twenty (220) attendees and twelve (12) employees at any one time.

4.9 Alcoholic Beverage Licensing: Alcoholic beverages (inclusive of beer and wine) for special events at the facility shall be provided and distributed in strict compliance with Local, State, and Federal requirements for sales and distribution.

4.10 Music and Amplified Sound: All amplified sounds shall be contained inside, with no amplified

sound outdoors. There shall be no amplified sound of any kind after 10:00 p.m. Sunday through Saturday.

4.11 Lighting: All exterior lighting shall be fully cut off and fully shielded and placed to direct the light source down and inside the property lines of the facility. All direct glare from the lights shall be contained within the facility area. No light source may be placed greater than fifteen (15 ') feet in height.

ARTICLE V
AFFIDAVIT OF PROPERTY OWNER(S)

An affidavit of the owner(s) of the Property is attached hereto and incorporated by reference herein agrees to subject the Property to this Development Agreement **(Exhibit C)** and be bound thereby, and comply with and be bound by the provisions set forth in Idaho Code Section 67-6511A and Caldwell City Code shall be provided and is incorporated herein by reference.

ARTICLE VI
DEFAULT

6.1 In the event the Owner, their heirs or assigns or subsequent owners of the property or any other person acquiring an interest in the property, fails to faithfully comply with all of the terms, conditions, and commitments set forth herein, included in this Agreement, within thirty (30) days of written notice of such failure from the City, the City shall have the right without prejudice to any other rights or remedies to cure such default or enjoin such violation and otherwise enforce the requirements contained in this Development Agreement. The City shall have the following non-exclusive and cumulative remedies, upon the City's compliance with the requirements of Caldwell City Code and Idaho Code 67-6509.

6.2 If required to proceed in a court of law or equity to enforce any provision of this Development Agreement, City shall be entitled to recover all direct out-of-pocket costs so incurred to cure or enjoin such default and to enforce the commitments contained in this Development Agreement, including attorney's fees and court costs.

ARTICLE VII
UNENFORCEABLE PROVISIONS

If any term, provision, commitment, or restriction of this Agreement or the application thereof to any party or circumstances shall, to any extent, be held invalid or unenforceable, the remainder of this instrument shall nevertheless remain in full force and effect and that portion determined to be invalid or unenforceable shall be re-negotiated in good faith between Owner(s), or other appropriate party, and the City.

ARTICLE VIII
ASSIGNMENT AND TRANSFER

After its execution, the Development Agreement shall be recorded in the office of the County Recorder at the expense of the Owner. Each commitment and restriction on the development shall be a burden on the Property, shall be appurtenant to and for the benefit of the Property, adjacent property, and other property near the Property and shall run with the land. This Development Agreement shall be binding on Owner, and its respective heirs, administrators, executors, agents, legal representatives, successors, and assigns; provided, however, that if all or any portion of the development is sold, the sellers shall thereupon be released and discharged from any and all obligations in connection with the property sold arising under this Agreement. The new owner of the Property or any portion thereof (including, without limitation, any owner who acquires its interest by foreclosure, trustee's sale or otherwise) shall be bound by and liable for

all commitments and other obligations arising under this Agreement with respect to the Property or portion thereof.

ARTICLE IX
GENERAL MATTERS

9.1 Amendments. Any alteration or change to this Development Agreement shall be made only after complying with the notice and hearing provisions of Idaho Code Section 67-6509.

9.2 Termination. A development agreement may be terminated by the city, and the zoning designation upon which the use is based may be reversed upon the failure of the owner, developer or each subsequent owner or person acquiring an interest in the subject parcel to comply with the commitments in the agreement within two (2) years. The two (2) year period of time for compliance of commitments may be extended by the city for just cause and upon application for such by the owner, and after complying with the notice and hearing provisions of this section.

9.3 No failure by the City to enforce this Agreement or any provision hereof shall constitute a waiver of such provision or of any other right of the City or obligation of the Owner contained herein. This non-waiver provision shall apply regardless of the amount of time that may elapse after such default by Owner. This non-waiver provision shall apply regardless of whether such waiver by the City is express or implied.

9.4 Consent to Change Zoning. The establishment of a development agreement and the written commitments contained therein, in accordance with the provisions of this section, shall be deemed written consent to change the zoning of the subject property to its prior designation upon failure to comply with the conditions imposed by the agreement.

9.5 Other Laws. This Development Agreement shall not prevent City, in subsequent actions applicable to the Property, from applying new ordinances and regulations of general application adopted by City in the exercise of its police powers that do not conflict with the Parties' commitments set forth herein, including, but not limited to, amendments to the City's zoning ordinance which may prohibit the use or uses Owner proposes in this Agreement. Owner understands that the building and fire codes applicable to its development shall be those in effect at the time when a complete application for a building permit is filed. Nothing in this Development Agreement shall preclude the application of any law that is specifically mandated and required by changes in state or federal laws or regulations. In the event such law prevents or precludes compliance with one or more provisions of this Development Agreement, City and Developer shall meet and confer to determine how provisions of this Development Agreement would need to be modified or suspended in order to comply with the law and shall prepare and process the necessary amendment or amendments to this Development Agreement.

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

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

9.8 Legal Representation. Both the Owner and City acknowledge that they each have been represented by legal counsel in negotiating this Development Agreement and that neither party shall have been deemed to have been the drafter of this agreement.

9.9 Ongoing Performance Commitments. If the Development Agreement has commitments involves ongoing performance and the owner or developer fails to comply with the commitment after completion of construction, said failure may be dealt with by the city according to the violation and penalty provisions of this chapter and for specific performance of the development agreement, including attorney fees and costs associated with the enforcement of the agreement.

9.10 Notices. Any notice which a party may desire to give to another party must be in writing and may be given by personal delivery, by mailing the same by registered or certified mail, return receipt requested postage prepaid, or by Federal Express or other reputable overnight delivery service, to the party to whom the notice is directed at the address of such party set forth herein below, or such other address and to such other persons as the parties may hereafter designate. Any such notice shall be deemed given upon receipt if by personal delivery, forty-eight (48) hours after deposit in the United States mail, if sent by mail pursuant to the foregoing, or twenty-four (24) hours after timely deposit with a reputable overnight delivery service.

To City:

City of Caldwell
c/o Director, Planning & Zoning Department
205 S. 6th Ave.
Caldwell, Idaho 83605

With a Copy to:

City of Caldwell
c/o Oscar Klaas, City of Caldwell Attorney
205 S. 6th Ave.
Caldwell, Idaho 83605

To Owner:

Wild Oak LLC
c/o Derek Olson
450 W. Gillman Ln.
Lindon, UT 84042

With a Copy to Applicant:

Josh Schroeder, Sominium Development Group
2976 E. State. Ste. 120
Eagle, ID 83616

9.11 Change of Address. Either Party shall give notice to the other Party of any change of its address for the purpose of this section by giving written notice of such change to the other in the manner herein provided. In the event any successor or assign fails to provide an address, the City's obligation of mailing shall be deemed accomplished by uses of the address on file with the County Tax Assessor.

9.12 Default. In the event Owner fails to comply with the terms and conditions hereof in any material respect, the City may, without further notice to Owner, exercise any or all of the following remedies.

A. Withhold the issuance of any building permit or certificate of occupancy of any structure located within the Project;

B. Withhold the connection of water, sewer or electric service to any property located within the Project;

C. Refuse to accept public ownership and maintenance of public improvements within the Project and record a notice of such action with the Canyon County Recorder's Office;

D. Issue a stop work order for any building under construction within the Project;

E. Bring an action for damages, injunctive relief, specific performance or any other remedy available at law or in equity;

All of the above remedies are cumulative and to the extent not wholly inconsistent with each other, may be enforced simultaneously or separately, at the sole discretion of the City.

9.13 Attorney. The prevailing party in any claims or disputes arising out of this Agreement shall be entitled to recover reasonable attorney's fees in addition to other relief which a court of competent jurisdiction may award.

9.14 Effective Date. This Development Agreement shall be effective upon the signing and execution of this agreement by both parties.

9.15 Authority to Enter Into Agreement: By the execution and delivery of this Agreement by the parties, and the performance of their covenants and obligations therein, the parties acknowledge such action has been duly authorized by all necessary corporate (or LLC) action, and necessary corporate (or LLC) resolution(s) have been executed for the undersigned representatives to sign this Agreement and so bind their respective parties.

9.16 Automatic Termination: Unless an extension is approved by the City, if no development or improvements have begun on the Property within five (5) years, City shall have the right to Terminate this Agreement shall.

EXHIBIT S-5

Draft Bill and Ordinance and Ordinance Summary

BILL NO. 24
ORDINANCE NO. 3758

AN ORDINANCE DETERMINING THAT CERTAIN LAND LAYS CONTIGUOUS TO THE CITY LIMITS OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO, AND THAT SAID LANDS SHOULD BE ANNEXED TO THE CITY OF CALDWELL, IDAHO, AS PART OF THE C-2 (COMMUNITY COMMERCIAL) ZONE; DECLARING SAID LANDS BY PROPER LEGAL DESCRIPTION AS DESCRIBED BELOW TO BE A PART OF THE CITY OF CALDWELL, CANYON COUNTY, IDAHO; DIRECTING THE CITY ENGINEER AND PLANNING AND ZONING DIRECTOR TO ADD SAID PROPERTY TO THE OFFICIAL MAPS OF THE CITY OF CALDWELL, IDAHO; REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS OR PARTS THEREOF IN CONFLICT HEREWITH; AND DIRECTING THE CLERK OF THE CITY OF CALDWELL TO FILE A CERTIFIED COPY OF THE ORDINANCE AND MAP OF THE AREA TO BE ANNEXED WITH CANYON COUNTY, STATE OF IDAHO AND THE IDAHO STATE TAX COMMISSION, PURSUANT TO IDAHO CODE, SECTION 63-215.

BE IT ORDAINED, BY THE MAYOR AND CITY COUNCIL OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO:

Section 1. That the Caldwell City Council, upon recommendation of the Caldwell Planning and Zoning Commission and following the public notice and hearing procedures set forth in Section 10-01-07, Zoning Ordinance No. 1451, approved Case No. ANN26-000010 (Wild Oaks Annexation) at a public hearing held this (enter date of hearing) day of Month, 2026.

Section 2. The parcel is contiguous to the City of Caldwell, Idaho and the applicant has requested that said following described property should be annexed into the City of Caldwell as C-2 (Community Commercial):

A parcel of land being more particularly described in Exhibit A: Legal Description and as shown in Exhibit B: Map Exhibit.

Section 3. That the City Engineer and the Planning and Zoning Director of the City of Caldwell, Idaho, are hereby instructed to so designate the same above described property on the official zoning map and other area maps of the City of Caldwell, Idaho as C-2 (Community Commercial).

Section 4. All ordinances, resolutions, orders or parts thereof in conflict herewith are hereby repealed, rescinded and annulled.

Section 5. This ordinance shall be in full force and in effect from and after its passage, approval and publication, according to law.

Section 6. The Clerk of the City of Caldwell, Idaho shall, within 10 days following the effective date of this ordinance, duly file a certified copy of this ordinance and a map prepared in a draftsman-like manner plainly and clearly designating the boundaries of the City of Caldwell, including the land herein annexed, with the following officials of the County of Canyon, State of Idaho, to-wit: the Recorder, Auditor, Treasurer and Assessor and shall file simultaneously a certified copy of this ordinance with the State Tax Commission of the State of Idaho, all in compliance with Idaho Code 63-215.

PASSED BY THE COUNCIL OF THE CITY OF CALDWELL, IDAHO, this (enter date of hearing) day of Month, 2026.

APPROVED BY THE MAYOR OF THE CITY OF CALDWELL, IDAHO, this (enter date of hearing) day of Month, 2026.

_____
Mayor Eric Phillips

ATTEST:

_____
City Clerk

ORDINANCES OF THE CITY OF CALDWELL
NOTICE OF ADOPTION AND SUMMARY OF
ORDINANCE NO. 3758
REGARDING ANNEXATION AND ZONE DESIGNATION
OF CERTAIN PROPERTY

AN ORDINANCE DETERMINING THAT CERTAIN LAND LAYS CONTIGUOUS TO THE CITY LIMITS OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO, AND THAT SAID LANDS SHOULD BE ANNEXED TO THE CITY OF CALDWELL, IDAHO, AS PART OF THE C-2 (COMMUNITY COMMERCIAL) ZONE; DECLARING SAID LANDS BY PROPER LEGAL DESCRIPTION AS DESCRIBED BELOW TO BE A PART OF THE CITY OF CALDWELL, CANYON COUNTY, IDAHO; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS OR PARTS THEREOF IN CONFLICT HEREWITH;

Ordinance No. 3758, provided for the annexation of:

A parcel of land lying within the NE ¼ NE ¼ of Section 30, T4N, R2W, BM, Canyon County Idaho, more particularly described as follows:

Commencing at the NE corner of said Section 30; thence, along the east boundary line of said Section 30, S 00°21'54" W, 1227.57 feet to the **POINT OF BEGINNING;** thence S 00°21 '54" W, 92.96 feet; thence N 89°19'22" W, 563.92 feet; thence N 89°54'34" W, 95. 72 feet; thence N 00°19'53" E, 297.26 feet; thence S 89°50'19" E, 444.24 feet; thence S 34 °33'06" E, 232.14 feet; thence S 43°36'06" E, 25.48 feet; thence S 89°48'41" E, 65.00 feet to the **POINT OF BEGINNING.**
The above described parcel contains 3.849 acres more or less.

Parcel(s) are more particularly described in **Exhibit A** attached hereto

Section 1. This ordinance shall be in full force and effect from and after its passage, approval, and publication, according to law.

Section 2. This ordinance is hereby declared to be severable. If any portion of this ordinance is 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 purposes of the ordinance before the declaration of partial invalidity.

Section 3. All ordinances, resolutions, orders and parts thereof in conflict herewith are repealed.

Ordinance No. 3758 was passed by the Council and approved by the Mayor on the (enter day of hearing) day of (enter month of hearing), 2026. The full text of the Ordinance is available at Caldwell City Hall, 205 S 6th Ave, Caldwell, Idaho 83605. The Mayor and City Council approved this summary on the (enter day of hearing) day of (enter month of hearing), 2026, for publication on the (Enter date for Tuesday after hearing) day of (enter month), 2026, pursuant to Idaho Code § 50-901A.

STATEMENT OF LEGAL ADVISOR
I have reviewed the foregoing summary and believe that it provides a true and complete summary of Ordinance No. 3758 and provides adequate notice to the public as to the contents of such ordinance.

DATED this (enter day of hearing) day of (enter month of hearing), 2026.

Oscar Klaas, Attorney for City of Caldwell

EXHIBIT S-6

Commission Draft Meeting Minutes

PC – EXHIBITS

Public Comments

Outlook

Case Number ANN26-000010 Wild Oak Wedding Venue

-----Original Message-----
From: Peter Goeman <pjgoeman@hotmail.com>
Sent: Tuesday, September 1, 2026 11:59 AM
To: PZ <PZ@cityofcaldwell.org>
Subject: Case Number ANN26-000010 Wild Oak Wedding Venue

I oppose this annexation request. Canyon County egregiously approved this property for a conditional use permit despite its location as close as 200 feet from City of Caldwell residential properties. Legitimate issues were raised in regard to excessive noise from live music, lighting exposure to surrounding residences, and the serving of alcohol that leads to loud noise from attendees as they exit the property. Operating hours were approved to continue until 11:00 PM, long past the bedtimes of neighboring families.

Now the Wild Oak owners are requesting annexation into the City of Caldwell only to solve their water source and sewer issues and to save money on the completion of their project.

Please give priority to the existing City of Caldwell families over the wishes of the venue investors and do not annex this property into our city.

Thank you!

Peter Goeman
19681 Alleghenny Way, Caldwell
727-612-5544

This email has been scanned for spam and viruses by Proofpoint Essentials. Visit the following link to report this email as spam:
https://us1.proofpointessentials.com/app/report_spam.php?mod_id=11&mod_option=logitem&report=1&type=easyspam&k=k1&payload=53616c7465645f5fc6b7ee605b0d86a2784ae1b093ab1d70bf9d3ab24d2a2fd6d7e87be82a20d54e0bce84a969fa058fe7d9840aed14d1ff8ab24482ee0010f378cc038ed46d3c4b44e595dea8014805a003812f08496541492c765b55ae1151f24491141a7e7269f582bf59a705278cd3370d1b18ae9cad58cc355c342bf5704bac8a617d97ee0fc0004570367fc9fbd5a8f67aaa3c57b94a99e7d0f1d9bf19

PA-EXHIBITS

Public Agency Comments

COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division

COVER SHEET

Staff Planner: Choose an item.

DOCKET NUMBER/CASE NUMBER	PROJECT NAME / TITLE
ANN26-000010	Wild Oak Wedding Venue
PUBLIC HEARING DATE	**PROPERTY /LOCATION**
Click or tap to enter a date.	Click or tap here to enter text.

BRIEF SUMMARY OF APPLICATION REQUESTS:

☐ Annexation and Zoning ☐ Rezone ☐ Comp Plan Amendment ☐ Zoning Ordinance Text Amendment
☐ Special Use Permit ☐ Preliminary Plat ☐ Planned Unit Development ☐Development Agreement Mod

IMPACT ANALYSIS SUMMARY

This cover sheet summarizes potential development impacts that may result in the completion of the proposed development. This analysis does not consider the timing or phasing of such development and does constitute a complete assessment. The official staff report should be reviewed for a complete and comprehensive analysis of the project and findings for the project.

PROPOSED LAND USE AND ESTIMATED RESIDENT POPULATION INCREASE				
# Proposed Single Family Units:			Population = (DU * 3):	
# Proposed Duplex & Multifamily Units:			Population = (DU * 2):	
Proposed Commercial Acreage:			***TOTAL estimated population increase:**	
*Population projects are based on the average numbers of persons per household listed within Census.				

FIRE SERVICES	
Fire Dept Travel Response Time Goals:	90% within 4 min.
Closest Fire Station (in miles):	
Est. Response Time to Site:	
Will this development have other significant impacts on the ability to provide services:	☐ Yes ☐ No
Will this development necessitate additional fire resources and/or equipment beyond current levels:	☐ Yes ☐ No
Will the development pay development impact fees?	☐ Yes ☐ No
Overall Comments, Recommendations & Fiscal Impact:	

POLICE SERVICES	
Calls for Service in Area (YTD):	
Call Types within Area:	
Workload Saturation (%):	
Traffic Crash Data:	**See Exhibits**
Will this development have other significant impacts on the ability to provide services?	☐ Yes ☐ No
Will this development necessitate additional police resources and/or equipment beyond current levels?	☐ Yes ☐ No
Overall Comments, Recommendations & Fiscal Impact:	
PUBLIC SCHOOLS	
School District	Choose an item.
Capacity to Serve *(Based on Response from District)*	☐Yes ☐No ☐ School was not specific in their response ☐No response received from District
Schools that will Serve Development Vallivue Map Caldwell Nampa	Caldwell High ??? Elementary ??? Middle School
UTILITIES AND INFRASTRUCTURE	
Adequate public utilities and services, including water, wastewater, stormwater, and other necessary infrastructure, are available or can be reasonably extended to serve the proposed development. Utilities shall have sufficient capacity to accommodate the proposed development at building permit issuance. Where necessary, the applicant shall construct or extend required facilities in accordance with City standards as a condition of approval.	☒Yes ☐No
Traffic Impact Study Completed?	☐Yes ☐No ☒Not Required
Are Traffic Improvements Required for Development?	☐Yes ☒No
Are All Traffic Improvements Listed as Conditions of Approval?	☐Yes ☒No

REQUIRED INFRASTRUCTURE IMPROVEMENTS
☐ Curb and Gutter ☐ Sidewalk ☐ Street Widening ☐ Construction of Roundabout ☐ Traffic Signals ☐ Turn Lanes ☐ Well ☐ Lift Station ☐ Utility Main Line Extensions ☐ Public Pathways ☐ Crosswalks ☐ School Crossing Beacons ☐ Transit Stop ☐ School Bus Stop ☐ Public Pathways ☐ Landscaping / Open Space ☐ Land Use Buffering / Screening ☐ Other:

DEVELOPMENT AGREEMENT	
Does the subject parcel(s) have an existing Development Agreement in place?	☐Yes ☐No
If not, is staff recommending the development be subject to a Development Agreement?	☐Yes ☐No

OTHER SUBSTANTIAL ADVERSE AND DEMONSTRABLE IMPACTS

Memorandum

To: Garline Davis, Planner I
Caldwell P & Z Department

From: Steven Pendleton, Land Development Manager
John Prebonick, City Engineer

Re: ANN26-000010 - Wild Oak Wedding and Event Venue

Date: August 5, 2026

The Engineering Department provides the following comments on a request by the applicant, Josh Schroeder of Sominium Development Group, on behalf of Wild Oak LLC, is requesting annexation of parcel (R3431600000) with a proposed zoning of C-2 (Community Commercial) with a development agreement. The current City comprehensive plan future land use map place-type is Neighborhood 3, and C-2 is identified as a compatible zoning designation. The applicant has already received a Condition Use Permit through Canyon County for a special events facility/wedding venue on the site and is requesting to bring the facility into the City of Caldwell so they may connect to water and sewer. The 3.85 acre parcel is addressed as 19781 Middleton Rd. and is located on the west side of Middleton Rd., approximately 1100 feet south of the intersection with Highway 20/26, in Caldwell, Idaho.

Engineering has no issue with this request, with the following condition:

- City of Caldwell Public Works Department has reviewed the recently adopted Caldwell Water Facility Plan System and determined that certain shortfalls exist in some water pressure zones. While these shortfalls are being remediated, the Engineering Dept. doesn't contest the approval of the annexation and the construction of onsite infrastructure but reserves the right to restrict connection to domestic water until adequate water is obtained within the affected zone. The QLPE for this development will be granted at the City Engineer's discretion to determine available capacity to serve the development. The Applicant is encouraged to work closely with the Engineering Department to determine potential construction timing and impacts.

- ***Applicant shall complete a water analysis study for the availability of domestic water to service the site by the cities outside consultant overseeing the water master plan prior to any connections being made.***

Memorandum

To: Katie Wright, Planner III
Caldwell P & Z Department

From: Trevor Farris, GIS Technician

Re: ANN26-000010- Wild Oak Wedding & Event Venue

Date: August 13th, 2026.

The Mapping Department provides the following comments on a request by Josh Schroeder of Sominium Development Group, on behalf of Wild Oak LLC, is requesting annexation of parcel (R3431600000) with a proposed zoning of C-2 (Community Commercial) with a development agreement. The current City comprehensive plan future land use map place-type is Neighborhood 3, and C-2 is identified as a compatible zoning designation. The applicant has already received a Condition Use Permit through Canyon County for a special events facility/wedding venue on the site and is requesting to bring the facility into the City of Caldwell so they may connect to water and sewer. The 3.85 acre parcel is addressed as 19781 Middleton Rd. and is located on the west side of Middleton Rd., approximately 1100 feet south of the intersection with Highway 20/26, in Caldwell, Idaho.

Address Number

1. Contact the Mapping Department prior to permitting for addressing.

TO: CALDWELL POLICE DEPARTMENT AND FIRE DEPARTMENT

FROM: CALDWELL PLANNING AND ZONING

DATE: 7/20/2026

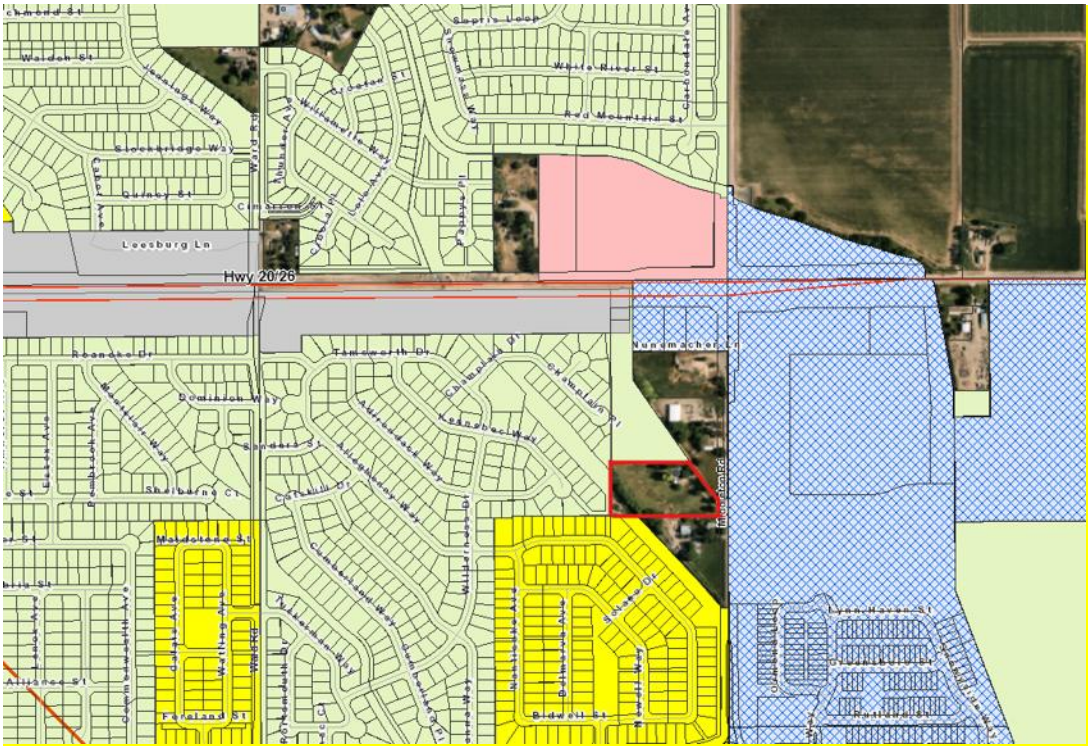
DUE DATE: **8/17/2026**

REQUEST FOR INFORMATION

The Planning and Zoning Division is requesting additional information be provided for each land use case as requested by the Mayor and City Council.

SUBJECT: **Wild Oak Wedding and Event Venue**

REQUEST SUMMARY: The applicant, Josh Schroeder of Sominium Development Group, on behalf of Wild Oak LLC, is requesting annexation of parcel (R3431600000) with a proposed zoning of C-2 (Community Commercial) with a development agreement. The current City comprehensive plan future land use map place-type is Neighborhood 3, and C-2 is identified as a compatible zoning designation. The applicant has already received a Condition Use Permit through Canyon County for a special events facility/wedding venue on the site and is requesting to bring the facility into the City of Caldwell so they may connect to water and sewer. The 3.85 acre parcel is addressed as 19781 Middleton Rd. and is located on the west side of Middleton Rd., approximately 1100 feet south of the intersection with Highway 20/26, in Caldwell, Idaho.



Population Impact:

# of new residential units:	0
Projected population created by development: ***(# of SF units X 3) and (# of MF units X 2)***	0
Proposed commercial acreage:	3.85

POLICE DEPARTMENT ANALYSIS AND SERVICE IMPACT:

CPD projects future service needs based on demand, risk, community expectations, response performances, population, density, and development type.

Development Analysis and Impacts:

Demand for Service in this area (Total calls for service YTD)	
Call types within this area	
Workload saturation in area (%)	
Will this development have other significant impacts on the ability to provide services?	☐ Yes ☐ No
Will this development necessitate additional police resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".*	☐ Yes ☐ No

Traffic Crash Data for Area:

Provide comments below for crash data in area surrounding development.

Hot Spot Mapping (if applicable):

Please attach a map of hot spots and provide comments here to explain such attached mapping.

Adverse Impact Comments, Recommendations and Fiscal Impact:

Provide any comments below on the adverse impact this will or could have on the police department facilities, services or staffing, and any proposed recommendations for additional needs and fiscal impact.

FIRE DEPARTMENT ANALYSIS AND SERVICE IMPACT:

CFD projects future service needs based on population, population density, response times, service demand, and development types.

Emergency Response Time Analysis and Service Impact:

The Caldwell Fire Department has benchmark standards for the organization and deployment of fire suppression operations, emergency medical operations, and special operations to the public. This standard provides for a travel time of 4:00 minutes, 90% of the time to reach emergency incidents within their jurisdiction with the first arriving unit.

Standards for Travel Time (90% of time) for first arriving unit:	4 minutes
Closest fire station (in miles) to site:	1.5 miles
Approximate response time to site:	4 minutes
Will this development have other significant impacts on the ability to provide services?	☐ Yes ☒ No
Will this development necessitate additional fire resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".*	☐ Yes ☒ No

Adverse Impact Comments, Recommendations and Fiscal Impact:

Provide any comments below on the adverse impact this will or could have on fire department facilities, services or staffing, and any proposed recommendations for additional needs and fiscal impact.

Date 7/22/2026

City of Caldwell, Planning & Zoning Department
Parcel: R343160000000
Re: Case Number: ANN26-000010

The Caldwell City Fire Department has reviewed and can approve the City Annexation application subject to compliance with the 2018 International Fire Code.

Details:

Station 3 11925 Skyway St. Caldwell

National Standards for Travel Time (90% of time) for first arriving unit:	4 minutes
Nearest Fire Station:	Station 3
Closest fire station (in miles) to site:	1.5 Miles
Approximate response time to site:	4 minutes
Will this development have other significant impacts on the ability to provide services?	No
Will this development necessitate additional fire resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".* • Our department is currently operating with high resource utilization, and continued growth is contributing to increased service demand. Aligning staffing and resources with that demand will help maintain our current level of service.	No

Distance from Station	Service Expectation	Staffing & Apparatus	Typical Response Time Goal
0–1 mile	Immediate—high-priority	First-due company (engine)	≤4min travel, ≤5min total
1–2 miles	Very rapid—high-priority	First-due company, backup	≤4min travel, ≤5min total
2–3 miles	Rapid—standard coverage	First-due w/ backup	≤6min travel, ≤9min total (full alarm)
3–4 miles	Slower—moderate	Closest available, limited	6–8min travel
4–5 miles	Extended	Closest company, delayed	>8min travel, variable

Properties located 3–4 miles from a fire station are at the limit of effective coverage and may experience service delays.

Developments beyond 5 miles are generally not recognized by ISO as having fire protection, and response to these areas will be significantly delayed.

City Annexation Approval

Prior to the development of the site, applicants must submit all required applications and documentation via the citizen service portal for review and approval. Citizenserve Online Portal

The application can be found at Permits/Inspections | Caldwell, ID

Regards,

Joseph Bongiorno
Fire Prevention Office
Caldwell Rural Fire Protection District
jbongiorno@cityofcaldwell.org

CRASH SUMMARY REPORT

Wild Oaks Wedding Venue Crash Study

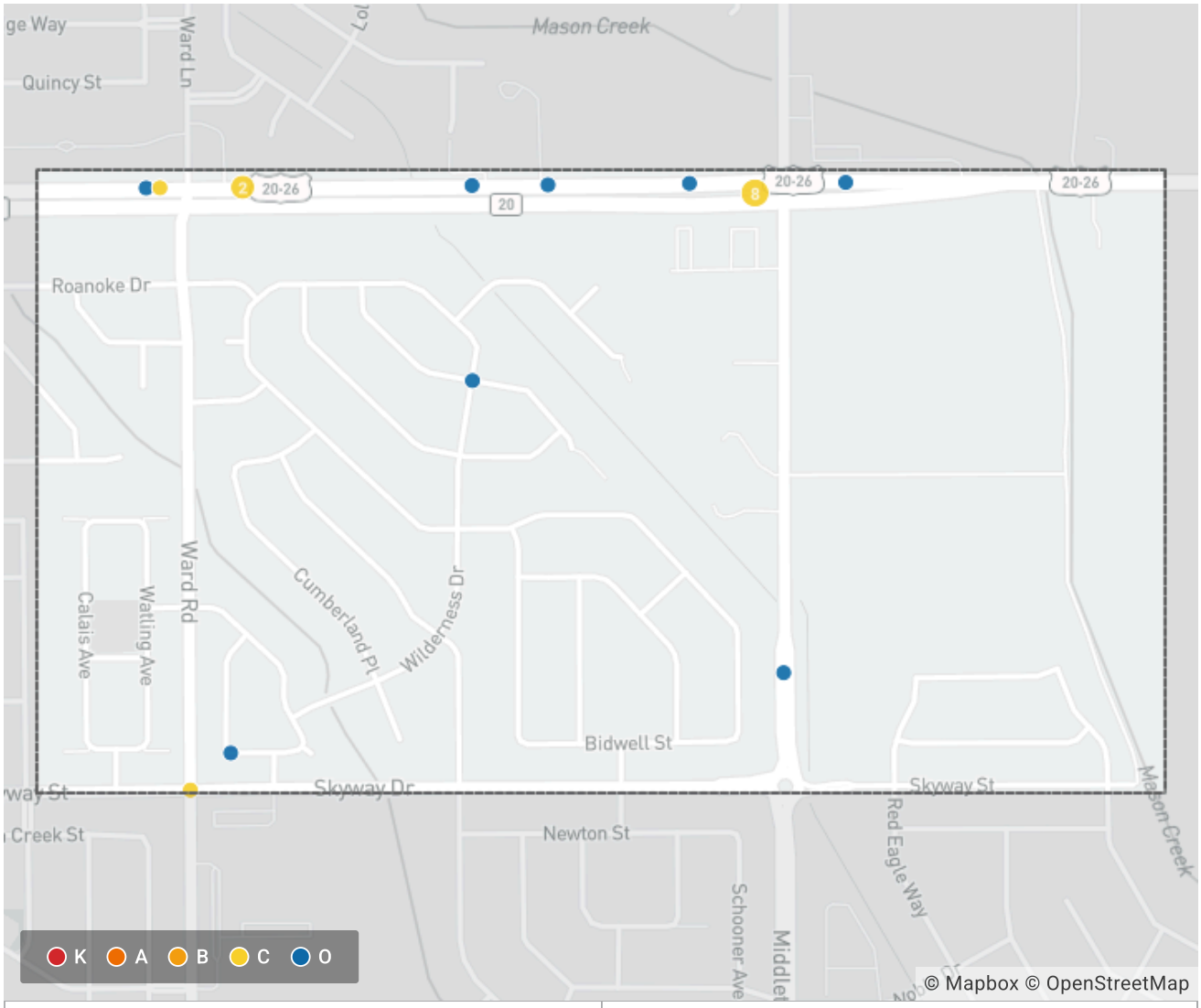
Created on August 10, 2026

Created by Marlon Leslie

Data extents: January 1, 2026 to August 8, 2026

Applied Filters

Shape: Polygon 1



Total Crashes	20	Fatal Crashes	0

ITD Crash Summary		Crash
Total Crashes	20	100.00%
Intersection Related	15	75.00%
Distracted Driver Related	5	25.00%

CMV Related	2	10.00%
Fixed Object	1	5.00%
Work Zone Related	1	5.00%
+ 7 more	0	0%

Date & Time (Year)		Crash
2026	20	100.00%
+ 18 more	0	0%

Crash Severity (# of Crashes)		Crash
(O) Property Damage Report	12	60.00%
(C) Possible Injury/Complaint	8	40.00%
+ 3 more	0	0%

Injury Name		Person
No Apparent Injury	54	85.71%
Possible Injury	9	14.29%
+ 3 more	0	0%

Intersection Related		Crash
Yes	15	75.00%
No	5	25.00%

Date & Time (Day of Week)		Crash
Monday	4	20.00%
Tuesday	1	5.00%
Wednesday	9	45.00%
Thursday	2	10.00%
Friday	2	10.00%
Saturday	2	10.00%
Sunday	0	0.00%

County		Crash
Canyon	20	100.00%
+ 43 more	0	0%

Operator Action		Unit
Going Straight	24	51.06%
Stopped in Traffic	11	23.40%

Slowing in Traffic	3	6.38%
Starting in Traffic	3	6.38%
Backing	1	2.13%
Changing Lanes	1	2.13%
Merging	1	2.13%
Parked Vehicle	1	2.13%
+ 48 more	2	4.26%

Unit Type		Unit
Car	18	38.30%
Pickup	15	31.91%
SUV/Crossover	10	21.28%
Van - 1 to 8 seats	2	4.26%
Tractor - 1 Trailer	1	2.13%
Truck - 2 Axle/6 Tires	1	2.13%
+ 24 more	0	0%

Urban / Rural		Crash
Urban	20	100.00%
Rural	0	0.00%

Contributing Circumstances (All)		Crash
None	20	100.00%
Following Too Close	8	40.00%
Inattention	5	25.00%
Distracted IN or ON Vehicle	1	5.00%
Failed to Yield	1	5.00%
Improper Backing	1	5.00%
Improper Lane Change	1	5.00%
Improper Turn	1	5.00%
+ 33 more	2	10%

Most Harmful Event		Crash
Rear-End	12	60.00%
Side Swipe Same	4	20.00%
Angle	1	5.00%
Angle Turning	1	5.00%
Head-On Turning	1	5.00%
Parked Car	1	5.00%

Rear-End Turning	1	5.00%
+ 57 more	0	0%

TO: CALDWELL POLICE DEPARTMENT AND FIRE DEPARTMENT

FROM: CALDWELL PLANNING AND ZONING

DATE: 7/20/2026

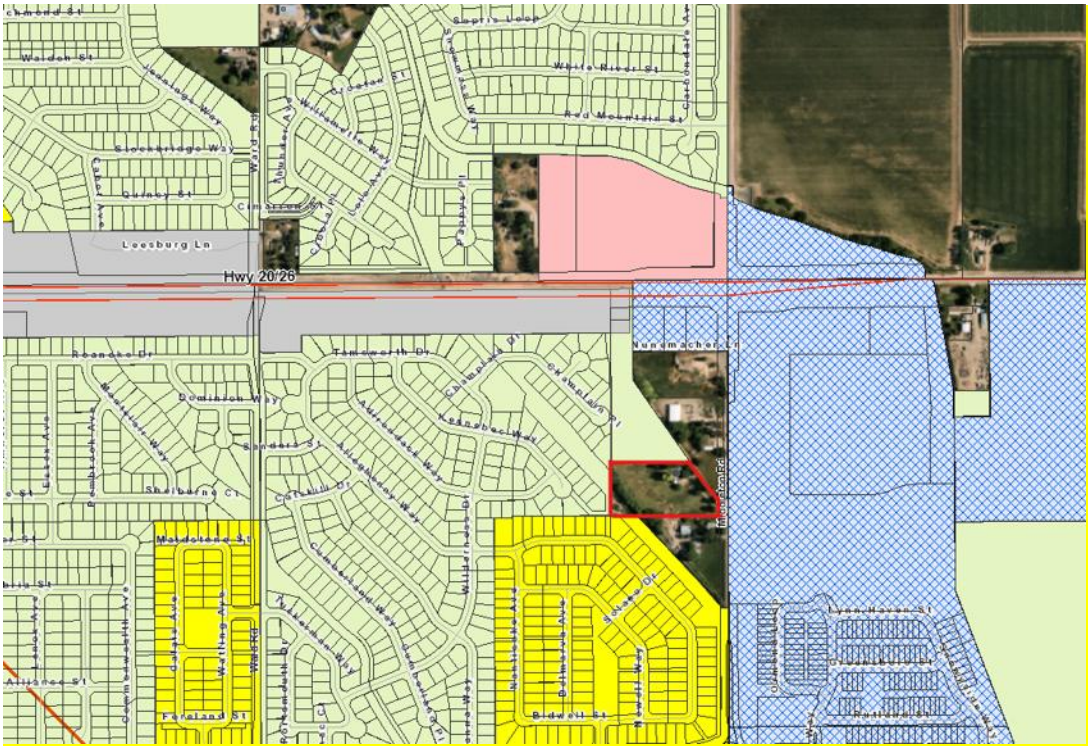
DUE DATE: **8/17/2026**

REQUEST FOR INFORMATION

The Planning and Zoning Division is requesting additional information be provided for each land use case as requested by the Mayor and City Council.

SUBJECT: **Wild Oak Wedding and Event Venue**

REQUEST SUMMARY: The applicant, Josh Schroeder of Sominium Development Group, on behalf of Wild Oak LLC, is requesting annexation of parcel (R3431600000) with a proposed zoning of C-2 (Community Commercial) with a development agreement. The current City comprehensive plan future land use map place-type is Neighborhood 3, and C-2 is identified as a compatible zoning designation. The applicant has already received a Condition Use Permit through Canyon County for a special events facility/wedding venue on the site and is requesting to bring the facility into the City of Caldwell so they may connect to water and sewer. The 3.85 acre parcel is addressed as 19781 Middleton Rd. and is located on the west side of Middleton Rd., approximately 1100 feet south of the intersection with Highway 20/26, in Caldwell, Idaho.



Population Impact:

# of new residential units:	0
Projected population created by development: ***(# of SF units X 3) and (# of MF units X 2)***	0
Proposed commercial acreage:	3.85

POLICE DEPARTMENT ANALYSIS AND SERVICE IMPACT:

CPD projects future service needs based on demand, risk, community expectations, response performances, population, density, and development type.

Development Analysis and Impacts:

Demand for Service in this area (Total calls for service YTD)	Adjacent reporting districts have an average of 432.5 calls for service each, year to date (Jan 1st – July 1st). The nearby RDs (1G, 1H, 1I, 1K) have a combined total of 16355 reactive CFS from January 1st to July 1st, 2026.
Call types within this area	

Top 20 Reactive Calls for Service in the Area

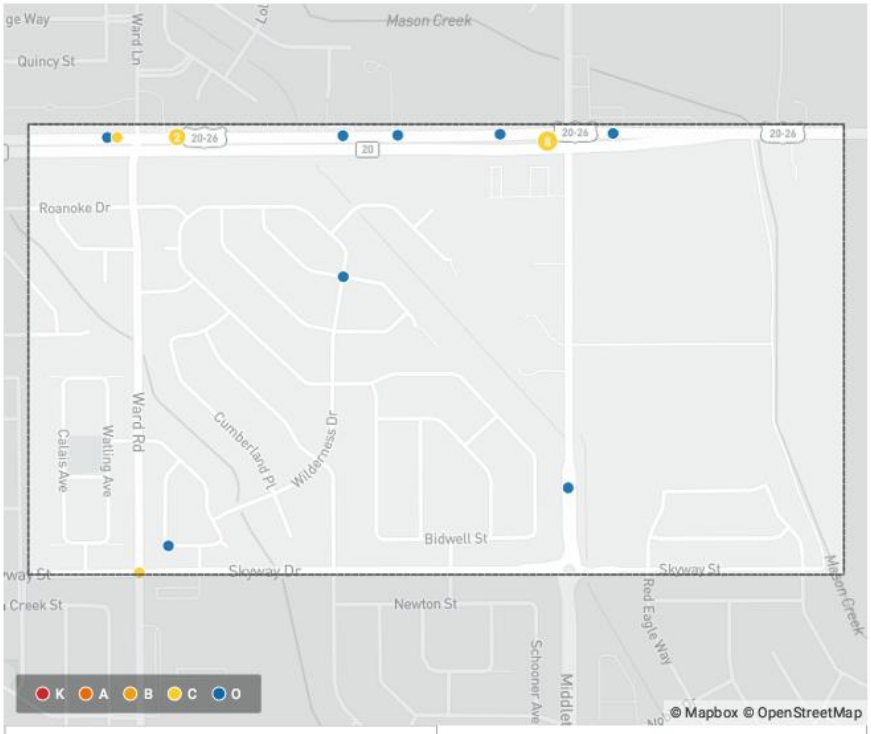
Nature	#	%
Welfare Check	54	5.45%
Follow Up	52	5.25%
Abandoned Vehicle	44	4.44%
Attempt-Locate	42	4.24%
Suspicious	40	4.04%
AC Animal at Large	40	4.04%
Noise Complaint	33	3.33%
Parking Problem	33	3.33%
911 Cell Open Line	31	3.13%
Citizen Assist	30	3.03%
Juvenile Problem	29	2.93%
AC Barking Dog	28	2.83%
PD Accident	27	2.72%
Reckless Driver	26	2.62%
911 Disconnected Cell	24	2.42%
Disturbance	23	2.32%
Fireworks	19	1.92%
VIN Inspection	17	1.72%
Alarm-Residential	16	1.61%
AC Stray/Contained	16	1.61%

Workload saturation in area (%)	Reporting districts 1G, 1H, 1I, 1K account for (year to date) reactive CFS compared to a total of 16355 total YTD. These RD's account for 10.58% of all reactive CFS YTD.

Will this development have other significant impacts on the ability to provide services?	☒ Yes ☐ No
Will this development necessitate additional police resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".*	☐ Yes ☒ No

<u>Traffic Crash Data for Area:</u>

Provide comments below for crash data in area surrounding development.

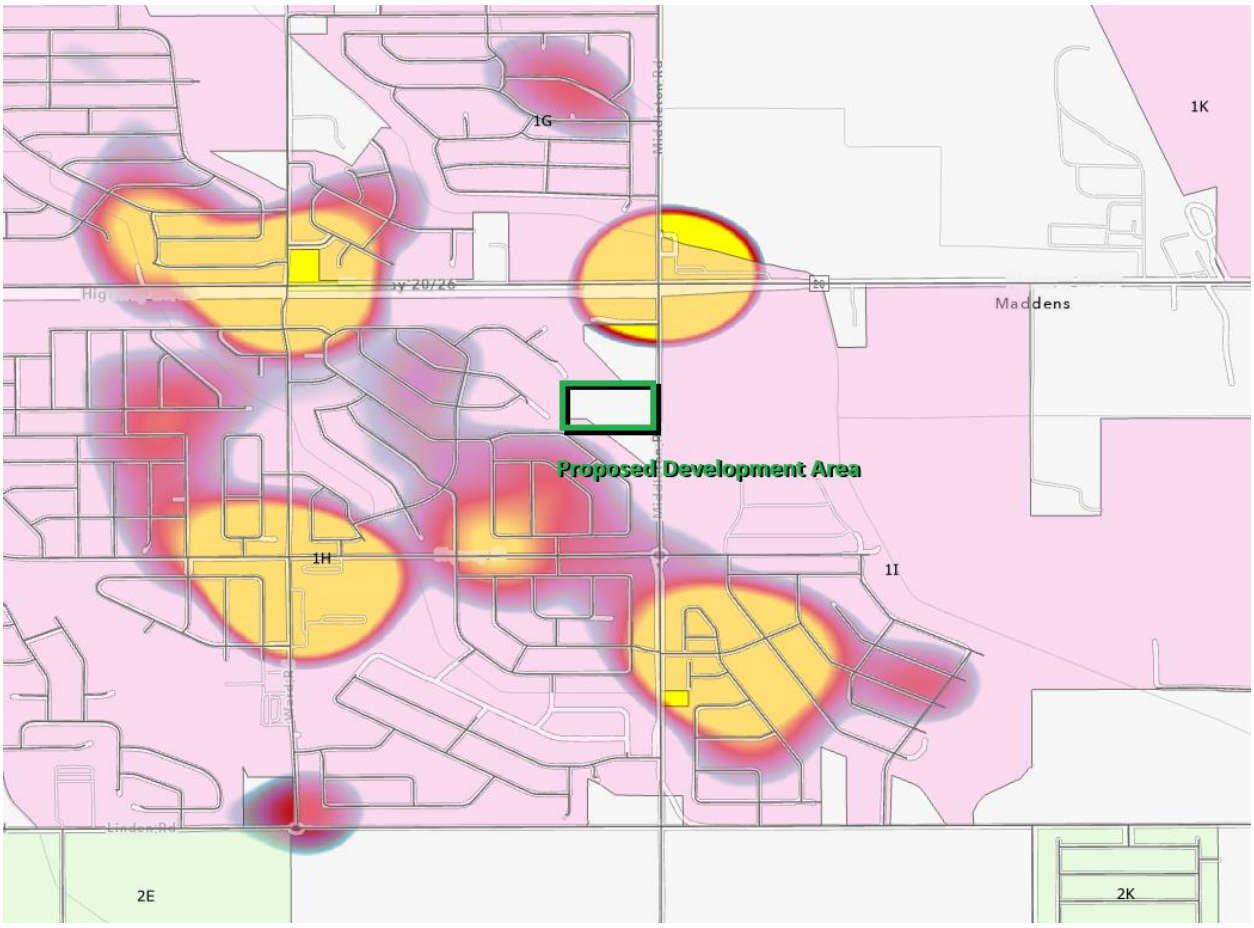


Total Crashes	20	Fatal Crashes	0

In the area surrounding the proposed development, year to date (1/1/2026 – 8/8/2026) there have been 20 traffic accidents, 16 of which are from highway 20/26, of which 10 are from the intersection of Middleton Road & Highway 20/26. More information can be found in the attached crash report.

Hot Spot Mapping (if applicable):

Please attach a map of hot spots and provide comments here to explain such attached mapping.



The darker areas represent higher density areas, and the bright yellow areas represent the highest density areas for reactive calls for service in the area. In this case, the yellow areas are for traffic stops and traffic accidents based around Ward, and Middleton intersecting with highway 20/26.

Adverse Impact Comments, Recommendations and Fiscal Impact:

Provide any comments below on the adverse impact this will or could have on the police department facilities, services or staffing, and any proposed recommendations for additional needs and fiscal impact.

The greatest concern here is the proximity of the Middleton & Highway 20/26 intersection as it is one of our highest crash intersections during normal commute times. Additionally, with the location of the wedding venue being east of the airport, we will not be able (as of now) to reach the location with drone as a first responder support. The airport's aircraft and take-off lanes make it impossible to access that part of the city from the police station.

FIRE DEPARTMENT ANALYSIS AND SERVICE IMPACT:

CFD projects future service needs based on population, population density, response times, service demand, and development types.

Emergency Response Time Analysis and Service Impact:

The Caldwell Fire Department has benchmark standards for the organization and deployment of fire suppression operations, emergency medical operations, and special operations to the public. This standard provides for a travel time of 4:00 minutes, 90% of the time to reach emergency incidents within their jurisdiction with the first arriving unit.

Standards for Travel Time (90% of time) for first arriving unit:	4 minutes
Closest fire station (in miles) to site:	
Approximate response time to site:	
Will this development have other significant impacts on the ability to provide services?	☐ Yes ☐ No
Will this development necessitate additional fire resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".*	☐ Yes ☐ No

Adverse Impact Comments, Recommendations and Fiscal Impact:

Provide any comments below on the adverse impact this will or could have on fire department facilities, services or staffing, and any proposed recommendations for additional needs and fiscal impact.

Outlook

Agency Response Case No: ANN26-000010 Wild Oak Wedding and Event Venue

From Debbie Root <Debbie.Root@canyoncounty.id.gov>
Date Tue 2026-07-21 4:45 PM
To Garline Davis <gdavis@cityofcaldwell.org>

1 attachment (627 KB)
DS - Signed FCO s P Z for File CU2024-0013 - PIN 34316000 0.pdf;

Garline Davis,

Please find attached the CUP approval with conditions for the Wild Oak Wedding and Event Venue for your consideration as the City of Caldwell considers annexation of the subject property. Although commenced with the submission of a building permit in the County, this venue has not commenced any special events at the time of this message. We made every effort to have the applicant annex to the City prior to the CUP approval.

Respectfully,

Deb Root, MBA
Canyon County Development Services
debbie.root@canyoncounty.id.gov
208-455-6034

From: Debbie Root <Debbie.Root@canyoncounty.id.gov>
Sent: Tuesday, July 21, 2026 4:11 PM
To: Debbie Root <Debbie.Root@canyoncounty.id.gov>
Subject: DS - Signed FCO's P&Z for File #: CU2024-0013 - PIN #:34316000 0

Respectfully,

Deb Root, MBA
Canyon County Development Services
debbie.root@canyoncounty.id.gov
208-455-6034

In the matter of the application of:
The Wild Oak, LLC – CU2024-0013
The Canyon County Planning and Zoning Commission considers the following:

1) Case No. CU2024-0013: The applicant, Derek Olson, represented by Rafael Sanchez with Provost & Pritchard Consulting Group, is requesting a Conditional Use Permit for a special events facility named The Wild Oak on approximately 3.72 acres in an "A" (Agricultural) zone. The subject property is located at 19781 Middleton Rd, Caldwell, ID 83605, also referenced as Parcel R34316, a portion of the NE quarter of Section 30, T4N, R2W, BM, Canyon County, Idaho.

Summary of the Record

1. The record is comprised of the following:

   A. The record includes all testimony, the staff report, exhibits, and documents in Case File CU2024-0013.

Applicable Law

1. The following laws and ordinances apply to this decision: Canyon County Code §01-17 (Land Use/Land Division Hearing Procedures), Canyon County Code §07-05 (Notice, Hearing and Appeal Procedures), Canyon County Code §07-07 (Conditional Use Permits), Canyon County Code §07-02-03 (Definitions), Canyon County Code §07-10-27 (Land Use Regulations (Matrix)), Idaho Code §67-6512 (Special Use Permits, Conditions, and Procedures), and Canyon County Code §09-01-25 (Area of City Impact Agreement).

   a. Notice of the public hearing was provided pursuant to CCZO §07-05-01, Idaho Code §67-6509 and 67-6512.

   b. A special use permit may be granted to an applicant if the proposed use is conditionally permitted by the terms of the ordinance, subject to conditions pursuant to specific provisions of the ordinance, subject to the ability of political subdivisions, including school districts, to provide services for the proposed use, and when it is not in conflict with the plan. Idaho Code §67-6512.

   c. Every use which requires the granting of a conditional use permit is declared to possess characteristics which require review and appraisal by the commission to determine whether or not the use would cause any damage, hazard, nuisance or other detriment to persons or property in the vicinity. *See* CCZO §07-07-01.

   d. Upon the granting of a special use permit, conditions may be attached to a special use permit including, but not limited to, those: (1) Minimizing adverse impact on other development; (2) Controlling the sequence and timing of development; (3) Controlling the duration of development; (4) Assuring that development is maintained properly; (5) Designating the exact location and nature of development;(6) Requiring the provision for on-site or off-site public facilities or services; (7) Requiring more restrictive standards than those generally required in an ordinance; (8) Requiring mitigation of effects of the proposed development upon service delivery by any political subdivision, including school districts, providing services within the planning jurisdiction. *See* Idaho Code §67-6512, CCZO §07-07-17, and 07-07-19.

2. The commission shall have those powers and perform those duties assigned by the board that are provided for in the local land use planning act, Idaho Code, title 67, chapter 65, and county ordinances. CCZO §07-03-01, 07-07-01.

3. There are no mandates in the Local Planning Act as to when conditional permits may or may not be granted, aside from non-compliance with the community master plan. I.C. § 67-6512. Chambers v. Kootenai Cnty. Bd. of Comm'rs, 125 Idaho 115, 117, 867 P.2d 989, 991 (1994).

4. The burden of persuasion is upon the applicant to prove that all criteria are satisfied. CCZO §07-05-03.

5. Idaho Code §67-6535(2) requires the following: The approval or denial of any application required or authorized pursuant to this chapter shall be in writing and accompanied by a reasoned statement that explains the criteria and standards considered relevant, states the relevant contested facts relied upon, and explains the rationale for the decision based on the applicable provisions of the comprehensive plan, relevant ordinance and statutory provisions, pertinent constitutional principles and factual information contained in the record.

6. The County's hearing procedures adopted per Idaho Code §67-6534 require that final decisions be in the form of written findings, conclusions, and orders. CCZO 07-05-03(1)(I).

The application CU2024-0013 was presented at a public hearing before the Canyon County Planning and Zoning Commission on April 3, 2025 and was continued to June 12, 2025. Having considered all the written and documentary evidence, the record, the staff report, oral testimony, and other evidence provided, including the conditions of approval and project plans, the Canyon County Planning and Zoning Commission decide as follows:

CONDITIONAL USE PERMIT HEARING CRITERIA – CCZO §07-07-05

1. Is the proposed use permitted in the zone by conditional use permit?

Conclusion: Yes, the proposed use, a special events facility, is permitted in the "A" (Agricultural) zone by conditional use permit, pursuant to Canyon County's Zoning Ordinances (CCZO) §07-10-27.

Findings: (1) The subject property, also referenced as Parcel R34316, containing approximately 3.72 acres is zoned "A" (Agricultural) (**Staff Report Exhibit B1**).

(2) The proposed use consists of a special events facility in the "A" (Agricultural) zone. See project description analysis contained in the staff reports section 07-07-05(2) detailing the nature of the request.

(3) Special Events Facility is defined as "Any temporary event including, but not limited to, weddings, picnics, barbecues, holiday events and parties, dances, concerts, footraces and walks, bazaars, and harvest festivals." (CCZO §07-02-03)

(4) CCZO §07-10-27 Land Use Regulations (Matrix) provides for a Special Events Facility by conditional use permit in the agricultural zone.

(5) A conditional use permit was submitted in May 2024, with additional information submitted in March 2025 (**Staff Report Exhibits A1, A2 and A2.1**).

(6) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. CU2024-0013.

(7) Evidence includes associated findings and evidence supported within this document.

2. What is the nature of the request?

Conclusion: The nature of the request consists of using the subject property of approximately 3.72-acres for a special events facility to host weddings, receptions and other special events year-round. The applicant is proposing no more than 150 days per year with the special events having up to 220 attendees on site (**Staff Report Exhibit A2.1**). Days and hours of operation shall be Monday – Saturday 10:00 am – 11:00 pm with no outdoor music (**Staff Report Exhibits A3 and A4**). There

will be no more than 12 employees (**Staff Report Exhibit A4**). The facility will have delivery and shipping services kept at a minimum, consisting primarily of vendor deliveries for the event (**Staff Report Exhibit A2**). There will be a loading and unloading area available with 108 parking spaces for the events. The applicant is proposing landscape buffering in place of fencing (**Staff Report Exhibit A4**). The applicant will be obtaining their own alcohol license and food handlers license to be able to offer these services to the guest. The building will have bathroom facilities for the guests (**Staff Report Exhibit A2.1**). According to oral testimony, the facility will have a storefront to sell event décor.

Signage and Buildings:
The facility will include a permanent non-illuminated sign at the events entrance/residence driveway. The sign is proposed to be three (3) feet in height, seven (7) feet in width and six (6) feet in height above ground (**Staff Report Exhibit A4**). In accordance with sign ordinance CCZO §07-10-13, if the sign is over six feet (6') in height and permanently affixed to the ground, a building permit may be required (**Staff Report Exhibit D4**). The applicant is proposing all new structures that will include a bridal suite, groom's lounge, catering prep kitchen, ceremony sites and a reception hall (**Staff Report Exhibit A3**). All proposed structures used for the special events center will require a commercial building permit and/or certificate of occupancy. See condition # 6.

Findings: (1) The subject property, also referenced as Parcel R34316 containing approximately 3.72 acres is zoned "A" (Agricultural) (**Staff Report Exhibit B1**).

(2) Per CCZO §07-10-27 - Land Use Matrix, the applicant may operate a special events facility with an approved CUP in the agricultural zone.

(3) To verify compliance with building and signage requirements, the applicant shall obtain all necessary building permits and certificate of occupancies for all proposed structures (such as those identified in **Staff Report Exhibit D4**) prior to commencement of the use on the subject property. Evidence shall be an approval document from the Canyon County Building Department and Caldwell Rural Fire Protection District. Additionally, signage shall meet the requirements of CCZO §07-10-13 and shall not exceed 32 square feet or as provided for by approval of a separate application for a Director's Administrative decision for a sign permit. Applicant must comply with CCZO §07-10-13 and dependent upon the location of the signage with The Idaho Administrative Procedures Act (IDAPA) 39.3.60 governing advertising along the State Highway System. See conditions # 6 and # 7.

(4) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No.CU2024-0013.

(5) Evidence includes associated findings and evidence supported within this document.

3. Is the proposed use consistent with the comprehensive plan?

Conclusion: Yes. The Planning and Zoning Commission finds that the proposed use and conditional use application for a special events facility is consistent with the 2030 Canyon County Comprehensive Plan.

Findings: (1) The 2030 Canyon County Comprehensive Plan designates the subject parcel as residential on the west end of the property and commercial on the remaining parcel (**Staff Report Exhibit B2.13)** a special events facility would be an allowed use in a commercial zoning.

(2) The proposed use is consistent with multiple goals and policies of the 2030 Canyon County Comprehensive Plan including but not limited to:

i. Property Rights Goals and Policies:

- G1.01.00: "*Protect the integrity of individual property rights while safeguarding public health, safety, and welfare.*"

- P1.01.01: "*No person should be deprived of private property without due process of law.*"
- P1.01.03: "*Ordinances and land-use decisions should avoid imposing unnecessary conditions or procedures in development approvals.*"
- G1.02.00: "*Acknowledge the responsibilities of each property owner as a steward of the land, use their property wisely, maintain it in good condition and preserve it for future generations without becoming a public nuisance.*"

ii. Population Component Goal and Policy:

- P2.01.01: "*Plan for anticipated population and households that the community can support with adequate services and amenities.*"
- G2.02.00: "*Promote housing, business, and service types needed to meet the demand of the future and existing population.*"

iii. Land Use Community Design Goals and Policies:

- P4.02.01: "*Consider site capability and characteristics when determining the appropriate locations and intensities of various land uses.*"
- G4.03.00: "*Develop land in a well-organized and orderly manner while mitigating or avoiding incompatible uses, protecting public health and safety, and creating a vibrant economy through sustainable land use planning.*"
- P4.03.03: "*Recognize that each land use application is unique and that agricultural and non-agricultural uses may be compatible and co-exist in the same area and in some instances may require conditions of approval to promote compatibility.*"

(3) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. CU2024-0013.

(4) Evidence includes associated findings and evidence supported within this document.

4. Will the proposed use be injurious to other property in the immediate vicinity and/or negatively change the essential character of the area?

Conclusion: As conditioned, the proposed use will not be injurious to other property in the immediate vicinity and will not negatively change the essential character of the area. The proposed conditions of approval 1-17 will mitigate the potential negative effects to the character of the area.

Findings: (1) The subject property is zoned "A" (Agricultural) (**Staff Report Exhibit B1**). The general character of the area is residential. The subject property is adjacent to the City of Caldwell on all sides, the parcels immediately to the northeast and south are in the County, zoned Agricultural. The area is an area of growth with the future land use (**Staff Report Exhibit B2.13**) designating the area as residential and commercial. A special events facility would be an allowed use in a commercial zone.

(2) As conditioned, the special events facility should not increase the sound levels in the immediate vicinity. The applicant will have no outdoor music (**Staff Report Exhibit A3**) and has a landscape plan (**Staff Report Exhibit A5.2**). The landscaping will assist with noise buffering, light pollution, and dust to the surrounding neighbors. There will be no amplified sound of any kind after 10pm Monday – Saturday (**Staff's Memo Exhibit C**). See condition # 10.

(3) As proposed, the parking area will be open, graded, compacted and have an improved surface area. See condition # 11b.

(4) As conditioned, all exterior lighting shall be downward facing and directed away from surrounding properties. See condition # 9.

(5) The general character of the area does not appear to be affected by the special events facility. The parcel is naturally tucked away with mature trees that isolates the subject property from the neighboring properties. On the west end of the property there is an irrigation facility that separates the property from existing residential housing. As proposed and conditioned, there will be 150 days per year when special events will be held. No more than 220 attendees shall be at the special events facility at a time (**Staff's Memo Exhibit C**). The hours of operation will be limited to 10:00 am to 11:00 pm on Monday Saturday as proposed in the applicant's letter of intent (**Staff Report Exhibit A2**). There shall be a rental agreement that holds the guests to the same conditions as the conditional use permit and the property owner or a designee shall be available to enforce the rental agreement at all times. See condition # 14.

(6) Notice of the public hearing was provided per CCZO §07-05-01. Affected agencies were noticed on December 4, 2024 and March 4, 2025. Newspaper notice was published on March 4, 2025. Property owners within 1,000' were notified by mail on February 27, 2025. JEPA notice was provided on December 4, 2024. The property was posted on March 5, 2025.

(7) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. CU2024-0013.

(8) Evidence includes associated findings and evidence supported within this document.

5. Will adequate water, sewer, irrigation, drainage and stormwater drainage facilities, and utility systems be provided to accommodate the use?

Conclusion: Yes, the project will have adequate water, sewer, irrigation, drainage and stormwater drainage facilities, and utility systems to accommodate the proposed use based on the analysis contained herein.

Findings: (1) There is an individual domestic well on site (**Staff Report Exhibit A4**). In Southwest District Health's pre-development meeting it was noted that the facility may need to be a public water system (**Staff Report Exhibit A7**). The applicant is working with DEQ to gain a transient non-community water system (**Staff's Memo Exhibit C**). As conditioned, the applicant shall meet Southwest District Health's requirements for the proposed use on the property as evidence by the applicant providing Development Services a letter of review and approval from SWDH prior to the commencement of the special events center on the property. See condition # 3.

(2) An individual septic system was proposed on the southwest side of the subject property next to the venue. According to Southwest District Health's pre-development meeting, the existing system would not be large enough to support the wastewater flows generated by the event center (**Staff Report Exhibit A7**). In Southwest District Health's comment (**Staff Report Exhibit D1**) it was stated that test holes have not been conducted and the viability of a septic system has not been determined. On May 27, 2025 the septic flow calculations was received (**Staff's Memo Exhibit A**), the location of the septic system and drain field was relocated to the northwest side of the property as seen in **Staff's Memo Exhibit B**. Southwest District Health sent an additional comment dated May 28, 2025 advising that a subsurface sewage disposal system will be a feasible option if all Southwest District Health requirements are met (**Staff's Memo Exhibit F**). See condition # 3.

(3) Irrigation will be provided through a pressurized irrigation system for the special events facility according to the land use worksheet (**Staff Report Exhibit A4**). According to Southwest District Health's pre-development meeting (**Staff Report Exhibit A7**) there are two (2) irrigation canals. The Noble Slough Ditch must meet the 50-foot horizontal separation distance to primary and replacement drain fields. As conditioned, the applicant shall not impede or disrupt existing irrigation structures, i.e. drains, laterals, or supply ditches, on and adjacent to the subject property. See condition # 4.

(4) It appears the use does not require or affect drainage on the property (**Staff Report Exhibit A2**). Per the land use matrix, stormwater drainage is proposed to be retained on site (**Staff Report Exhibit A4**).

(5) Utility agencies, including Idaho Power, Intermountain Gas, CenturyLink, and Ziply were notified of the application on December 4, 2025 and March 4, 2025. No agency comments were provided by those services at the time the staff report was written. It is anticipated that the applicant will be able to work with utility providers to gain any additional utilities needed.

(6) Notice of the public hearing was provided per CCZO §07-05-01. Affected agencies were noticed on December 4, 2024 and March 4, 2025. Newspaper notice was published on March 4, 2025. Property owners within 1,000' were notified by mail on February 27, 2025. JEPA notice was provided on December 4, 2024. The property was posted on March 5, 2025.

(7) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. CU2024-0013.

(8) Evidence includes associated findings and evidence supported within this document.

6. Does legal access to the subject property for the development exist or will it exist at the time of development?

Conclusion: Yes, the subject property does have legal access via frontage along Middleton Road.

Findings: (1) The subject parcel has frontage along Middleton Road which is a principal arterial that provides access to that area. According to the applicant, Middleton Road will be used to access the parcel with no new accesses proposed or authorized (**Staff Report Exhibit A2**).

(2) Idaho Transportation Department provided comment on December 1, 2024 (**Staff Report Exhibit D2**) advising that the application does not meet thresholds for a Traffic Impact Study and does not pose any safety concerns.

(3) Highway District No. 4 provided comment on December 30, 2024 and advised the existing approach on Middleton Road may be used for the proposed special event venue. Highway District No. 4 full comment and conditions of approval can be seen in **Staff Reports Exhibit D7**. See condition # 2.

(4) Middleton Road south of Hwy 20/26 is in the City of Caldwell's jurisdiction. There were no concerns listed in the comment received from the City of Caldwell for access to the subject property (**Staff Report Exhibit D3**).

(5) Notice of the public hearing was provided per CCZO §07-05-01. Affected agencies were noticed on December 4, 2024 and March 4, 2025. Newspaper notice was published on March 4, 2025. Property owners within 1,000' were notified by mail on February 27, 2025. JEPA notice was provided on December 4, 2024. The property was posted on March 5, 2025.

(6) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. CU2024-0013.

(7) Evidence includes associated findings and evidence supported within this document.

7. Will there be undue interference with existing or future traffic patterns?

Conclusion: No, there will not be undue interference with the existing or future traffic patterns according to the agency comments received.

Findings: (1) Parcel R34316 frontage is along Middleton Road which is a principal arterial. On December 4, 2024 an agency notice was sent out to Idaho Transportation Department and on December 10, 2024, the agency provided comments noting that a Traffic Impact Study is not required and the

proposal does not pose any safety concerns (**Staff Report Exhibit D2**). The City of Caldwell who maintains Middleton Road south of Hwy 20/26 mentioned no concerns for traffic in the comment received (**Staff Report Exhibit D3**). The proposed use consists of a total of 108 parking spaces with a loading and unloading area (**Staff Report Exhibit A4**). Highway District No 4 comments received on December 30, 2024 addressed that the proposed use will increase traffic but that Highway District No. 4 does not oppose the request (**Staff Report Exhibit D7**). Although there appears to be some increase to traffic, there does not appear to be undue interference to the traffic.

(2) Notice of the public hearing was provided per CCZO §07-05-01. Affected agencies were noticed on December 4, 2024 and March 4, 2025. Newspaper notice was published on March 4, 2025. Property owners within 1,000' were notified by mail on February 27, 2025. JEPA notice was provided on December 4, 2024. The property was posted on March 5, 2025.

(3) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. CU2024-0013.

(4) Evidence includes associated findings and evidence supported within this document.

8. Will essential services be provided to accommodate the use including, but not limited to, school facilities, police and fire protection, emergency medical services, irrigation facilities, and will the services be negatively impacted by such use or require additional public funding in order to meet the needs created by the requested use?

Conclusion: Yes, essential services will be provided to accommodate the use including, but not limited to school facilities, police and fire protection, emergency medical services, and irrigation facilities. The services will not be negatively impacted by such use or require additional public funding in order to meet the needs created by the requested use.

Findings: (1) The subject property is serviced by Vallivue School District, it is not anticipated to have any impacts or need accommodations for the special events facility. Agency comments were sent out on December 4, 2024 and March 4, 2025, no comments were received by the school district.

(2) The subject property is under the jurisdiction of Canyon County Sheriff's Office. Canyon County Sherriff's Office is required to provide services to the property. Overall, the use is not anticipated to be significant enough to cause a negative impact or require additional public funding. Agency notice was sent on December 4, 2024 and March 4, 2025 and no comments were received by the Sheriff's Office.

(3) The subject property is under the jurisdiction of Caldwell Rural Fire District. Caldwell Rural Fire District provided comment (**Staff Report Exhibit D5**). An additional email was sent on March 21, 2025 to Caldwell Rural Fire District asking about the average response times and how this proposal would change the response time. Caldwell Rural Fire District responded on March 24, 2025 advising that they are unable to pull exact data on response times but the closest fire station is 1.3 miles away, a drive time of about 3 minutes. It was commented that the proposed use would likely have minimal impact on response times (**Staff Report Exhibit D5.2**). The proposed use is not antcipated to negatively impact fire protection services.

(4) Emergency Medical Services are provided to the property. Canyon County Paramedics/EMT and Canyon County Emergency Management Coordinator were notified of the application on December 4, 2024 and March 4, 2025, no comments were received. An additional email was sent on March 21, 2025 to Canyon County Paramedics/EMT asking for average response times and how the proposal would impact emergency medical services. On March 24, 2025 comment was received providing the average response times. The closest response time would be approximately 6.07 minutes (**Staff Report Exhibit D8**). The proposed use is not anticipated to

negatively impact emergency medical services. See condition # 15 for the applicant to provide Development Services an emergency plan prior to commencement.

(5) The subject property is under Pioneer Irrigation District's jurisdiction. Agency Notice was sent out on December 4, 2024 and March 4, 2025 and no comments were received. As conditioned, the applicant shall not impede or disrupt existing irrigation structures. See condition # 3.

(6) Notice of the public hearing was provided per CCZO §07-05-01. Affected agencies were noticed on December 4, 2024 and March 4, 2025. Newspaper notice was published on March 4, 2025. Property owners within 1,000' were notified by mail on February 27, 2025. JEPA notice was provided on December 4, 2024. The property was posted on March 5, 2025.

(7) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. CU2024-0013.

(8) Evidence includes associated findings and evidence supported within this document.

Canyon County Code §09-01-25, - AREA OF CITY IMPACT AGREEMENT ORDINANCE

Conclusion: The property is located within the Caldwell Area of City Impact. A notice was sent to the City of Caldwell per Canyon County Code §09-01-25. Conditions applied require future development to work with the City of Caldwell.

Findings: (1) Pursuant to Canyon County Code §09-01-25 of the Caldwell Area of City Impact Agreement, a notice was provided to the City of Caldwell on December 4, 2025 and March 4, 2025. The City of Caldwell submitted a letter with conditions of approval (**Staff Report Exhibit D3**).

(2) The City of Caldwell is adjacent to the subject property. The City of Caldwell designates the future land use of the subject property as "Medium Density Residential" (**Staff Report Exhibit B2.10**).

(3) Affected agencies were noticed on December 4, 2024 and March 4, 2025. Newspaper notice was published on March 4, 2025. Property owners within 1,000' were notified by mail on February 27, 2025. JEPA notice was provided on December 4, 2024. The property was posted on March 5, 2025.

(4) Evidence includes the application, supporting materials submitted by the applicant, public testimony, and the staff report with exhibits found in Case No. CU2024-0013.

Order

Based upon the Findings of Fact, Conclusions of Law and Order contained herein, the Planning and Zoning Commission **approves** Case # CU2024-0013, a conditional use permit for a special events facility in the "A" (Agricultural) zone for Parcel R34316 (approximately 3.72 acres) subject to the following conditions as enumerated:

Conditions of Approval

1. The development shall comply with all applicable federal, state, and county laws, ordinances, rules, and regulations that pertain to the subject property and the proposed use.

2. The applicant shall comply with applicable Highway District No. 4 requirements, including paying any applicable impact fees. The applicant shall obtain an access permit prior to the commencement of the facility as evidenced by the applicant providing Development Services with an approved highway district letter indicating the completion of improvements prior to commencement of special events (**Staff Report Exhibit D7**).

    a. The applicant shall work with Highway District No. 4 to ensure any signage and traffic control measures are complied with (**Staff's Memo Exhibit C**).

b. The applicant shall meet the requirements for the City of Caldwell for their landscape street buffering (**Staff Report Exhibit D3**).

3. The applicant shall meet Southwest District Health (SWDH) requirements for the proposed uses on the property as evidenced by the applicant providing Development Services a letter of review and approval from SWDH prior to the commencement of the special event center use on the property (**Staff Report Exhibit D1**).

4. The applicant shall not impede or disrupt existing irrigation structures, i.e. drains, laterals, or supply ditches, on and adjacent to the subject property.

5. Comply with all Fire District requirements per State adopted IFC and as evidenced by review and approval documentation from Caldwell Rural Fire District (including approval of the private road and driveways) prior to issuance of a certificate of occupancy and commencement of special event activities on the site (**Staff Report Exhibit D5.1**).

6. The applicant shall obtain building permits and certificate of occupancy for proposed structures/improvements. Evidence shall be an approval document from the Canyon County Building Department and Caldwell Rural Fire Protection District.

    a. New Structures shall be fully enclosed and insulated (**Staff's Memo Exhibit C**).

7. Signage shall meet the requirements of CCZO §07-10-13 and shall not exceed 32 square feet or as provided for by approval of a separate application for a Director's Administrative decision for a sign permit. Prior to installation the applicant shall provide Development Services a letter of review and approval from the appropriate Highway District for the location of the sign. Applicant must comply with CCZO §07-10-13 and dependent upon the location of the signage with The Idaho Administrative Procedures Act (IDAPA) 39.3.60 governing advertising along the State Highway System.

8. The proposed development shall be in conformance with the applicant's site plan, landscape plan, operations plan and Letter of Intent (**Staff Report Exhibits A2, A3, A5.2, and A5.3**) (**Staff's Memo Exhibit B**).

    a. HOURS OF OPERATION: The hours of operation shall be 10:00 a.m. to 11:00 p.m. Monday through Saturday as proposed in the applicant's letter of intent (**Staff Report Exhibit A2**). All activities concluded and patrons offsite by 11:00 p.m.

    b. The applicant shall meet the requirements for the City of Caldwell for their landscape street buffering (**Staff Report Exhibit D3**).

    c. Trees shall be planted along all property boundaries to act as an additional sound and light buffer. The trees shall be a mixture of deciduous and evergreens, heavy on the evergreens in order to create a barrier to surrounding properties during all seasons. (**Staff's Memo Exhibit C**).

9. LIGHTING: All exterior lighting shall be fully cut off and fully shielded, and placed to direct the light source down and inside the property lines of the facility. All direct glare from the lights shall be contained within the facility area. No light source may be placed greater than fifteen (15') feet in height.

10. MUSIC AND AMPLIFIED SOUND: All amplified sounds shall be contained inside, with no amplified sound outdoors. There shall be no amplified sound of any kind after 10:00 p.m. Monday through Saturday (**Staff's Memo Exhibit C**).

    a. Noise levels at the special events venue will adhere to the City of Caldwell's ordinance in 07-13-03: Public Noise Prohibited.

b. Special events shall have an "Event Noise Policy" in place that all patrons will have to agree to follow. Applicant shall provide Development Services Department the event noise policy template prior to commencement of the use (**Staff's Memo Exhibit C**).

c. The property owner or their designee shall be equipped with a professional decibel meter (decibel gun) to monitor sound levels during events. The decibels shall not go above 70 decibels (normal conversation level) at any property lines of the subject property. (**Staff's Memo Exhibit C**).

11. PARKING: An updated parking and circulation plan drawn to scale must be submitted and obtain any necessary fire district and highway district approvals. The parking and circulation plan must be compliant with Canyon County's off-street parking requirements (CCZO §07-13-01 and §07-13-03). Evidence of consistency shall be turned into Canyon County DSD within 3 months of approval of this application.

    a. OFF-STREET PARKING: No parking shall occur on the public right of way.

    b. The applicant shall install a hard surface along all travel ways and parking areas, as shown on the site plan (**Staff Report Exhibit A5.1**), within twelve months of approval of the CUP. The hard surface shall be compliant with CCZO §07-02-03.

    c. The driveway shall be paved according to City of Caldwell's requirements (**Staff's Memo Exhibit C**).

    d. The property must have an ADA path of travel from the right-of-way, connecting all accessible areas and elements to the special events facility (**Staff's Memo Exhibit C**).

    e. The applicant shall have on site navigation signs and personnel during events to assist with circulation (**Staff's Memo Exhibit C**).

12. CATERING: Special events shall be fully catered by a licensed caterer operating in compliance with the requirements of SWDH Food Establishment Licensing and Permitting.

13. ALCOHOLIC BEVERAGE LICENSING: Alcoholic beverages (inclusive of beer and wine) for special events at the facility shall be provided and distributed in strict compliance with Local, State, and Federal requirements for sales and distribution.

14. RENTAL AGREEMENTS: Rental Agreements shall be in place with each event holder that limit them to the same operational conditions of approval as this conditional use permit. Provide Development Services Department rental agreement template prior to commencement of the use.

    a. ENFORCEMENT OF RENTAL AGREEMENTS: The property owner or their designee shall be made available at all times during events to enforce the rental agreements and the operational conditions of approval.

15. The applicant shall develop an emergency response plan which shall include an evacuation plan. The emergency response plan shall be on file with the Canyon County Emergency Manager and the evacuation plan shall be posted on the site during events

16. This conditional use permit must follow land use time limitation as stated in CCZO 07-07-23: "When a conditional use permit is granted, the land use or construction of its facility proposed in the application must have commenced within three (3) years of the date of the final decision by the presiding party or a court of appropriate jurisdiction. The improvements for the approved use must be completed within five (5) years of the same date."

17. The conditional use permit for a Special Event Facility shall be limited to Derek Olson/The Wild Oak, LLC. A

change in ownership will require a conditional use permit modification to amend this condition.

DATED this 3 day of July, 2025.

PLANNING AND ZONING COMMISSION
CANYON COUNTY, IDAHO

Robert Sturgill, Chairman

State of Idaho)

SS

County of Canyon County)

On this 3rd day of July, in the year 2025, before me Caitlin Ross, a notary public, personally appeared Robert Sturgill, personally known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he (she) executed the same.

CAITLIN ROSS
COMMISSION #20251885
NOTARY PUBLIC
STATE OF IDAHO
MY COMMISSION EXPIRES 05/07/2031

Notary: Caitlin Ross

My Commission Expires: 5/7/2031

PH- EXHIBITS

Public Hearing Late Exhibits

This includes materials and documents submitted during the hearing as late exhibits

COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division

COVER SHEET

Staff Planner: Katie Wright, Senior Planner

DOCKET NUMBER/CASE NUMBER	PROJECT NAME / TITLE
ANN25-000015, SPP25-000017, SUP25-000019	McAllister Manor
PUBLIC HEARING DATE	**PROPERTY /LOCATION**
9/9/2026 Planning and Zoning Commission	Northwest corner of Middleton and Hwy 20/26

BRIEF SUMMARY OF APPLICATION REQUESTS:

☒ Annexation and Zoning ☐ Rezone ☐ Comp Plan Amendment ☐ Zoning Ordinance Text Amendment
☒ Special Use Permit - Council ☒ Preliminary Plat ☐ Planned Unit Development ☒Development Agreement

IMPACT ANALYSIS SUMMARY

NOTE: This cover sheet summarizes potential development impacts that may result in the approval of the proposed development at full build-out. **This summary does not constitute a complete assessment**. The official staff report and department memorandums should be reviewed for a complete and comprehensive analysis of the project and findings for the project.

LAND USE SUMMARY			ESTIMATED POPULATION INCREASE	
# Proposed Single Family Units:	352		Population = (DU * 3):	1,056
# Proposed Duplex & Multifamily Units:	472		Population = (DU * 2):	944
Proposed Commercial Acreage:	17.05 acres		**TOTAL estimated population increase** (based on census data)**:**	2,000
# PROPOSED PHASES FOR DEVELOPMENT			**ESTIMATED DEVELOPMENT TIMELINE**	
Total # of Phases in Development:	7		Approximate timeline for full build-out of development (all phases):	10-15 years

FIRE SERVICES*	
FIRE DEPARTMENT REVIEW STATUS:	The proposed application(s) have been reviewed by the Fire Department ☒ Approved, subject to the conditions within the fire department memorandum ☐ Denied
*** See the Fire Department staff report included in the Exhibits of this Staff Report for full analysis, findings, and recommended conditions.**	
Fire department t travel response time Goals:	90% within 4 min.
Closest Fire Station (in miles):	1.7 miles
Est. Response Time to Site:	4 minutes
Will this development have other significant impacts on the ability to provide services at full build-out of development:	☐ Yes ☒ No
Will this development necessitate additional fire resources and/or	☐ Yes ☒ No

equipment beyond current levels at full build-out of development:	
Will the development pay development impact fees?	☒ Yes ☐ No
Additional Fire Comments:	Our department is currently operating with high resource utilization, and continued growth is contributing to increase service demand. Aligning staffing and resources with that demand will help maintain our current level of service.

POLICE SERVICES

POLICE DEPARTMENT REVIEW STATUS:	The proposed application(s) have been reviewed by the Police Department ☒ Yes ☐ No
*** See the Police Department data included in the Exhibits of this Staff Report for full analysis and findings.**	
Calls for Service in Area (YTD):	Adjacent reporting districts have an average of 1019.75 calls for service each, year to date (Jan 1st – July 1st). The nearby RDs (1G, 1H, 1I, 1K) have a combined total of 45128 reactive CFS from January 1st to July 1st, 2026.
Call Types within Area:	

Top 20 Reactive Calls for Service in the Area

Nature	#	%
Follow Up	147	5.46%
Welfare Check	144	5.35%
AC Animal at Large	122	4.54%
Suspicious	111	4.13%
Abandoned Vehicle	98	3.64%
Attempt-Locate	95	3.53%
Citizen Assist	95	3.53%
PD Accident	86	3.20%
911 Cell Open Line	79	2.94%
Juvenile Problem	75	2.79%
Disturbance	73	2.71%
Noise Complaint	72	2.68%
Parking Problem	72	2.68%
911 Disconnected Cell	64	2.38%
Agency Assist	60	2.23%
AC Barking Dog	59	2.19%
AC Stray/Contained	58	2.16%
VIN Inspection	52	1.93%
Alarm-Residential	50	1.86%
Reckless Driver	49	1.82%

Workload Saturation (%):	Reporting districts 1G, 1H, 1I, 1K account for (year to date) reactive CFS compared to a total of 45128 total YTD. These RD's account for 9.04% of all reactive CFS YTD.
Traffic Crash Data:	**See Exhibits**
Will this development have other significant impacts on the ability to provide services at full build-out of development:	☐ Yes ☒ No

Will this development necessitate additional police resources and/or equipment beyond current levels at full build-out of development:	☒ Yes ☐ No Explain:
Additional Police Comments:	Currently, Caldwell has a ratio of 1.21 officers to 1000 citizens, well below the national average (in 2019) of 2.4 officers to 1000 citizens. To accommodate the additional 1,955 citizens, would necessitate an increase of sworn officers by an additional 2.4 officers to maintain our current 1.21 officers to 1000 citizens ratio.
PUBLIC SCHOOLS	
School District	Vallivue
Capacity to Serve *(Based on Response from District)*	☐Yes ☐No ☒ School was not specific in their response ☐No response received from District
Schools that will Serve Development Vallivue Map Caldwell Nampa	Ridgevue High School Warhawk Elementary Summitvue Middle School

UTILITIES AND INFRASTRUCTURE	
Adequate public utilities and services, including water, wastewater, stormwater, and other necessary infrastructure, are available or can be reasonably extended to serve the proposed development. Utilities shall have sufficient capacity to accommodate the proposed development at building permit issuance. Where necessary, the applicant shall construct or extend required facilities in accordance with City standards as a condition of approval.	☒Yes ☐No
Traffic Impact Study Completed?	☒Yes ☐No ☐Not Required
Are Traffic Improvements Required for Development?	☒Yes ☐No
Are All Traffic Improvements Listed as Conditions of Approval?	☒Yes ☐No
REQUIRED INFRASTRUCTURE IMPROVEMENTS	
☒ Curb and Gutter ☒ Sidewalk ☒ Street Widening ☒ Construction of Roundabout ☐ Traffic Signals ☒ Turn Lanes ☐ Well ☐ Lift Station ☒ Utility Main Line Extensions ☐ Public Pathways ☒ Crosswalks ☒ School Crossing Beacons ☐ Transit Stop ☐ School Bus Stop ☒ Public Pathways ☒ Landscaping / Open Space ☒ Land Use Buffering / Screening ☐ Other:	
DEVELOPMENT AGREEMENT	
Does the subject parcel(s) have an existing Development Agreement in place?	☐Yes ☒No
If not, is staff recommending the development be subject to a Development Agreement?	☒Yes ☐No
OTHER SUBSTANTIAL ADVERSE AND DEMONSTRABLE IMPACTS	

City of Caldwell
COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division

STAFF REPORT

Staff Planner: Katie Wright, Senior Planner

DOCKET NUMBER/CASE NUMBER	PROJECT NAME / TITLE
ANN25-000015, SPP25-000017, SUP25-000019	McAllister Manor
PUBLIC HEARING DATE	**PROPERTY /LOCATION**
9/9/2026 Planning and Zoning Commission	Northwest corner of Middleton and Hwy 20/26

BRIEF SUMMARY OF APPLICATION REQUESTS:

☒Annexation w/Initial Zoning ☐Comp Plan Map Amendment ☐Comp Plan Text Amendment
☒Development Agreement ☐Development Agreement Modification ☐Planned Unit Development
☒Special Use Permit – Council Level ☒Subdivision Preliminary Plan ☐Subdivision Short Plat ☐Variance ☐ Vacation ☐Zoning Ordinance Map Amendment (Rezone) ☐Zoning Ordinance Text Amendment

RECOMMENDATION TO CITY COUNCIL

Recommended for Choose an item. to be forwarded to City Council for consideration.

This will be filled out after the public hearing action

I. APPLICATION INTRODUCTION

File Number (s):	ANN25-000015, SPP25-000017, SUP25-000019
Application Type(s):	Annexation of parcels R3413400000, R34136010B0, R3413601000, R34136010A0, R3413300000 and the initial zoning of H-C (67.52 ac), R-3 (47.86 ac), and R-2 (12.56 ac), a Preliminary Plat consisting of 5 commercial lots (17.05 ac of total buildable lots), 300 single family detached lots, 52 single family attached lots, and 2 multi-family lots (384 apartment units on one lot and 88 four-plex units on the other lot), a Special Use Permit to allow the Multi-family Large Scale Use within the H-C zone, and a Development Agreement associated with the annexation.
Project Name:	McAllister Manor
Applicant:	Bonnie Layton, Layton Planning & Consulting, LLC
Property Owner:	Endurance Holdings, LLC
Project Site Address:	0 Middleton Road and 10726 Hwy 20/26
Project Site Location:	Northwest corner of Middleton and Hwy 20/26

Project Site Parcel(s):	R3413400000 (44.56 ac); R34136010B0 (13.66 ac); R3413601000 (13.66 ac); R34136010A0 (13.67 ac); R3413300000 (42.62ac)
Project Site Acres:	Approximately 128.17 acres
Current Zoning:	Agricultural – Canyon County
Comprehensive Plan Designation:	Mixed-Use Center Neighborhood 3 Neighborhood 2

II. HEARING BODY REVIEW AND APPROVAL CRITERIA

The requirements for application submission, review, public hearing processes, and approval criteria are in accordance with the following statutes, codes, regulations, standards and policies.

Land Use Action	Applicable Regulations
Annexations w/ Initial Zoning (Legislative)	Idaho Code §50-222 and §67-6525 Caldwell Municipal Code 10-03-01
Development Agreements (Contractual)	Idaho Code §67-6511A and Caldwell Municipal Code 10-03-11
Special Use Permit (Quasi-judicial)	Idaho Code §67-6512 and Caldwell Municipal Code 10-03-04
Subdivision Preliminary Plat (Quasi-judicial)	Idaho Code §67-6513 and Caldwell Municipal Code 11-02-03
Zoning Ordinance Map Amendments (Quasi-judicial)	Idaho Code §67-6511 and Caldwell Municipal Code 10-03-02 (7)

III. SITE BACKGROUND AND HISTORY

These parcels have no background or history within the City as they are within Canyon County.

IV. SITE FEATURES AND CHARACTERISTICS

The city utilizes their GIS, FEMA, the applicants' provided information, and NEPAssist for site analysis.

Floodplain:	Parcel R3413400000 is partially within the Floodway and the AE Floodway. The development shall comply with FEMA regulations.
Mature Trees:	A handful of existing trees are located on the lots around the perimeter.
Streams & Creeks:	The property has no existing streams or creeks.
Wildlife Habitat:	The property has no existing wildlife habitats.
Riparian Habitat:	The property has no existing riparian habitats.
Steep Slopes & Hillsides:	The property has no steep slopes or hillsides.

Canals, Ditches & Drains:	The Mason Creek Drain runs along the south boundary of the development. The Weymouth/100 Lateral runs along the north boundary of parcel R3413400000 into parcel R3413300000 and south along the east boundary. There is an unnamed irrigation ditch that runs parallel to Middleton Road along the west boundary of the site.
Other Site Features:	There is an existing single-family home with accessory buildings on parcel R3413300000 fronting along Hwy 20/26. These buildings will be removed if the application is approved.
Outparcels; describe:	Several outparcels are currently existing abutting the project area. The project is not proposing to create any additional outparcels.

V. PUBLIC SERVICES

The following political subdivisions, including school districts, provide services to the subject site.

Fire Service Provider:	Caldwell Fire
Police Service Provider:	Caldwell Police
School District:	Vallivue School District
Water Provider:	City of Caldwell (Municipal Water)
Sewer Provider:	City of Caldwell (Municipal Sewer)
Trash Provider:	Republic Services
Irrigation Service:	City of Caldwell (Pressurized Irrigation)
Irrigation District:	Pioneer Irrigation District
Other Providers:	N/A

VI. SITE AND SURROUNDING LAND USE INFORMATION

Land Uses:	*Site:*	Vacant land - Agricultural Single Family Home
	North of Site:	Approved Vassar Heights (Single Family Development)
	South of Site:	Chevron Gas Station Valencia Village Commercial (Future Fred Meyer location)
	East of Site:	Mandalay Ranch and Maple Hill (Single Family Developments)
	West of Site:	Single Family Home and Farmland Sunroc
Zoning Classifications:	*Site:*	Agricultural (County)
	North of Site:	R-1 – Neighborhood Residential (City)
	South of Site:	H-C - Mixed Use/Regional Commercial (City)
	East of Site:	Agricultural (County)
	West of Site:	R-1 – Neighborhood Residential (City)

		R-2 – Community Residential (City)
Comprehensive Plan Land Use Designations:	*Site:*	Mixed-Use Center (City) Neighborhood 3 (City) Neighborhood 2 (City)
	North of Site:	Neighborhood 2 (City)
	South of Site:	Mixed-Use Center (City)
	East of Site:	Mixed-Use Center (City) Neighborhood 3 (City) Neighborhood 2 (City)
	West of Site:	Neighborhood 3 (City) Mixed-Use Center (City)

VII. ANNEXATION STAFF REVIEW AND ANALYSIS (LEGISLATIVE)

The following section provides the staff analysis pertaining to the Annexation Application. The requirements for annexations are set forth in Idaho Code §50-222 and Caldwell Municipal Code 10-03-01.

The requirements for application submission and processing of an annexation application are specified in **BOLD** with staff comments following.

The subject site is located within the City of Caldwell's adopted Area of Impact and within the planning boundaries of the City's adopted Comprehensive Plan. The annexation request is an owner requested and consented annexation.

ELIGIBILITY CRITERIA #1: Is the proposed subject parcel(s) contiguous to city limits?

The City of Caldwell zoning map **(shown in Exhibit S-2)** indicates a path of annexation where the parcel(s) provide a touch to city limits.

PROCEEDINGS CRITERIA #1: Was a neighborhood meeting conducted in accordance with 10-03-12 of Caldwell Municipal Code?

A neighborhood meeting was conducted in accordance with Caldwell Municipal Code prior to submission of the application.

Conclusion Summary:

The subject property is contiguous to the existing corporate limits of the City of Caldwell and is eligible for annexation pursuant to the provisions of Idaho Code § 50-222 and the Caldwell City Code. The annexation application was submitted by the property owner and therefore constitutes an Owner-Consented Annexation as defined by applicable state and local regulations. Pursuant to Idaho Code § 50-222 and the Caldwell City Code, approval of an Owner-Consented Annexation is a legislative action within the discretion of the City Council. As such, the Council may approve, approve with conditions, or deny the request, and the decision is not subject to judicial review.

VIII. INITIAL ZONING ASSOCIATED WITH ANNEXATION STAFF REVIEW AND ANALYSIS (QUASI-JUDICIAL)

The following section provides the staff analysis pertaining to the initial zoning associated with an annexation application.

The zoning map amendment review criteria set forth within the Caldwell Municipal Code 10-03-02 is utilized to also review the appropriateness of the initial zoning and is cited below in **BOLD** with staff comments following. For initial zoning, associated with an annexation, **ALL** of the criteria that is applicable must be met. This review criteria provides the framework for decision making for the Commission, Hearing Examiner and City Council.

PROCEEDINGS CRITERIA #1: Was a neighborhood meeting conducted in accordance with 10-03-12 of Caldwell Municipal Code?

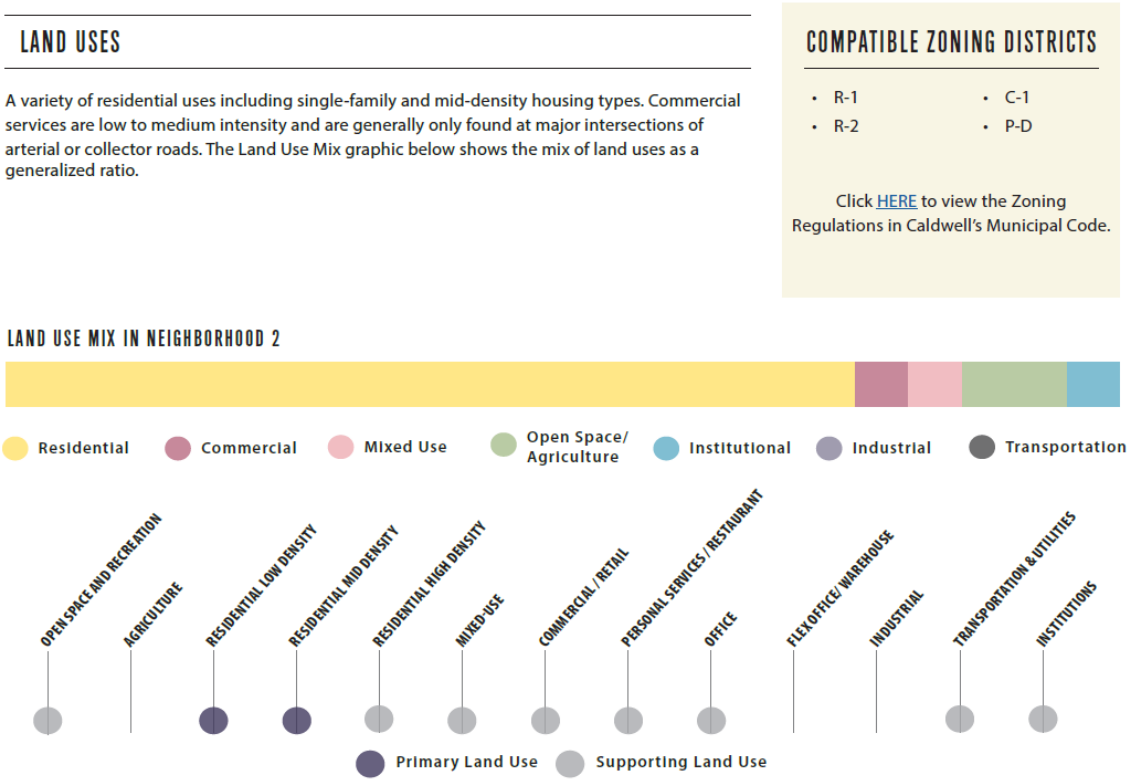
A neighborhood meeting was conducted in accordance with Caldwell Municipal Code prior to submission of the application.

CRITERIA #1: Is the proposed zone consistent with the comprehensive plan's land use map, and the plan's established goals, objectives, and policies?

The comprehensive plan future land use map classifies the subject property within three different placetypes **(shown on Exhibit S-3)**.

Neighborhood 2

The north 13.67acres are within the Neighborhood 2 land use designation place type**.** The Neighborhood 2 place type has multiple compatible zoning designations of R-1, R-2, C-1 or P-D, therefore, the requested zone of R-2 is an allowed compatible zone.



Land uses within the Neighborhood 2 place type are described as "a variety of residential uses including single-family and mid-density housing types, with residential low density and residential mid density the primary land uses. Low density residential is defined as single-family residential (including ADUs) or duplexes, and mid-density residential is defined as small-lot single-family homes (including ADUs), duplexes, triplexes or fourplexes, townhomes, or small scale multifamily (5- 6 units). All of these uses are permitted uses within the R-2 zoning district within the Caldwell Municipal Code. Commercial services are low to medium intensity and are generally only found at major intersections of arterial and major collector roads but should be highly accessible to surrounding residential areas.

As noted, the R-1 and R-2 zones within the Neighborhood 2 place type are both residential zones and are the primary residential zones within Caldwell. Both zones have similar neighborhood protections and development standards. The R-2 zone allows for the same land use as within the R-1 zone plus additional missing middle uses as they require smaller lots sizes. Both zones have a maximum density allowance of 8 du/ac, but the R-2 zone allows for density bonus increase up to 12 du/ac.

Staff Comments:
Staff has reviewed the compatibility of the development within the Neighborhood 2 place type and finds that the requested zone is compatible and the proposed uses match the intent of the Comprehensive Plan. The proposed plan has a density of approximately 2.4du/acre, which is compatible with the Comprehensive Plan Neighborhood 2 Place type. The scale and mass will be complimentary to the surrounding development, creating a transition from lower density single family to mid-density single family and multi-family to commercial.

Neighborhood 3

The middle 45 acres are within the Neighborhood 3 land use designation place type. The Neighborhood 3 place type has multiple compatible zoning designations of R-2, R-3, C-1, C-2, P-D, therefore, the requested zone of R-3 is an allowed compatible zone.

LAND USES

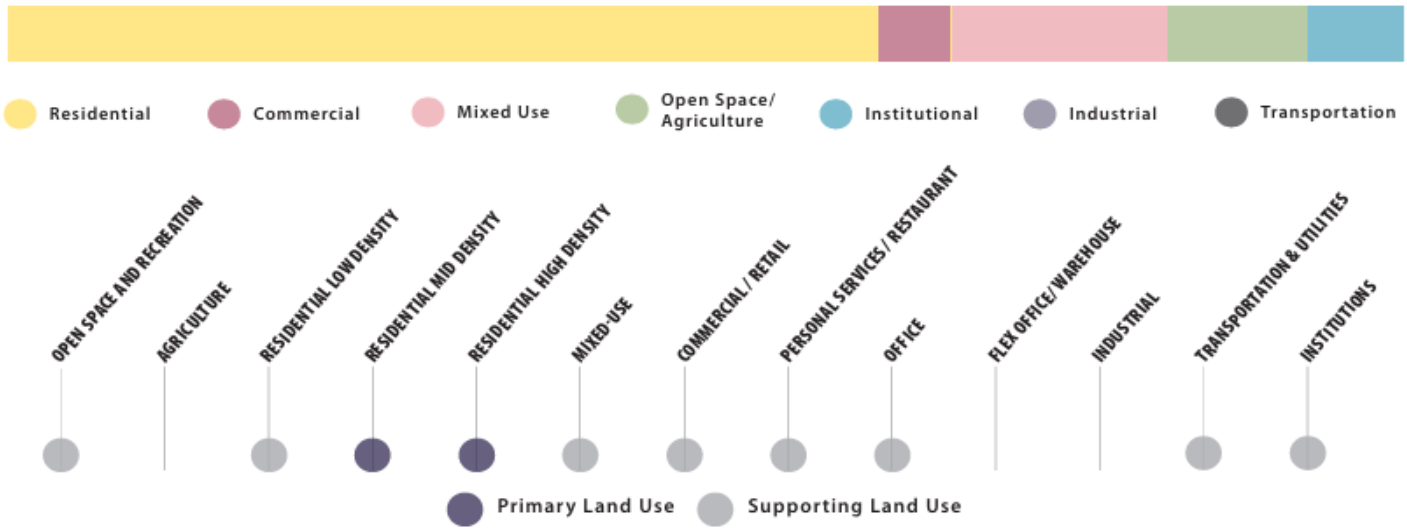
The Neighborhood 3 is a primarily residential place type with a variety of denser housing options. These include multifamily, townhomes, mixed use, and live-work units. Single family homes are not typically found in this place type but may be present in forms such as small lot developments or cottage courts. More medium level commercial may be found in this place type along major roadways, however commercial development is not the primary focus of this place type. The Land Use Mix graphic below shows the mix of land uses as a generalized ratio.

COMPATIBLE ZONING DISTRICTS

- R-2
- R-3
- C-1
- C-2
- P-D

Click HERE to view the Zoning Regulations in Caldwell's Municipal Code.

LAND USE MIX IN NEIGHBORHOOD 3



Land uses within the Neighborhood 3 place type are described as "a primarily residential place type with a variety of denser housing options. These include multi-family, townhomes, mixed use, and live-work units. Single family homes are not typically found in this place type but may be preset in forms such as small lot developments or cottage courts. More medium level commercial may be found in this place type along major roadways, however commercial development is not the primary focus of this place type."

As noted, the R-3 zone is compatible within the Neighborhood 3 place type, along with the R-2 zone. The main difference for these two zones would be the allowed lot size. The density is dictated by the place-type, which is 4-20du/acre within the Neighborhood 3 placetype.

Staff Comments:
Staff has reviewed the compatibility of the development within the Neighborhood 3 place type and finds that the requested zone is compatible and the proposed uses match the intent of the Comprehensive Plan. The proposed plan has a density of approximately 5.1du/acre, which is compatible with the Comprehensive Plan Neighborhood 3 Place type. The scale and mass will be complimentary to the surrounding development, creating a transition from lower density single family to smaller lot residential.

Mixed-Use Center

The southern 70 acres are within the Mixed-Use Center land use designation place type. The Mixed-Use Center place type has multiple compatible zoning designations of R-3, C-2, C-2, C-3, C-4, H-C, P-D, therefore, the requested zone of H-C is an allowed compatible zone.

LAND USES

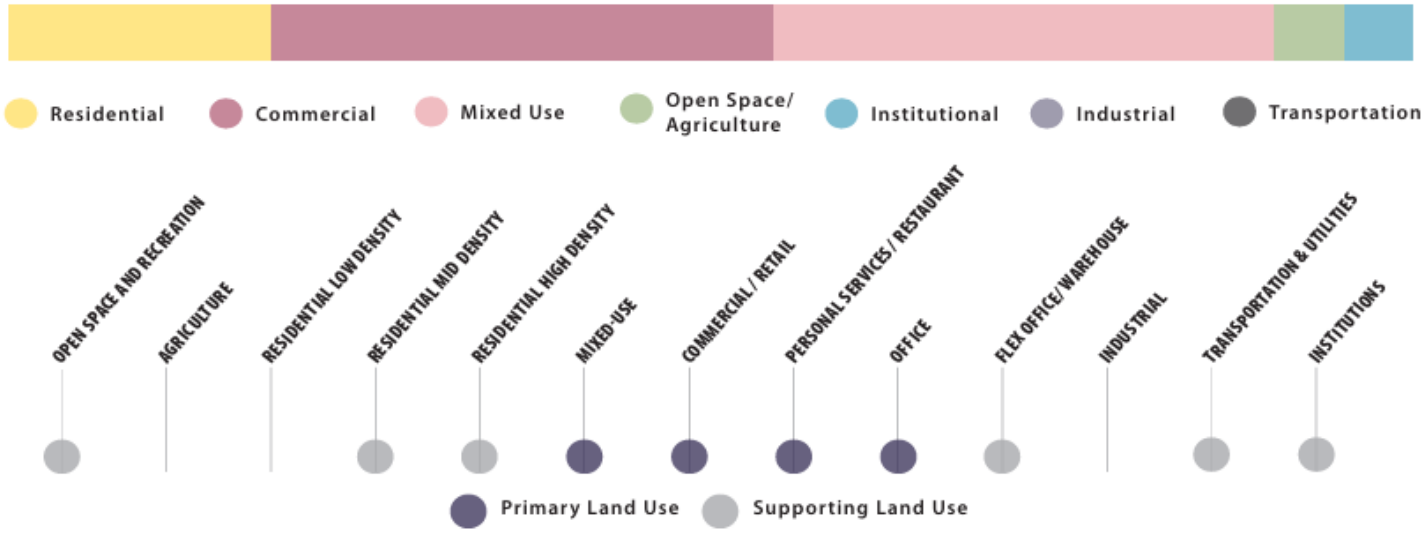
Mixed Use Centers accommodate a wide array of commercial uses that serve residents and visitors. These areas provide for large commercial facilities that can include major shopping, entertainment, and employment options. The Land Use Mix graphic below shows the mix of land uses as a generalized ratio.

COMPATIBLE ZONING DISTRICTS

- R-3
- C-2
- C-3
- C-4
- H-C
- P-D

Click HERE to view the Zoning Regulations in Caldwell's Municipal Code.

LAND USE MIX IN MIXED USE CENTER



Land uses within the Mixed-Use Center place type are described to "accommodate a wide array of commercial uses that serve residents and visitors. These areas provide for large commercial facilities that can include major shopping, entertainment, and employment options". The Comprehensive Plan also calls out that Residential Mid Density and High Density are supporting uses in this place type. Within the code, it is required that any lots with frontage along an arterial roadway within the Mixed-Use Center place type shall be commercial.

As noted, the H-C zone is compatible within the Mixed-Use Center place type, which permits an array of commercial uses, as well as several residential uses. This zone will allow the largest variety to provide a true Mixed-Use development along this key corridor. The Mixed-Use Center place type has a density allowance of 10-25du/acre.

<u>Staff Comments:</u>
Staff has reviewed the compatibility of the development within the Mixed-Use Center place type and finds that the requested zone is compatible, and the proposed uses match the intent of the Comprehensive Plan. The proposed plan has a density of approximately 8.1 du/acre, which is lower than the required density called out in the Comprehensive Plan Mixed-Use Center Place type of 10-25 du/acre. The applicant is requesting they be allowed to reduce the density to 8.1 du/acre within the Mixed-Use Center Place type of this plan, as they claim that adding additional units to increase the density would result in increasing the multi-family buildings in scale or reducing the proposed open space. The scale and mass will be complimentary to the surrounding development, creating a

smoother transition from single family lot to the commercial development existing and proposed along Hwy 20/26. The applicant is proposing that commercial front Middleton Rd. and Hwy 20/26, as required by code.

Comprehensive Plan Goals, Objectives and Policies
The comprehensive plan has an overarching vision, followed by five (5) vision themes through the plan. Each vision theme has its own set of goals and policies. The overarching vision of the Comprehensive Plan is to honor Caldwell's heritage while embracing its future through thoughtful growth, mixture of housing, accessible community connections, and distinct spaces. Consistent with the comprehensive plan does not mean a project must satisfy every single goal, policy, or statement in the plan. Comprehensive plans often contain dozens or hundreds of policies, some of which may even pull in different directions. Instead, the proposal is reviewed for its general compatibility with the plan, its reasonable alignment with the plan's intent, broader vision and purpose, and its overall consistency with the plan when viewed as a whole. The following Comprehensive Plan Goals and Policies (listed by chapter, goal and/or policy number) that may be relevant to this zone change request are shown below, followed by staff comments.

<u>Comprehensive Plan Vision Theme: A Connected Community</u>

Goal 3: Policy 3.3: Facilitate improvements and intensification of activity along major commercial corridors with mixed-use development oriented toward the corridor.
The H-C zoning designation along the Highway within the Mixed-Use Center place type allows for more intense uses along the corridor.

Goal 3: Policy 3.4: Transition the intensity of land uses away from the activity corridor with multifamily housing, landscaping, and through building design.
The 3 different zones proposed with this annexation allow for a smooth transition from the H-C zone along Hwy 20/26 to R-3 for more dense single family up to R-2 zone with lower density single family.

<u>Comprehensive Plan Vision Theme: Where Rivers, Parks, and Agriculture Meet</u>
Goal 5: Policy 5.1: Use appropriate land use patterns that buffer and gently transition agricultural use from new development.
The variety in zoning designations moving from more intense to less intense the closer you get to areas that are not yet developed allows for less of an impact on current agricultural land.

<u>Comprehensive Plan Vision Theme: Quality Neighborhoods to Call Home:</u>
Goal 1: Policy 1.1: Allow a mix of housing types and densities within all neighborhoods, such as duplexes, townhouses, cottage communities, and other types as appropriate.
Since this property has several place types, the residential density gets lower the further you move north. This also aligns with the 3 zones, as R-2 allows for mid size single family lots, R-3 allows for smaller residential lots and a wider variety in product types, and then H-C allows for several residential (single family, plex, multi-family) uses as well as commercial uses.

Goal 1: Policy 1.3: Support higher density residential development near downtown, commercial centers, mixed-use areas, and along transit corridors.
The H-C zone along the corridor provides a wider range of residential uses that are more intense by nature, in turn providing a higher density than the rest of the development.

Goal 2: Policy 2.1: Discourage monotonous housing developments, both in architectural style and in housing type.

By having R-2, R-3, and H-C zones, there will be more residential products, allowing for more variety in architectural style.

Goal 2: Policy 2.4: Encourage neighborhood-serving services and retail businesses near residential neighborhoods to provide convenient access to daily needs.
The H-C zone allows for several commercial uses that may serve the residential neighborhoods nearby.

Goal 3: Policy 3.4: Develop lower-density residential neighborhoods adjacent to rural and agricultural lands.
The R-2 being the zone in the north allows for a buffer in areas that have not yet been developed with the lots getting smaller as you move south towards Hwy 20/26 and the areas actively being developed.

Comprehensive Plan Vision Theme: Intentional and Distinct Centers
Goal 2: Policy 2.1: Expand daily services and retail opportunities for residents adjacent to neighborhoods.
The H-C zone allows for several commercial uses that may serve the residential neighborhoods nearby.

Goal 3: Policy 3.4: Encourage visitor infrastructure such as hotels, restaurants, electric vehicle charging stations, conference spaces, and other similar amenities at gateways and within Mixed-Use Centers.
The H-C zone allows for several visitor land uses, if that is desired.

Staff have determined the proposed initial zoning designation of R-2 associated with the annexation is consistent with the purpose and intent of the R-2 zoning district and is a compatible zone within the Neighborhood 2 place type in the Comprehensive Plan. The proposed R-2 zoning designation is appropriate for the subject property due to its location, surrounding development pattern, availability of public services, and consistency with the Comprehensive Plan land use designation. The initial zoning will establish development standards that guide future growth in a manner consistent with the purpose and intent of the R-2 district.

Staff have determined the proposed initial zoning designation of R-3 associated with the annexation is consistent with the purpose and intent of the R-3 zoning district and is a compatible zone within the Neighborhood 3 place type in the Comprehensive Plan. The proposed R-3 zoning designation is appropriate for the subject property due to its location, surrounding development pattern, availability of public services, and consistency with the Comprehensive Plan land use designation. The initial zoning will establish development standards that guide future growth in a manner consistent with the purpose and intent of the R-3 district.

Staff have determined the proposed initial zoning designation of H-C associated with the annexation is consistent with the purpose and intent of the H-C zoning district and is a compatible zone within the Mixed-Use Center place type in the Comprehensive Plan. The proposed H-C zoning designation is appropriate for the subject property due to its location, surrounding development pattern, availability of public services, and consistency with the Comprehensive Plan land use designation. The initial zoning will establish development standards that guide future growth in a manner consistent with the purpose and intent of the H-C district.

CRITERIA #2: Is the proposed map amendment consistent with the purpose statement of the proposed zoning district.

The purpose of the R-2 zone is to provide areas by zoning procedures in accordance with the comprehensive plan that accommodates a larger variety of lot sizes and housing types. This includes single-family residential (including accessory dwelling units) and missing middle housing types such as townhomes, duplexes, triplexes, fourplexes,

cottage courts, small scale multi-family, or mansion house apartments. Supporting or secondary land uses may include small-scale mixed-use or live/work housing types, and commercial activities and services that are generally only found at major intersections of arterial and collector roadways.

The purpose of the R-3 zone is to provide areas by zoning procedures in accordance with the comprehensive plan that which allows for multifamily, townhomes, row-housing, mixed-use buildings, and live/work units. Single family may be present in forms such as small lot development, infill, or cottage courts. This zone is situated along or near major streets such as collectors and arterials. It is also generally located near pedestrian connections and commercial services. Supporting or secondary land uses may include medium scale commercial along major roadways or within a mixed-use development. This district may serve as a buffer between R-2 Zones and nonresidential or mixed-use zones.

The purpose of the H-C zone is to provide areas by zoning procedures in accordance with the comprehensive plan that accommodates more intense commercial activity serving the commercial needs of the city of Caldwell and the region than what may be provided within the C-3 zone. This zone would allow for a heterogeneous mix of uses, including major retail centers, large-scale office parks, medical centers, wholesale businesses, and highway oriented commercial businesses. Uses within this zone are intended to be more mixed-use in nature and have frontage or access off of major arterial or collector roadways.

Properties located in the immediate vicinity of the subject property are single family residential along the north and west, with commercial to the south and southwest. The applicant is proposing to construct single-family detached, with the size of lots ranging from 3,780 square feet to 13,764 square feet within the R-2 and R-3 zones, with single family attached, large scale multi-family, and commercial within the H-C zone. This provides for a diverse range of housing options to choose from, as well as a mix of uses throughout the development.

Based on Staff's review and the above analysis of the proposed zoning, staff conclude the proposed amendment to the city's zoning map is consistent with the purpose statement of the zoning district.

CRITERIA #3: Is the intensity of development in the new zoning district expected to create significant adverse impacts to surrounding properties or the neighborhood or are there proposed efforts to mitigate or minimize such adverse impacts.

As noted earlier in the staff report, the proposed R-2, R-3, and H-C zones would be compatible with properties in the immediate vicinity as there are single family developments existing and approved for the north and west, as well as existing and approved commercial developments in the west and south. The land to the east is not currently within the City, but it lines up with the same Comprehensive Plan placetypes as the subject property, therefore when the properties to the east are annexed they will be zoned with compatible zones to the ones proposed for this project.

The development is proposing larger lot single family detached lots towards the north, adjacent to the larger single family detached lots within the approved Vassar Heights Subdivision. From the larger lots in the north, the lots get smaller as you move south through the development, with the smallest single family lots being proposed as attached lots of about 2,500sqft. These lots are along the eastern boundary towards the middle, adjacent to the proposed multi-family and commercial lots. The denser portion of the development and the commercial lots are being proposed within the H-C zone, which matches the existing zone of the corner of Middleton and Hwy 20/26 (existing Chevron parcel) and the commercial phase of Valencia Village.

Based on Staff's review and the above analysis of the proposed zoning, staff conclude the intensity of development in the new zoning district is not expected to create significant adverse impacts to surrounding properties or the neighborhood or are there proposed efforts to mitigate or minimize such adverse impacts.

CRITERIA #4: Does the information provided from the agencies having jurisdiction over the public facilities needed for this site indicate that adequate public facilities exist, or are expected to be provided, to serve all uses allowed on this property under the proposed zone.

All public agencies having jurisdiction for providing services to the site were notified, including school districts.

The ability to serve this development with water and sewer will be determined by the Engineering Department.

It is noted that this development will be within the Vallivue School District. The district commented that the City shall be considerate of the rapid growth happening in the area, and the future impact that may have on school capacity, but the letter did not specifically say that the schools have or do not have capacity for this development.

IX. PRELIMINARY PLAT STAFF REVIEW AND ANALYSIS (QUASI-JUDICIAL)

The preliminary plat review criteria set forth within the Caldwell Municipal Code 11-02-03 is cited below in **BOLD** with staff review and analysis following in bold italics. For preliminary plats, ALL of the criteria must be met. This review criteria provides the framework for decision making for the Commission, Hearing Examiner and City Council.

PROCEEDINGS CRITERIA #1: Was a neighborhood meeting conducted in accordance with 10-03-12 of Caldwell Municipal Code?

A neighborhood meeting was conducted in accordance with Caldwell Municipal Code prior to submission of the application.

The following section provides the staff analysis pertaining to the preliminary plat application and development plan.

LAND USE ANALYSIS:

The Caldwell City Code (10-05-03 and 10-06-03) provides bulk zoning standards for regulating the size, height, and setback requirements for buildings and structures within a particular zoning district, and standards for lot dimensions and spatial arrangements. The following are the required bulk requirements and dimensional standards for the applicable zoning district and the dimensions proposed by the subject development.

The parcel(s) are currently located within the City of Caldwell unincorporated area, but within the city's area of impact. The development proposed the zoning designations of R-2 (12.56ac), R-3 (47.86ac), and H-C (67.52ac).

Single-Family Detached is the proposed land use within the requested R-2 zone, which is a permitted use within the R-2 zone. Single Family Detached and Single-Family Townhouse (3 or <) and (4 or >) are the proposed land uses within the requested R-3 zone, which are permitted uses within the R-3 zone. Multi-family (large scale) and commercial are proposed for the H-C zone. Multi-family (Large scale) is a specially permitted use through Council within the H-C zone. The applicant has submitted a Special Use Permit to allow for the Multi-family (Large scale)

within the H-C as part of this application. Many commercial uses are permitted within the H-C zone, but shall comply with the land use schedule within the code.

Land Use Analysis			
Phased Development?	☒Yes ☐No	**How Many Phases?**	7
Development Timeline?	The development plan proposes approximately 10-15 years to full build-out.		
Residential Land Uses	**# of Lots**	**# of Buildings**	**# of Dwelling Units**
Dwelling - Single-Family (detached)	300	Same as # of DU	300
Dwelling - Single-Family Townhouse (3 or <)	12	Same as # of DU	12
Dwelling - Single-Family Townhouse (4 or >)	40	Same as # of DU	40
Dwelling – Multifamily Fourplex	1	22	88
Dwelling – Multifamily Apts. (large scale)	1	17 (16 apartment buildings and 1 clubhouse)	384
Common Lots	54	N/A	N/A
TOTAL	**X**	**X**	**X**
Nonresidential Land Uses	**# of Lots**	**# of Buildings**	**# of Tenant Spaces**
Commercial	5 (17.05ac)	Unknown-TBD	Unknown-TBD

Staff Initial Comments (Land Use):

Staff has reviewed the Preliminary Plat and Development Plan and has determined that the proposed development complies with the permitted land uses established by the Caldwell City Code and is consistent with the purpose and intent of the applicable zoning district.

BULK REQUIREMENTS AND DIMENSIONAL STANDARDS ANALYSIS:

The Caldwell City Code 10-05-04 provides bulk zoning standards for regulating the size, height, and setback requirements for buildings and structures within a particular zoning district, and standards for lot dimensions and spatial arrangements. The following are the required bulk requirements and dimensional standards for the applicable zoning district **R-2**, in accordance with Caldwell City Code, and the dimensions proposed by the subject development.

Bulk and Dimensional Standards			
	Required	**Proposed**	**In Compliance**
Min. Interior Lot Area	4,000 sq. ft.	8,288sqft	☒Yes ☐ No
Min. Corner Lot Area	5,000 sq. ft.	11,252sqft	☒Yes ☐ No
Min. Lot Width / Frontage	30’	60’	☒Yes ☐ No
Min. Front Yard Setback, Garage	22’	N/A	Shall be reviewed for compliance at time of building permit.
Min. Front Yard Setback, Living Area	15’		
Min. Interior Side Yard Setback	5’		
Min. Street Side Yard Setback	15’		
Min. Rear Yard Setback	15’		
Min. Alley (Garage/Parking) Setbacks	5’		
Maximum Building Height*	40’		
* Regardless of the zoning district, if a new mixed-use, multi-family, or non-residential structure is being built immediately adjacent to a single-family residence, the maximum height of the new structure shall be 30’ unless			

allowed to exceed such maximum height by special use permit approval. For the purposes of this requirement, immediately adjacent to shall mean within one hundred fifty (150) feet, as measured from structure to structure.

The Caldwell City Code 10-05-04 provides bulk zoning standards for regulating the size, height, and setback requirements for buildings and structures within a particular zoning district, and standards for lot dimensions and spatial arrangements. The following are the required bulk requirements and dimensional standards for the applicable zoning district **R-3**, in accordance with Caldwell City Code, and the dimensions proposed by the subject development. Any residential uses within H-C shall comply with the R-2 dimensional standards and setbacks, but in this case as they are single family attached, they shall comply with the R-3 standards.

Bulk and Dimensional Standards			
	Required	**Proposed**	**In Compliance**
Min. Interior Lot Area	2,000 sq. ft.	2,600sqft	☒Yes ☐ No
Min. Corner Lot Area	2,500 sq. ft.	n/a	☒Yes ☐ No
Min. Lot Width / Frontage	20’	33’	☒Yes ☐ No
Min. Front Yard Setback, Garage	22’	N/A	Shall be reviewed for compliance at time of building permit.
Min. Front Yard Setback, Living Area	15’		
Min. Interior Side Yard Setback	5’		
Min. Street Side Yard Setback	15’		
Min. Rear Yard Setback	10’		
Min. Alley (Garage/Parking) Setbacks	5’		
Maximum Building Height*	45’		
* Regardless of the zoning district, if a new mixed-use, multi-family, or non-residential structure is being built immediately adjacent to a single-family residence, the maximum height of the new structure shall be 30’ unless allowed to exceed such maximum height by special use permit approval. For the purposes of this requirement, immediately adjacent to shall mean within one hundred fifty (150) feet, as measured from structure to structure.			

The Caldwell City Code 10-06-04 provides bulk zoning standards for regulating the size, height, and setback requirements for buildings and structures within a particular zoning district, and standards for lot dimensions and spatial arrangements. The following are the required bulk requirements and dimensional standards for the applicable zoning district **H-C**, in accordance with Caldwell City Code, and the dimensions proposed by the subject development.

Bulk and Dimensional Standards			
	Required	**Proposed**	**In Compliance**
Min. Interior Lot Area	0 sq. ft.	44,803sqft	☒Yes ☐ No
Min. Corner Lot Area	0 sq. ft.	n/a	☒Yes ☐ No
Min. Lot Width / Frontage	0’	238’	☒Yes ☐ No
Min. Front Yard Setback	10’	N/A	Shall be reviewed for compliance at time of building permit.
Min. Interior Side Yard Setback	0’		
Min. Street Side Yard Setback	10’		
Min. Rear Yard Setback	0’		
Maximum Building Height*	65’		
* Regardless of the zoning district, if a new mixed-use, multi-family, or non-residential structure is being built immediately adjacent to a single-family residence, the maximum height of the new structure shall be 30’ unless allowed to exceed such maximum height by special use permit approval. For the purposes of this requirement, immediately adjacent to shall mean within one hundred fifty (150) feet, as measured from structure to structure.			

Staff Initial Comments (Bulk Requirements and Dimensional Standards):

Staff has reviewed the Preliminary Plat and Development Plan and has determined that the proposed development complies with all applicable development standards of the zoning districts. Staff shall review setbacks, and scale and massing standards for compliance with the Caldwell City Code at time of building permit review.

MULTI-FAMILY DEVELOPMENT STANDARDS ANALYSIS:

The proposed project is subject to multifamily development standards in accordance with Chapter 10, Article 14 of Caldwell City Code. The following is staff's analysis of compliance with this article.

MULTI-FAMILY PARCEL **Multi-Family Development Standards**			
Multi-Family Development Setbacks	**Required**	**Proposed**	**In Compliance**
Perimeter setback; Minimum (ft.)	15' across ROW to SF	15' across ROW to SF	☒Yes ☐ No
Building Separation setback; Minimum (ft.)	10'	>10'	☒Yes ☐ No
Multi-Family Internal Circulation Standards	**Required**	**Proposed**	**In Compliance**
Drive aisles	26' wide	26' wide	☒Yes ☐ No
Fire Access	Shall be determined by the Fire Department.		
Multi-Family Architectural Design Standards	**In Compliance**		
Wall Modulation	☒Yes ☐ No		
First Floor: Combination of material type, color variation, banding, string course, or modulation	☐Yes ☐ No ☒ Conditioned **Conditioned to comply at time of Building Permit.**		
Second Floor: shall not extend beyond the front face of first-story facades without additional façade modulation or additional material types and architectural accents	☐Yes ☐ No ☒ Conditioned **Conditioned to comply at time of Building Permit.**		
Minimum of 3 primary materials and 2 primary colors	☐Yes ☐ No ☒ Conditioned **Conditioned to comply at time of Building Permit.**		
Accent color and/or material	☐Yes ☐ No ☒ Conditioned **Conditioned to comply at time of Building Permit.**		
Roof pitch variation	☐Yes ☐ No ☒ Conditioned **Conditioned to be called out on elevations prior to City Council.**		
External Lighting:	☐Yes ☒ No **Conditioned that a Photometric Plan shall be provided at time of Construction Drawings for that phase.**		

4-PLEX PARCEL Multi-Family Development Standards			
Multi-Family Development Setbacks	**Required**	**Proposed**	**In Compliance**
Perimeter setback; Minimum (ft.)	15' across ROW to SF	15' across ROW to SF	☒Yes ☐ No
Building Separation setback; Minimum (ft.)	10'	>10'	☒Yes ☐ No
Multi-Family Internal Circulation Standards	**Required**	**Proposed**	**In Compliance**
Drive aisles	26' wide	26' wide	☒Yes ☐ No
Fire Access	Shall be determined by the Fire Department.		
Multi-Family Architectural Design Standards	**In Compliance**		
Wall Modulation	☒Yes ☐ No		
First Floor: Combination of material type, color variation, banding, string course, or modulation	☐Yes ☐ No ☒ Conditioned **Conditioned to comply at time of Building Permit.**		
Second Floor: shall not extend beyond the front face of first-story facades without additional façade modulation or additional material types and architectural accents	☐Yes ☐ No ☒ Conditioned **Conditioned to comply at time of Building Permit.**		
Minimum of 3 primary materials and 2 primary colors	☐Yes ☐ No ☒ Conditioned **Conditioned to comply at time of Building Permit.**		
Accent color and/or material	☐Yes ☐ No ☒ Conditioned **Conditioned to comply at time of Building Permit.**		
Roof pitch variation	☐Yes ☒ No **Conditioned to be called out on elevations prior to City Council.**		
External Lighting:	☐Yes ☒ No **Conditioned that a Photometric Plan shall be provided at time of Construction Drawings for that phase.**		

Staff Initial Comments (Multi-Family Development Standards):

Staff has reviewed the Preliminary Plat, Development Plan, and proposed elevations and has determined that the proposed development complies with all applicable multi-family development architectural standards, including setbacks, design standards, and internal circulation. All architectural standards shall be reviewed for compliance at time of building permit review. A photometric plan will be required at time of Construction Drawings to review the external lighting provided on site.

DENSITY ALLOWANCES ANALYSIS:

Caldwell City Code has provisions addressing the minimum and maximum density allowances, along with any permitted density bonuses, relative to the comprehensive plan land use designation and zoning district.

Density Allowances						
Land Use Designation	**Zoning District**	**Min. Density Required**	**Maximum Density Allowed**	**Density Bonus (is qualifies)**	**Proposed Density**	**In Compliance**
Neighborhood 2	R-2	2 du/ac	8 du/ac	N/A	2.4 du/ac	☒Yes ☐ No
Neighborhood 3	R-3	4 du/ac	20 du/ac	N/A	5.1 du/ac	☒Yes ☐ No
Mixed-Use Center	R-3 & H-C	10 du/acre	25 du/acre	N/A	8.1 du/ac	☐Yes ☒ No

Staff Initial Comments (Density Allowances):

Staff have determined that the preliminary plat and development plan meets the required density within the Neighborhood 2 and Neighborhood 3 place types, but it does not comply with the minimum density requirement of 10 dwelling units per acre (du/ac) within the Mixed Use Center Place type. Because a Development Agreement will apply, the governing board may consider the proposed reduced density of 8.1du/acre within the Mixed-Use Center as part of the Development Agreement during its review and approval process.

OFF STREET PARKING

Caldwell City Code 10-02-05 has provisions addressing the minimum and maximum number of off-street parking spaces accessory to designated uses, shared parking lots, off-street loading, parking lot lighting, electric vehicle parking, and bicycle parking. The following provides an overview of the parking, loading and pedestrian amenity requirements for the proposed land uses, and the amount proposed by the subject development.

MULTI-FAMILY DEVELOPMENT Off Street Parking and Multi-Family Bicycle Parking		
	Min. Required	**Proposed**
Dwelling – Multi-Family (Triplex and Up) 1 per Studio Unit 1.5 per 1- and 2- bedroom Units 2.0 per 3+ bedroom units	192 one bedroom units 192 two bedroom units 384*1.5= 576	650
Guest Parking 1.0 per 10 dwelling units	38	40
ADA Accessible Parking Spaces	NOTE: It is the applicant's responsibility to ensure that all federal ADA requirements are met for parking. ADA parking will be reviewed at time of building permit.	12
TOTAL VEHICLE PARKING:	**614**	**702**
Bicycle Parking (Multi-Family)		
	Required	**Proposed**
Multi-Family 1 per 10 vehicle spaces	70	164

4-PLEX DEVELOPMENT Off Street Parking and Multi-Family Bicycle Parking		
	Min. Required	**Proposed**
Dwelling – Multi-Family (Triplex and Up) 1 per Studio Unit 1.5 per 1- and 2- bedroom Units 2.0 per 3+ bedroom units	44 one bedroom units 44 two bedroom units 88*1.5= 132	168
Guest Parking 1.0 per 10 dwelling units	9	10
ADA Accessible Parking Spaces	NOTE: It is the applicant's responsibility to ensure that all federal ADA requirements are met for parking. ADA parking will be reviewed at time of building permit.	4
TOTAL VEHICLE PARKING:	**141**	**182**
Bicycle Parking (Multi-Family)		
	Required	**Proposed**
Multi-Family 1 per 10 vehicle spaces	18	18

COMMERCIAL Off-Street Parking, Bicycle Parking and Loading Spaces		
	Min. Required	**Proposed**
Off-Street Parking Spaces (Min.) Based on Uses	Unknown at this time.	Shall be reviewed for compliance at time of building permit.
Off-Street Parking Spaces (Max.) Based on Uses	Unknown at this time	
ADA Accessible Parking Spaces	NOTE: It is the applicant's responsibility to ensure that all federal ADA requirements are met for parking. ADA parking will be reviewed at time of building permit.	
TOTAL VEHICLE PARKING:		
Bicycle Parking		
	Min. Required	**Proposed**
Bicycle Parking 1 per 10 vehicle spaces 1 per every 20 students (educational facilities)	Unknown at this time	Shall be reviewed for compliance at time of building permit.
Loading Spaces		
Required # of Loading Spaces	Unknown at this time	Shall be reviewed for compliance at time of building permit.
Required Size (Feet)	12' x 50'	
Minimum Clearance (Feet)	14'	

Staff Initial Comments (Off Street Parking):

Based on staff review and the analysis for Off-Street Parking, the project is proposing off-street parking, guest parking, ADA parking, and bicycle parking as required by Caldwell City Code Section 10-02-05. All parking spaces meet the minimum stall width, parking stall length and aisle width as indicated in Section 10-02-05 (3), Table 1 of Caldwell City Code.

All vehicle use areas on the site will be surfaced with asphalt, with at least a nine inch (9") compacted aggregate base and a minimum thickness of 2" of surface coverage. Any areas of parking designated as a "high traffic lanes", which is intended to serve garbage trucks, school buses, mail delivery trucks, will have at least a ten inch (10") compacted base and a minimum thickness of three inches (3") of surface coverage. Any vehicle use area utilized for emergency access shall be engineered and constructed to be capable of supporting a minimum vehicle load of eighty thousand (80,000) pounds.

All off-street parking areas are proposed to have lighting in compliance with Article 4, Section 10-04-10 of Caldwell City Code.

At this time, the commercial uses are unknown, therefore, all off-street parking, ADA accessible parking, bicycle parking, loading zones, parking lot lighting and parking lot landscaping for these areas will be reviewed as part of the building permit submission, and will need to be compliant with all city codes at the time of permit submittal.

SAFE ROUTES TO SCHOOL

As required by Caldwell City Code Section10-02-02 (3), residential and multi-family subdivisions and/or developments within the "walk zone" of a school or where no walk zone map exists (within a 1 ½ mile radius of a school) shall provide safe and well-designed routes and crossings for children to bike or walk from their home to school.

The project is a mixed-use development that contains single family and multi-family uses that is in the "walk zone" or within a 1 ½ mile radius of school, and therefore must comply with the safe routes to school standards as follows:

The site plan indicates level, ADA accessible sidewalks with a minimum cross slope where sidewalks cross. These pathways connect to schools and are on the shortest and safest route. Curb ramps have been incorporated into the design to comply with ADA design standards.

Protected/enhanced cross-walks are required to provide safe walk routes for students attending school unless otherwise approved by the City Engineer to allow for a reduced level of protection. Pedestrian hybrid beacon HAWK shall be provided for crossing arterial roadways, while Rectangular Rapid Flashing Beacons (RRFB) shall be provided for crossing collector and/or local roadways. The applicant is not required to install any Pedestrian Hybrid Beacon HAWKS at this time, but this may be required by Engineering at time of Construction Drawings.

Staff has conditioned that the applicant show a crosswalk with a Rectangular Rapid Flashing Beacon at the following location(s):

- Midblock crossing Joplin Rd. at Fairfield Way

The City Engineer may require additional crossings based on providing safe routes.

Staff Initial Comments (Safe Routes to School):

Based on staff review and the analysis of the site layout and off-street improvements, the project is in compliance with all requirements in accordance with Caldwell City Codes for Safe Routes to Schools.

LANDSCAPING; GENERAL

Caldwell City Code 10-02-09-3 provides general landscape criteria. The following provides a detailed analysis of the general landscape requirements:

CRITERIA #1: All tree planting shall be based on the "Treasure Valley Tree Selection Guide."

The proposed landscape plan is not proposing any trees that are not listed within the Treasure Valley Tree Selection Guide.

CRITERIA #2: At least seventy-five percent (75%) of the proposed trees and shrubs shall be rated as "low water" or "moderate water" demand with trees selected from the list of species outlined in the publication titled "Treasure Valley Tree Selection Guide" Any deviations from this list must be approved by planning and zoning.

The proposed landscape plan is proposing the percentage of "low water" or "moderate water" trees that is compliant with this criterion.

STREET LANDSCAPE BUFFERS

Caldwell City Code 10-02-09-5 provides development standards for street landscape buffers. Street landscape buffers shall be required along all subdivision and/or development boundaries that have frontage on any public right-of-way, except for alleys. The following provides a detailed analysis for all applicable standards based on street type, proposed land uses and adjacent land uses.

JOPLIN ROAD (North) – COLLECTOR ROADWAY (1,130 LF) Street Landscape Buffers 10-02-09-5, 10-02-09-3			
	Min. Required	**Proposed**	**In Compliance**
Buffer Width:	20'	20'	☒Yes ☐ No
Class I Tree	-1 per 25 LF - 2" Caliper -Evergreens (min 6' high)	21	☒Yes ☐ No
Class II Tree	-1 per 35 LF -2 "Caliper	22	☒Yes ☐ No
No more than 40% of the required trees shall be of the same species.			☐Yes ☐ No ☒ Defer **CONDITIONED**
No more than 50% of the required trees shall be Class I trees, unless such trees are located where overhead power lines prohibit the use of taller trees.			☒Yes ☐ No
Trees and shrubs should be grouped together for visual aesthetics but may be spaced evenly if additional screening is desired or required.			☒Yes ☐ No
Shrubs -1 per 4 LF -10" height or spread	283	283+	☒Yes ☐ No
Groundcover Required:	-Min. 50% shrubs, flowers, and other vegetative groundcover (besides turf). -Residential & Commercial: 20-50% turf grass.		☒Yes ☐ No
Undulating Berms	Not required		☒Yes ☐ No

Boulders Required	☐Yes ☒ No		☒Yes ☐ No
Sidewalks	7' attached or 5' detached	7' attached	☒Yes ☐ No

JOPLIN ROAD (South) – COLLECTOR ROADWAY (1,755 LF) **Street Landscape Buffers 10-02-09-5, 10-02-09-3**			
	Min. Required	**Proposed**	**In Compliance**
Buffer Width:	20'	20'	☒Yes ☐ No
Class I Tree	-1 per 25 LF - 2" Caliper -Evergreens (min 6' high)	32	☒Yes ☐ No
Class II Tree	-1 per 35 LF -2 "Caliper	33	☒Yes ☐ No
No more than 40% of the required trees shall be of the same species.			☐Yes ☐ No ☒ Defer **CONDITIONED**
No more than 50% of the required trees shall be Class I trees, unless such trees are located where overhead power lines prohibit the use of taller trees.			☒Yes ☐ No
Trees and shrubs should be grouped together for visual aesthetics but may be spaced evenly if additional screening is desired or required.			☒Yes ☐ No
Shrubs -1 per 4 LF -10" height or spread	439	439+	☒Yes ☐ No
Groundcover Required:	-Min. 50% shrubs, flowers, and other vegetative groundcover (besides turf). -Residential & Commercial: 20-50% turf grass.		☒Yes ☐ No
Undulating Berms	Not required		☒Yes ☐ No
Boulders Required	☐Yes ☒ No		☒Yes ☐ No
Sidewalks	7' attached or 5' detached	7' attached	☒Yes ☐ No

MIDDLETON ROAD – ARTERIAL ROADWAY (2,275 LF) **Street Landscape Buffers 10-02-09-5, 10-02-09-3**			
	Min. Required	**Proposed**	**In Compliance**
Buffer Width:	25'	25'	☒Yes ☐ No
Class I Tree	-1 per 25 LF - 2" Caliper -Evergreens (min 6' high)	48	☒Yes ☐ No
Class II Tree	-1 per 35 LF -2 "Caliper	45	☒Yes ☐ No
No more than 40% of the required trees shall be of the same species.			☐Yes ☐ No ☒ Defer **CONDITIONED**
No more than 50% of the required trees shall be Class I trees, unless such trees are located where overhead power lines prohibit the use of taller trees.			☐Yes ☒ No **CONDITIONED**

Trees and shrubs should be grouped together for visual aesthetics but may be spaced evenly if additional screening is desired or required.			☒Yes ☐ No
Shrubs -1 per 4 LF -10" height or spread	569	569+	☒Yes ☐ No
Groundcover Required:	Min. 50% shrubs, flowers, and other vegetative groundcover (besides turf). Residential & Commercial: 20-50% turf grass.		☒Yes ☐ No
Undulating Berms	-Major Gateways & Corridors and Major Entry -2' to 8' high -No min or max height per 10-02-09-5(2) G		☐Yes ☒ No **CONDITIONED**
Boulders Required	May be required at time of Design Review		☒Yes ☐ No
Sidewalks	7' attached or 5' detached	5' attached to 7' attached	☐Yes ☒ No **CONDITIONED**

HWY20/26 – STATE HIGHWAY (810 LF) **Street Landscape Buffers – State and U.S. Highways Additional Requirements 10-02-09-5(11)**			
	Min. Required	**Proposed**	**In Compliance**
Landscape Buffer Width	35' wide	20'	☐Yes ☒ No **CONDITIONED**
Class I Tree	-1 per 25 LF -2" Caliper -Evergreens (min 6' high)	12	☒Yes ☐ No
Class II Tree	-1 per 35 LF -2" Caliper	15	☒Yes ☐ No
No more than 40% of the required trees shall be of the same species.			☐Yes ☐ No ☒ Defer **CONDITIONED**
No more than 50% of the required trees shall be Class I trees, unless such trees are located where overhead power lines prohibit the use of taller trees.			☒Yes ☐ No
Trees and shrubs should be grouped together for visual aesthetics but may be spaced evenly if additional screening is desired or required.			☒Yes ☐ No
Shrubs -1 per 4 LF -10" height or spread	203	203+	☒Yes ☐ No
Groundcover Required:	20-50% turf grass, Min. 50% shrubs, flowers, and other vegetative groundcover (besides turf).		☒Yes ☐ No
Undulating Berms and/or Decorated Walls Required	Slopes not to exceed 3:1 or wall heights above 3' Min of 30% of the linear frontage		☐Yes ☒ No **CONDITIONED**
Boulders Required -1 per 75 LF	11	Not Shown	☐Yes ☒ No **CONDITIONED**

Sidewalks -10' wide -Landscaped both sides	Detached from any roadway unless required to be attached by Idaho Transportation Dept or the Caldwell Engineering Dept. Shall install improvements if ITD does not complete them when they widen Hwy 20/26.	☐Yes ☒ No
Streetlights – Per Eng Specs	Required: ☒Yes ☐ No This shall be required if ITD does not install them when they widen Hwy 20/26.	☐Yes ☒ No

Staff Initial Comments (Landscape Buffers):

Staff has reviewed the Preliminary Plat and Development Plan and has determined that some conditions are required for this development to meet landscape buffer requirements within Caldwell City Code. Staff has conditioned that berming is required along Middleton Road and Hwy 20/26, boulders are required along Hwy 20/26, the Hwy 20/26 buffer width is not meeting code, sidewalk along Middleton meet code, and the tree species shall be in compliance with code at time of final plat.

OPEN SPACE AND OPEN SPACE LANDSCAPING

Caldwell City Code 10-02-09-4 provides common open space requirements and standards for residential subdivisions, mixed-use subdivisions and/or developments that contain residential dwellings, regardless of zoning district. Chapter 10, Article 14 provides open space requirements and standards for multi-family developments, and Chapter 10, Article 8 provides requirements and standards for Downtown.

Common open space is not required for subdivisions or developments containing fewer than eleven (11) residential dwelling units unless they are part of a phased development or located in the Indian Creek corridor or the Boise River corridor. The proposed development plan meets the threshold where common open space is required.

RESIDENTIAL SUBDIVISIONS, MIXED-USE SUBDIVISIONS AND/OR DEVELOPMENTS THAT CONTAIN RESIDENTIAL DWELLINGS Open Space 10-02-09-4, Chapter 10, Article 14, Chapter 10, Article 8				
		Min. Required	**Proposed**	**In Compliance**
Qualifying Open Space (Min.) -Avg Lot Size = 6,000 and < (10%) -Avg Lot Size = 6,001 – 11,999 (8%) -Avg Lot Size = 12,000 and > (6%)		10%	13.93AC (15.91%)	☒Yes ☐ No **Conditioned to correct open space exhibit**
Trees -1 per 5,000 sf -50% shall be Class II or III shade trees		121 trees	524 trees	☒Yes ☐ No
Amenities:	**Min. Required**	**Proposed**		**In Compliance**
	n/a	-Dog Park -Large park with half court basketball court, pickleball courts, playground and shelter		☒Yes ☐ No

MULTI-FAMILY PARCEL Open Space 10-02-09-4, Chapter 10, Article 14			
	Min. Required	**Proposed**	**In Compliance**
Common Qualifying Open Space	10% baseline 731,283sqft*10%= 73,128sqft	73,128sqft	☒Yes ☐ No
Open Space per Dwelling Unit -250 sf per 500 – 1200 sf of living area -350 sf per 1200 or > sf of living space	384 * 250sqft = 96,000sqft	96,000sqft	☒Yes ☐ No
Common Grassy Area (minimum)	10,000 sf	10,000sqft	☒Yes ☐ No
Private Open Space -60 sf per unit	60sqft per unit	70sqft per unit	☒Yes ☐ No
TOTAL QUALIFYING OPEN SPACE (does not include private open space)	179,128sqft	287,472sqft (6.6 AC)	☒Yes ☐ No

Amenities:	**Min. Required**	**Proposed**	**In Compliance**
	Shall exceed 4 (one per category)	<u>Quality of life</u> -Community Room -Meeting Room -Fitness Facility -Outdoor BBQ Kitchen -Enclosed storage (each unit) <u>Open Space</u> -Covered Patio Picnic Area <u>Recreation</u> -Pool -Sports Courts (Pickleball) <u>Multi-Modal Amenities</u> -Bicycle Repair Station -Charging Stations for Electric Vehicles	☒Yes ☐ No

4-PLEX PARCEL Open Space 10-02-09-4, Chapter 10, Article 14			
	Min. Required	**Proposed**	**In Compliance**
Common Qualifying Open Space	10% baseline 243,610sqft*10%= 24,361sqft	24,361sqft	☒Yes ☐ No
Open Space per Dwelling Unit -250 sf per 500 – 1200 sf of living area -350 sf per 1200 or > sf of living space	22,000sqft	22,000sqft	☒Yes ☐ No
Common Grassy Area (minimum)	10,000 sf	10,000sqft	☒Yes ☐ No
Private Open Space -60 sf per unit	60sqft	70sqft per unit	☒Yes ☐ No
TOTAL QUALIFYING OPEN SPACE (does not include private open space)	56,361sqft	79,629sqft	☒Yes ☐ No

Amenities:	**Min. Required**	**Proposed**	**In Compliance**
	3 amenities (each from separate categories)	<u>Quality of life</u> -Community Room <u>Open Space</u>	☒Yes ☐ No

		-Covered Patio Picnic Area Multi-Modal Amenities -Bicycle Repair Station -Charging Stations for Electric Vehicles	

Staff Initial Comments (Amenities, Open Space and Open Space Landscaping):

Caldwell City Code requires that the main/largest common open space area and proposed amenity/amenities be constructed and/or installed within the first two phases of the subject development to ensure compliance with the minimum qualified open space requirements OR install a minimum of 50% of the required open space area within the first two phases of development, whichever is greater in area. Staff has conditioned that the applicant shall update the phasing plan prior to City Council to reflect this requirement.

Staff has reviewed the open space for the single family portion of the development, the 4-plex development, and the multi-family apartments individually to meet code. All portions of the development meet the minimum required open space and amenity requirements. During review of the single family open space exhibit, staff noticed there are some areas that are called out as qualifying open space, but do not meet the code. **Staff has conditioned that the open space exhibit be updated prior to City Council to be more accurately aligned with Code.**

BUFFERS BETWEEN LAND USES

Caldwell City Code 10-02-09-6 provides requirements to mitigate potential and anticipated incompatibilities between adjoining, but differing land uses to ensure uses are properly protected and provide for an appropriate buffer to conduct permitted uses without causing or being subject to adverse impacts.

The following provides a detailed analysis of the development plan for compliance with all applicable standards based on proposed land uses and adjacent land uses.

COMMERCIAL DISTRICTS Buffers Between Land Uses 10-02-09-5 and 10-14-01 (3)			
	Min. Required	**Proposed**	**In Compliance**
Commercial Adjacent to Residential	20' wide	15' wide Additional 5' buffer width shall be required on the commercial lot at time of building permit	☐Yes ☒ No **CONDITIONED**

ALL DISTRICTS WHERE MULTI FAMILY IS PERMITTED Buffers Between Land Uses 10-02-09-5 and 10-14-01 (3)			
	Min. Required	**Proposed**	**In Compliance**
Multi-Family Across Public Roadway from Single Family	15' wide or the width of the streetscape buffer, whichever is larger. Shall include undulating berms of	15' wide Berming not shown	☐Yes ☒ No **CONDITIONED**

	no greater than 3' in height		

Staff Initial Comments (Buffers Between Land Uses):

Staff have reviewed the Preliminary Plat and Development Plan and has determined that the proposed development complies with the required width for the multi-family buffering between land uses as established by Caldwell City Code, **but the buffer does not have the required berming surrounding the multi-family developments, which has been conditioned by staff**.

The commercial does not show a full 20' land use buffer, but the adjacent multi-family provides 15'. **Staff has conditioned that at time of building permit, commercial lots will be responsible for adding an additional 5' minimum to these buffers to equal the required 20'.**

PATHWAY & PATHWAY LANDSCAPING STANDARDS

Caldwell City Code 10-02-09-7 provides development standards for all required pathways and associated landscaping. The following provides a detailed analysis of the development plan for compliance with all applicable standards.

NEIGHBORHOOD PATHWAYS Pathways and Pathway Landscaping 10-02-09-7			
	Min. Required	**Proposed**	**In Compliance**
Pathway Width	5' wide	5' wide	☒Yes ☐ No
Pathway Paving	Asphalt or concrete or porous.	Shall meet code at time of inspection	**Conditioned to be compliant at inspection**
ADA Accessibility	Required		☒Yes ☐ No
Landscape Buffer Width	5' along both sides of pathway	Not specified	☐Yes ☒ No **CONDITIONED**
Landscape Buffer Shrubs -25 for every 100 LF	Length of the pathway is not shown	Not specified	☐Yes ☒ No **CONDITIONED**
Landscape Buffer Trees	No evergreen or Class 3 trees (large trees)	Not specified	☐Yes ☒ No **CONDITIONED**
Landscape Buffer Materials	Combination of trees, shrubs, lawn or other vegetative or nonvegetative groundcover so that the entire pathway landscape buffer area on both sides of the paved surface is completely covered.		☒Yes ☐ No

COMMUNITY PATHWAYS Pathways and Pathway Landscaping 10-02-09-7			
	Min. Required	**Proposed**	**In Compliance**
**Community pathway is not required in commercial or industrial subdivisions and/or developments unless there is clear potential for connection to an existing or future pathway segment.			
Pathway Width	8' wide	Not shown	☐Yes ☒ No **CONDITIONED**
Pathway Paving	Asphalt or concrete	Shall meet code at time of inspection	**Conditioned to be compliant at inspection**

ADA Accessibility	Required		☒Yes ☐ No
Landscape Buffer Width	5' along both sides of pathway	Not specified	☐Yes ☒ No **CONDITIONED**
Landscape Buffer Shrubs -15 for every 100 LF -All shrubs shall be of low or moderate water usage.	Length of the pathway is not shown	Not specified	☐Yes ☒ No **CONDITIONED**
Landscape Buffer Trees -1 Class I or Class II Tree every 40 LF -No Evergreen or Class III -All trees shall be of low or moderate water usage.	Length of the pathway is not shown	Not specified	☐Yes ☒ No **CONDITIONED**
Public Access Easement is Required Via plat note or separate easement instrument number	It is conditioned that a public access easement will be recorded over the full width of the pathway and pathway landscaping.		

REGIONAL PATHWAYS – Mason Creek Corridor Pathways and Pathway Landscaping 10-02-09-7			
	Min. Required	**Proposed**	**In Compliance**
Pathway Width	10' wide	8' wide	☐Yes ☒ No **CONDITIONED**
Pathway Paving	2" of asphalt over 6" of aggregate based course set on top of geotextile fabric OR 2" of concrete over 4" of aggregate base		**Conditioned to be compliant at inspection**
ADA Accessibility	Required		☒Yes ☐ No
Landscape Buffer Width	10' along both sides of pathway OR meandering pathway with 15' on one side and 5' on other side of pathway	Not specified	☐Yes ☒ No **CONDITIONED**
Vegetative Ground Cover	-Vegetative ground cover shall be used and shall be a combination of all of the following: native grass mix, emergent mix, and/or turf; shrubs; and flowers. -Shrubs/flowers shall be planted at 15 per 100 LF -Nonvegetative groundcover prohibited	Not specified	☐Yes ☒ No **CONDITIONED**
Landscape Buffer Trees	-1 per 50 LF with a combined ratio of 3 Class II trees and 1 Class III tree.	Not Specified	☐Yes ☒ No **CONDITIONED**
Amenities -1 bench every 600 LF -Bollard lighting every 150 LF	Shall be shown at time of construction drawings		☐Yes ☒ No **CONDITIONED**
Connectivity to Existing or Planned Regional Pathway Segments	1 connection every 600 LF	Shown to connect at one location	☐Yes ☒ No **CONDITIONED**

		(distance not shown)	
Wayfinding and Directional Signage is Required	Proposed signage shall be approved by Planning and Zoning as part of final plat approval.		**CONDITIONED**
Fencing -required on both sides of pathway -Pathway fencing is prohibited adjacent to a public park unless Police or Fire require it for life/safety reasons. -Fencing adjacent to a private park/common open space area shall have breaks in the fence for pedestrian access.	If fencing is needed, it shall be semi-open vision fencing up to 6' high OR Solid fencing up to 4' high	No fencing shown	☒Yes ☐ No
Public Access Easement is Required Via plat note or separate easement instrument number	It is conditioned that a public access easement will be recorded over the full width of the pathway and pathway landscaping.		
Public Pathway Acceptance	Will this pathway be dedicated and maintained by the city in accordance with 10-02-09-7 (5) C & D? ☐Yes ☒ No		

Staff Initial Comments (Pathways):

Staff have reviewed the Preliminary Plat and Development Plan and has determined that the proposed development complies with all applicable requirements for pathways as established by Caldwell City Code, but will need to reclassify specific paths. Staff has conditioned that the Mason Creek pathway shall meet the Regional Pathway requirements as identified in the 2040 Bicycle and Pedestrian Master Plan and that the pathway shall connect out to the sidewalk on Middleton Rd. and internal to the development. Staff has also conditioned connecting to the north shall be classified as a Community Pathway rather than a Neighborhood pathway as it will be connecting to an approved 8' wide pathway and it serves the purpose of connectivity beyond the boundaries of the development.

The subject site is not located within the Indian Creek Corridor and the Boise River Corridor Overlay and therefore is not subject to the standards in 10-02-09-7 (6).

PARKING LOT AND BUILDING FAÇADE LANDSCAPING

Caldwell City Code 10-02-09-8 provides development standards for all parking lots and building façade landscaping. The following provides a detailed analysis for all applicable standards based on parking lot size, parking lot location, and street-facing building elevations.

The following provides a detailed analysis of the development plan for compliance with all applicable standards.

MULTI-FAMILY PARCEL INTERNAL Parking Lot Landscaping 10-02-09-8			
	Min. Required	**Proposed**	**In Compliance**
Parking Islands -1 every 12 spaces	-	-	☒Yes ☐ No
Planter Island Width	8' width for Class I trees 10' width for Class II trees	Not Specified	☐Yes ☒ No **CONDITIONED**

Planter Island Length	At least equal length to the adjacent parking spaces	Not Specified	☐Yes ☒ No **CONDITIONED**
Class 1 or 2 Trees - Min 2" caliper	Min. of 1 for a single row Min. 2 for a double row	Compliant	☒Yes ☐ No
Plantings:	A combination of low shrubs, flowers, native grasses or other vegetative groundcover. If islands are less than 6' wide, turf grass is prohibited. If island is greater than 6', turf grass shall never exceed more than 50% of the planter area. Compliance with 10-02-09-8 is required.	Compliant	☒Yes ☐ No
PERIMETER Parking Lot Landscaping 10-02-09-8			
	Min. Required	**Proposed**	**In Compliance**
Minimum Perimeter Buffer Width:	5'	>5'	☒Yes ☐ No
Class 1 or 2 Trees -1 per 40 LF -Min 2" caliper	-1 per 40 LF -Min 2" caliper	Not specified	☐Yes ☒ No **CONDITIONED**
Shrubs -1 per 5 LF -Min. 10" spread or height	-1 per 5 LF -Min. 10" spread or height	Not specified	☐Yes ☒ No **CONDITIONED**
Other Groundcover Required	Max. 20% turf; remaining groundcover shall be decorative rock, permabark, rock mulch, or additional shrubs/flowers above code requirements so that the entire buffer area is covered.	Not specified	☐Yes ☒ No **CONDITIONED**
BUILDING FACADE Landscaping 10-02-09-8			
	Min. Required	**Proposed**	**In Compliance**
Landscape Width	3' wide	Not Specified	☐Yes ☒ No **CONDITIONED**
Shrubs	-(1) 3-gallon shrub every 3 LF	Not Specified	☐Yes ☒ No **CONDITIONED**
Groundcover Required:	Additional ground cover plants shall fully cover the remainder of the landscaped area.	Not Specified	☐Yes ☒ No **CONDITIONED**

4-PLEX PARCEL INTERNAL Parking Lot Landscaping 10-02-09-8			
	Min. Required	**Proposed**	**In Compliance**
Parking Islands -1 every 12 spaces	-	-	☒Yes ☐ No
Planter Island Width	8' width for Class I trees 10' width for Class II trees	Not Specified	☐Yes ☒ No **CONDITIONED**
Planter Island Length	At least equal length to the adjacent parking spaces	Not Specified	☐Yes ☒ No **CONDITIONED**
Class 1 or 2 Trees - Min 2" caliper	Min. of 1 for a single row Min. 2 for a double row	Compliant	☒Yes ☐ No
Plantings:	A combination of low shrubs, flowers, native grasses or other vegetative groundcover. If islands are less than 6' wide, turf grass is prohibited. If island is greater than 6', turf grass shall never exceed more than 50% of the planter area. Compliance with 10-02-09-8 is required.	Compliant	☒Yes ☐ No
PERIMETER Parking Lot Landscaping 10-02-09-8			
	Min. Required	**Proposed**	**In Compliance**
Minimum Perimeter Buffer Width:	5'	>5'	☒Yes ☐ No
Class 1 or 2 Trees	-1 per 40 LF -Min 2" caliper	Not specified	☐Yes ☒ No **CONDITIONED**
Shrubs	-1 per 5 LF -Min. 10" spread or height	Not specified	☐Yes ☒ No **CONDITIONED**
Other Groundcover Required	Max. 20% turf; remaining groundcover shall be decorative rock, permabark, rock mulch, or additional shrubs/flowers above code requirements so that the entire buffer area is covered.	Not specified	☐Yes ☒ No **CONDITIONED**
BUILDING FACADE Landscaping 10-02-09-8			
	Min. Required	**Proposed**	**In Compliance**
Landscape Width	3' wide	Not Specified	☐Yes ☒ No **CONDITIONED**
Shrubs	-(1) 3-gallon shrub every 3 LF	Not Specified	☐Yes ☒ No **CONDITIONED**
Groundcover Required:	Additional ground cover plants shall fully cover the	Not Specified	☐Yes ☒ No **CONDITIONED**

	remainder of the landscaped area.		

COMMERCIAL DEVELOPMENT INTERNAL Parking Lot Landscaping 10-02-09-8			
	Min. Required	**Proposed**	**In Compliance**
Parking Islands	-1 every 12 spaces	N/A	Shall be reviewed for compliance at time of building permit review.
Planter Island Width	8' width for Class I trees 10' width for Class II trees	N/A	
Planter Island Length	At least equal length to the adjacent parking spaces	N/A	
Class 1 or 2 Trees - Min 2" caliper	Min. of 1 for a single row Min. 2 for a double row	N/A	
Plantings:	A combination of low shrubs, flowers, native grasses or other vegetative groundcover. If islands are less than 6' wide, turf grass is prohibited. If island is greater than 6', turf grass shall never exceed more than 50% of the planter area. Compliance with 10-02-09-8 is required.	N/A	
PERIMETER Parking Lot Landscaping 10-02-09-8			
	Min. Required	**Proposed**	**In Compliance**
Minimum Perimeter Buffer Width:	5'	N/A	Shall be reviewed for compliance at time of building permit review.
Class 1 or 2 Trees -1 per 40 LF -Min 2" caliper	Unknown at this time.	N/A	
Shrubs -1 per 5 LF -Min. 10" spread or height	Unknown at this time.	N/A	
Other Groundcover Required	Max. 20% turf; remaining groundcover shall be decorative rock, permabark, rock mulch, or additional shrubs/flowers above code requirements so that the entire buffer area is covered.	N/A	
BUILDING FACADE Landscaping 10-02-09-8			
	Min. Required	**Proposed**	**In Compliance**
Landscape Width	3' wide	N/A	Shall be reviewed for compliance at time of building permit review.
Shrubs -(1) 3-gallon shrub every 3 LF	Unkown at this time.	N/A	
Groundcover Required:	Additional ground cover plants shall fully cover the	N/A	

	remainder of the landscaped area.		

Staff Initial Comments (Parking Lot and Building Façade Landscaping):

Staff have reviewed the development plan for the Multi-family use and has determined that the proposed development complies with all applicable requirements for internal parking lot landscaping, perimeter parking lot landscaping and building façade landscaping as established by Caldwell City Code.

Staff is unable to review the commercial lots for compliance with parking lot and building façade landscaping, as those will not be determined until time of building permit, as which time staff will review each lot for compliance with Caldwell City Code.

SCREENING

Caldwell City Code 10-02-09-8 provides development standards for the screening of service equipment, waste storage, utility vaults, ancillary outdoor storage, and similar activities when visible from a residential use, public street, pathway, parking area, or other public space.

Staff Initial Comments (Screening):

The proposed development plan does not show waste storage, service equipment, etc. This shall all be screened properly at time of Design Review and will be confirmed at time of inspection prior to Certificate of Occupancies being issued.

CRITERIA #1: Is the plat in compliance with city codes?

Based on Staff's review and the above analysis of the proposed Preliminary Plat and Development Plan, staff conclude the proposed subdivision is consistent with the purpose and intent of the applicable zoning district and complies with all applicable provisions of the Caldwell City Code, unless otherwise specified within the analysis. If it does not currently meet the code, it is being conditioned by staff or requested to be waived through the Development Agreement. This includes, but is not limited to, the land use schedules, bulk and dimensional standards, density requirements, landscaping standards, buffering and screening requirements, off-street parking standards, common open space requirements, and all other applicable development standards.

CRITERIA #2: Is the plat consistent with the City Comprehensive Plan?

"Consistency" does not require perfect alignment with every policy within the comprehensive plan. Instead, it means the proposal advances or supports the overall vision of the plan, aligns with the future land use map (FLUM) designation and does not conflict or undermine key goals or policies.

The future land use designations for the subject site is Neighborhood 2, Neighborhood 3, and Mixed-Use Center.

Neighborhood 2 is the most prevalent place type and covers areas between major centers. These areas should develop to be highly connected and allow for a variety of housing options. In general, less dense housing is found in areas further from major roadways and increases in density closer to major roads. Commercial services are low to medium intensity and are generally only found at major intersections of arterial and major collector roads but should be highly accessible to surrounding residential areas.

Neighborhood 3 borders areas of more intense commercial uses. In general, the most intense densities should be found in areas that are near and well connected to those commercial services. Mixed use and supporting

commercial uses should be located at major intersections and areas that transition to surrounding commercial place types.

Mixed Use Centers are located on Caldwell's most heavily trafficked roads and provide a transition from these roadways to less intense areas. Housing is not a primary focus of the Mixed-Use Center but can be accommodated in mixed use and medium-high intensity residential projects that create a transition from surrounding neighborhoods. Single use residential projects should occur infrequently.

House-Scale Buildings are those that match the size of a typical house, in terms of form, height, building footprint, and architectural details. Block-Scale Buildings are those that are individually as large as a block, or most of a block; or, when arranged together along a street, appear as long as most or all of a block.

House scale buildings are uniformly setback off streets with separation between buildings. Block scale buildings, such as townhomes, are set closer to the street and can be accessed from the street. When applicable, block scale buildings such as townhomes should consider alley-loaded design. Block scale buildings provide step backs when transitioning to areas of house scale buildings.

The plat proposes a mix of low and mid-density, one and two-story housing types. The townhomes, which are considered block scale buildings, are proposed to be located closer to the street with the single-family detached house-scale buildings proposed along the north, west, and east perimeters of the subdivision with the attached products and multi-family closer to Hwy 20/26 and the existing and proposed commercial. The proposed land uses and design characteristics are consistent with the comprehensive plan. In addition, the proposed plat is consistent with the overall vision of the plan and advances or supports the following goals and policies.

The comprehensive plan has an overarching vision, followed by five (5) vision themes through the plan. Each vision theme has its own set of goals and policies. The overarching vision of the Comprehensive Plan is to honor Caldwell's heritage while embracing its future through thoughtful growth, mixture of housing, accessible community connections, and distinct spaces.

The following Comprehensive Plan Goals and Policies (listed by chapter, goal and/or policy number) that may be relevant to this zone change request are shown below, followed by staff comments.

Comprehensive Plan Vision Theme: A Connected Community

Goal 1: Policy 1.1: Ensure new development pays for necessary improvements needed to mitigate the development's impact on infrastructure systems and services provided by the city.
The applicant will be responsible for bringing services to their site, as well as frontage improvements along Middleton Rd., Hwy 20/26, and Joplin Rd. Also, the applicant will be require to pay Traffic Impact fees.

Goal 1: Policy 1.2: Design local and collector streets in a manner that provides good circulation as well as connections to adjacent developments.
The applicant is proposing/required to construct a full street section of Joplin Road as it is a classified roadway and is called out in the master plan.

Goal 1: Policy 1.8: Provide traffic signals and/or roundabouts at major intersections.
The applicant is responsible for constructing a roundabout at Joplin Road ad Middleton Rd.

Goal 2: Policy 2.1: Preserve the function of Highways 55 and 20/26 as high-speed corridors with access management control.
The applicant is not proposing any accesses onto Hwy 20/26 at this time.

Goal 3: Policy 3.3: Facilitate improvements and intensification of activity along major commercial corridors with mixed-use development oriented toward the corridor.
The applicant is proposing commercial along the frontage of Middleton and Hwy 20/26 while within the Mixed-Use Center place type providing visibility for the commercial.

Goal 3: Policy 3.4: Transition the intensity of land uses away from the activity corridor with multifamily housing, landscaping, and through building design.
The applicant is proposing commercial along the frontage of Middleton and Hwy 20/26 while within the Mixed-Use Center place type, with multi-family north of the commercial, transitioning to single family.

Goal 4: Policy 4.1: Require new residential development to incorporate safe and interconnected bicycle and pedestrian pathways.
The development shows connectivity throughout the different portions of the development, allowing residents from the northern single family homes to be able to walk or bike to the commercial near the south.

Goal 6: Policy 6.1: Require access for emergency vehicles and responders in all new developments.
The development is required to meet all fire access requirements.

Goal 7: Policy 7.2: Encourage the use of electric vehicles and support the integration of electric charging infrastructure.
The multi-family development has multiple electric charging stations for residents and guests to charge their electric cars.

<u>Comprehensive Plan Vision Theme: Vibrant Gathering Spaces</u>
Goal 4: Policy 4.4: Increase opportunities for shared parking near gathering places to maximize access to amenities and activities.
The applicant is proposing additional parking near the neighborhood park that is proposed in the center of the development.

<u>Comprehensive Plan Vision Theme: Where Rivers, Parks, & Agriculture Meet</u>
Goal 1: Policy 1.3: Establish parks and open space areas that will serve new residential neighborhoods.
The development shows a large park central to the development and several large areas of open space that can be utilized by the residents.

Goal 1: Policy 1.4: Support public and private parks and recreation systems that offer active and passive recreational opportunities.
The park is showing several amenities that will serve the residents of the development as well as others visiting the area.

Goal 2: Policy 2.3: Preserve and buffer existing habitats, wetlands, ponds, seasonal pools, swales, greenways, and open spaces as the city grows.
The applicant is preserving the Mason Creek running along the southwest of the property as well as the Weymouth Lateral.

Goal 3: Policy 3.2: Provide green space, parks and pathways near the waterways and separate development from floodways to prevent damage to structures.
The development shows a regional pathway along Mason Creek.

Comprehensive Plan Vision Theme: Quality Neighborhoods to Call Home

Goal 1: Policy 1.2: Require a mix of housing types and densities in large residential subdivisions and encourage a mix in all smaller projects.

The development has single family homes, detached and attached, on a variety of lot sizes, as well as multi-family 4-plexes and walk-up multi-family units providing a variety of products and variety in densities. The density ranges from 2.4 to 8.1duacre.

Goal 1: Policy 1.3: Support higher density residential development near downtown, commercial centers, mixed-use areas, and along transit corridors.

The multi-family (large scale) allows for this development to have commercial and still achieve a higher density closer to the corridor.

Goal 2: Policy 2.1: Discourage monotonous housing developments, both in architectural style and in housing type.

The multi-family development (large scale) provides for an additional residential land use other than single - family lots, providing a wider variety of architectural styles.

Goal 2: Policy 2.4: Encourage neighborhood-serving services and retail businesses near residential neighborhoods to provide convenient access to daily needs.

The development has commercial lots which will have a variety of different retail businesses that will serve the residents within the development as well as neighboring residents.

Goal 2: Policy 2.5: Increase neighborhood access and resident mobility with off-street pedestrian paths and stub streets for future road connections.

The development has several stub streets to the east for future development, as well as stub streets that align with the approved development to the north. They are also proposing several off-street pathways that provide pedestrian connectivity throughout the development and to neighboring developments.

Goal 3: Policy 3.1: Focus high-density residential development in areas with adequate services and near commercial centers.

The multi-family development allows for higher density near existing and proposed commercial centers.

Goal 3: Policy 3.4: Develop lower-density residential neighborhoods adjacent to rural and agricultural lands.

Single family homes are proposed along the north and a majority of the east boundary, having less density the further you are from the commercial corridor and closer to the rural areas of the city.

Comprehensive Plan Vision Theme: Intentional and Distinct Centers

Goal 2: Policy 2.1: Expand daily services and retail opportunities for residents adjacent to neighborhoods.

This area doesn't have many services available at this time, and this mixed-use development will provide additional commercial to serve the surrounding neighbors or those coming and going along Hwy 20/26.

Goal 3: Policy 3.2: Encourage developments with a mix of uses, amenities, and activities that balance commercial and residential needs.

This development is proposing several different uses as well as provide a large amount of open space with amenities and pedestrian pathways connecting the uses together.

Goal 3: Policy 3.3: Focus commercial development along corridors and at gateways to leverage access to public transit and local and regional vehicle trips.

The commercial is located to front along Middleton Rd. and Hwy 20/26, as required by our code. This increases visibility of the commercial uses as well as increases access to future public transit.

Goal 3: Policy 3.4: Encourage visitor infrastructure such as hotels, restaurants, electric vehicle charging stations, conference spaces, and other similar amenities at gateways and within Mixed-Use Centers.
There is no guarantee these will be the uses in this location, but the zone H-C does allow for several visitor uses that could end up being located within this development.

Goal 6: Policy 6.1: Provide for the orderly expansion of public services and infrastructure to match population growth and serve new development.
This area is starting to grow, bringing infrastructure and services in that direction. This project will continue to expand these services, providing additional opportunity for growth east along Hwy 20/26 and north along Middleton Rd.

Staff have reviewed the Preliminary Plat and Development Plan and based on the above analysis has determined that the proposed development advances or supports the overall vision of the plan, aligns with the future land use map (FLUM) designation and does not conflict or undermine key goals or policies, therefore is consistent with the comprehensive plan.

CRITERIA #3: Are public services and utilities available or will be made available and are adequate to accommodate the proposed subdivision?

Sewer: Adequate sewer is available or will be available as outlined in the City of Caldwell Engineering staff report memo.

Water: Adequate water supply will be evaluated prior to City Council via a water model analysis, as required in the City of Caldwell Engineering staff report memo.

Irrigation: Applicant is required to provide pressurized irrigation throughout the project in accordance with Caldwell City Code. The subject site is located within the Pioneer Irrigation District boundary. Any issues related to access to a pressurized irrigation system will be addressed in the Engineering Department memo.

Stormwater: The applicant proposes retaining storm water on site, per City Code.

Schools: The subject site is located within the Vallivue School District. The schools that will serve this development are Warhawk Elementary, Summitvue Middle, and Ridgevue High. The letter received from the district did not specifically state concerns with accommodating additional students generated from this development, rather asked that the City consider the rapid growth and future capacity concerns.

Police: Emergency police services are provided by the City of Caldwell Police. The nearest police station is approximately 3.92 miles away from the furthest point of the development. Police provided an impact statement with existing conditions and statistics.

Fire: Emergency fire services are provided by the City of Caldwell Fire. The nearest fire station is Station #3 and is approximately 1.17 miles from the development. Fire has provided a memo with conditions of approval.

Staff have reviewed the Preliminary Plat and Development Plan and based on the above analysis and on public agency reviews and submitted comments, adequate public utilities and services, including wastewater, police, fire, stormwater, schools, and other necessary infrastructure, are available or can be reasonably extended to serve the proposed development. Water capacity shall be evaluated prior to City Council at time of water model analysis, as required by Engineering. Utilities shall have sufficient capacity to accommodate the proposed development at building permit issuance. Where necessary, the applicant shall construct or extend required facilities in accordance with City standards as a condition of approval.

CRITERIA #4: Is the plat consistent with the city Transportation Master Plan?

A plat is considered consistent if it implements the planned street network, does not preclude future planned improvements, provides required right of way dedication, aligns with the functional classifications (arterial, collector, local), and supports connectivity, safety, and multimodal transportation.

Street Frontage:

The McAllister Manor Subdivision has frontages on the west, south, and in the middle of the development. The subdivision has approximately 810' of frontage along Highway 20/26, 2,275' of frontage along Middleton Road, 1,755' of frontage along the south of Joplin Road, and 1,130' of frontage along the north side of Joplin. Joplin Road does not currently exist in this location and will be constructed as part of this application. All street frontages are proposed to be improved with curb, gutter, sidewalk, and landscaping.

Street Classifications:

Highway 20/26 – State Highway

Middleton Road – Principal Arterial

Joplin Road – Future Collector

Right of Way Dedication:

The development is proposing to construct the full street section width of Joplin Road, which includes right of way dedication. Hwy 20/26 and Middleton Road are also proposed to be widened with dedication of right of way.

Proposed Site Access and Connectivity:

The development is proposing to build a Right-In Right-Out access onto Middleton Rd. at Aspen Hills Dr., two accesses onto Joplin that connects out to Middleton Rd., there are 3 stub streets to the east and 2 stub streets to the north which would connect to a previously approved development known as Vassar Heights. Joplin Road is a planned collector street and will connect at Middleton Road to an existing segment to the west.

Access to individual lots is proposed via local streets with no direct access proposed or allowed to any of the classified roadways.

Traffic Impact Study (TIS):

A TIS was required for this application due to the number of lots proposed and the land uses. The TIS was prepared by CR Engineering, Inc. in September 2022, updated Map 2026, and was accepted by the Caldwell Engineering Department in August 2026. The TIS included the proposed McAllister Manor Subdivision and some potential commercial uses.

Project Build Out Trip Generation data points from the TIS					
Daily Trips:	14,923	**AM Peak Hour Trips:**	643	**PM Peak Hour Trips:**	1,192
Project Build-Out Total Traffic Conditions from the TIS					
Intersections:	N Lincoln Road and Middleton Rd EBLR operates at an F in the AM and E in the PM The rest of the intersections are operating at an E or above.				
Required Improvements noted within Engineering Memo:	Construct roundabout at Middleton Road and Joplin Road per the Ustick Middleton Rd. Corridor Plan. Construct NBRH TL on Middleton at Aspen Hill Dr. Construct a WBRH TL on Aspen Hills Dr. at Middleton Rd. Construct a turning loon Construct a raised center median between Hwy 20/26 and Joplin Rd. roundabout Responsible for the west half of the bridge widening surface improvements and understructure on proposed Hillsboro Ave./Red Mountain St.				

Staff have reviewed the Preliminary Plat and Development Plan and based on the above analysis, the traffic impact study, and public agency reviews and the information received from the City of Caldwell Engineering Department, the proposed plat is consistent with the City Transportation Master Plan. The subdivision implements the planned street network by dedicating right-of-way for the west side of Middleton, both sides of Joplin Road, and the north side of Hwy 20/26 and aligning internal streets with future connections and adjacent approved street stubs. The design provides adequate connectivity, avoids the creation of isolated street segments, and includes pedestrian infrastructure consistent with adopted standards. The proposal does not conflict with any planned transportation improvements and supports safe and efficient movement of vehicles, pedestrians, and cyclists.

CRITERIA #5: Does the subject site that is being developed have natural, scenic, or historic features? If so, is the subdivision design preserving those features?

The subject property contains an irrigation canal that is being piped under the site and a creek that will remain open and be preserved along the southwest boundary of the site.

The site does not contain any wetlands, floodplains, steep slopes or unique topography, wildlife habitat, viewsheds, structures listed or eligible for historic register, or other historic features.

Based on Staff's review and analysis of the proposed Preliminary Plat and Development Plan, the proposed subdivision is preserving any natural, scenic, or historic features that may be present on the site.

X. SPECIAL USE PERMIT STAFF REVIEW AND ANALYSIS (QUASI-JUDICIAL)

The following section provides the staff analysis pertaining to the Special Use Permit Application.

The special use permit review criteria set forth within Caldwell Municipal Code 10-03-04 are cited in the section below in **BOLD** with staff comments following. For special use permits, the commission, hearing examiner, or city council, as applicable, must find and conclude that ALL of the criteria is met. This review criteria provides the framework for decision making for the Commission, Hearing Examiner and City Council.

PROCEEDINGS CRITERIA #1: Was a neighborhood meeting conducted in accordance with 10-03-12 of Caldwell Municipal Code?

A neighborhood meeting was conducted in accordance with Caldwell Municipal Code prior to submission of the application.

CRITERIA #1: Is the site large enough to accommodate the proposed use and does it meet all the dimensional and development regulations in the district in which the use is located?

The applicant submitted a site plan, narrative, and supporting materials demonstrating the proposed building footprint, access, parking layout, landscaping, and other site improvements. There are two parcels proposing the Multi-family (large scale) use, one that is 716.79ac with a proposed 384 apartment units and the other parcel is 5.6ac with a proposed 88 4-plex units (22 buildings plus a clubhouse). The site configuration allows for adequate circulation, emergency access, utility placement, stormwater management, parking, and landscaping and buffering consistent with adopted code requirements. This site also allows for each building to meet proper setbacks and building separation distances.

The Multi-family (large scale) use is proposed within the H-C zone, which does not have lot size or width minimums. The site is of sufficient size to support the proposed use and is capable of meeting all applicable dimensional and development regulations of the zoning district.

Compliance with remaining technical requirements, including engineering, building, fire, and utility standards, will be verified during subsequent plan review and permitting processes.

CRITERIA #2: IS the proposed use harmonious with the Caldwell Comprehensive Plan and in accord with the requirements of Chapter 10 of Caldwell City Code.

The City's Comprehensive Plan designates the portion of the property where the requested Multi-family (large scale) land use is being proposed as Mixed-Use Center, which anticipates development of a higher density residential with commercial services, creating a mixed-use development.

Residential High Density is listed as a supporting use within the Mixed-Use Center Placetype, which would imply that multi-family land uses are anticipated in this location.

Comprehensive Plan Goals and Policies: The comprehensive plan has an overarching vision, followed by five (5) vision themes through the plan. Each vision theme has its own set of goals and policies.

Overarching Vision: The overarching vision of the Comprehensive Plan is to honor Caldwell's heritage while embracing its future through thoughtful growth, mixture of housing, accessible community connections, and distinct spaces.

The following Comprehensive Plan Goals and Policies (listed by chapter, goal and/or policy number) that may be relevant to this zone change request are shown below, followed by staff comments.

<u>Comprehensive Plan Vision Theme: A Connected Community</u>

Goal 3: Policy 3.3: Facilitate improvements and intensification of activity along major commercial corridors with mixed-use development oriented toward the corridor.
The multi-family development is located just north of Hwy 20/26. It will bring in residents that will support the commercial in this area, allowing these residents to live, work, and play all along the Hwy 20/26 corridor.

Goal 3: Policy 3.4: Transition the intensity of land uses away from the activity corridor with multifamily housing, landscaping, and through building design.

The multi-family development provides as a transition from the commercial along Hwy 20/26 to the single family lots to the north.

Goal 4: Policy 4.1: Require new residential development to incorporate safe and interconnected bicycle and pedestrian pathways.
The multi-family development is proposing connectivity throughout the multi-family portion of the development, as well as connectivity to other portions of the development such as the commercial parcels.

Goal 7: Policy 7.2: Encourage the use of electric vehicles and support the integration of electric charging infrastructure.
The multi-family development has multiple electric charging stations for residents and guests to charge their electric cars.

Comprehensive Plan Vision Theme: Quality Neighborhoods to Call Home
Goal 1: Policy 1.2: Require a mix of housing types and densities in large residential subdivisions and encourage a mix in all smaller projects.
The multi-family land use (apartments and fourplexes) add different types of housing to the overall development, as well as a larger density near the commercial rather than within the single family portion of the development.

Goal 1: Policy 1.3: Support higher density residential development near downtown, commercial centers, mixed-use areas, and along transit corridors.
The multi-family (large scale) allows for this development to have commercial and still achieve a higher density closer to the corridor.

Goal 2: Policy 2.1: Discourage monotonous housing developments, both in architectural style and in housing type.
The multi-family development (large scale) provides for an additional residential land use other than single - family lots.

Goal 3: Policy 3.1: Focus high-density residential development in areas with adequate services and near commercial centers.
The multi-family development allows for higher density near existing and proposed commercial centers.

CRITERIA #3: Will the design, construction, operation and maintenance be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity and will the proposed use not adversely change the essential character of the same area?

The development is proposing a combination of one- and two-story, low and mid-density housing. The surrounding area is characterized by one- and two-story single-family residential, and one-story mixed-use commercial.

The building heights within this development will be compatible with the existing surrounding developments, as well as the commercial that is going to the surrounding area.

The new construction will use materials, colors and architectural styles that are consistent with the neighborhood. In addition, open spaces, streetscapes and landscaping patterns remain consistent. Therefore, it is safe to conclude that the development aligns with the existing surrounding neighborhoods and preserves the neighborhood's visual cohesion, thus not adversely changing the essential character of the same area.

CRITERIA #4: Will the proposed use, if it complies with all conditions of approval imposed, not adversely affect other property in the vicinity?

If a proposed development makes neighboring properties less desirable, less usable, or inconsistent with their current function, it can be considered to adversely affect other property in the vicinity.

The land uses will not create any noise or vibration that is disruptive or different from other uses in the area. As it relates to traffic and parking impacts, a traffic study was required and provided for required improvements necessary to mitigate increased congestion and difficulty accessing streets. These improvements will be the required conditions of approval, as determined by the Engineering Department.

Each residential housing unit will provide the minimum parking requirements as required by city code, which are currently more stringent than the codes that were in place for the surrounding neighborhoods. When looking at aesthetic and character disruption, the materials, colors, rooflines and architectural features being proposed are similar to existing neighborhood styles.

Compliance with the conditions of approval and compliance with bulk and dimensional standards and land use buffering should mitigate any impacts that may or could potentially affect other property in the vicinity.

CRITERIA #5: Will the proposed use be adequately served by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water, and sewer?

Notifications are sent to all political subdivisions and agencies providing services, including school districts.

Highways and streets, according to the traffic impact study, can handle the additional traffic from the development with the required infrastructure improvements. Idaho Transportation Department commented noting that they have accepted the TIS for this development and that they are unable to require a contribution be provided to the required improvements along Hwy 20/26.

The subject site is located within Vallivue School District boundaries. The schools that will be serving this development are Warhawk Elementary, Summitvue Middle School and Ridgevue High School. Vallivue submitted a letter in response to this application that listed other approved projects in Caldwell and Nampa that may impact their capacity, but did not directly state if they do/do not have the capacity to serve this development.

The Caldwell Engineering Department has reviewed the proposed development and has provided conditions of approval to ensure that water, sewer, irrigation, and fire flow is or will be made available to serve the proposed uses. All stormwaters will be required to be maintained on site.

The Caldwell police and fire departments reviewed the application for special use permits and provided comments on the impacts of such land use. They did not state they do not have the resources to serve this development.

Refuse disposal is provided to all Caldwell residents through Republic Services.

CRITERIA #6: The proposed use cannot create excessive additional costs for public facilities and services and cannot be detrimental to the economic welfare of the community. Does it meet this criterion?

Based on public agency reviews and submitted comments, adequate public utilities and services, including wastewater, police, fire, stormwater, schools, and other necessary infrastructure, are available or can be reasonably extended to serve the proposed development. Water capacity shall be evaluated prior to City Council at time of water model analysis, as required by Engineering. Utilities shall have sufficient capacity to accommodate the proposed development at building permit issuance. Where necessary, the applicant shall construct or extend required facilities in accordance with City standards as a condition of approval.

Police and Fire have made comment that the rapid growth of the City is putting pressure on their resources, but they did not state they would not have the ability to serve these developments.

Vallivue School District provided a comment that did not specifically say if they have the capacity or not, but they asked that the decision makers take into consideration the several approved developments with Caldwell and Nampa that may impact the school capacities.

The development will be assessed for development impact fee for police, fire, parks (residential only), and traffic to help mitigate the impacts caused by development and growth.

CRITERIA #7: The proposed use cannot involve activities or processes, materials, equipment, and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of noise, smoke, fumes, glare or odors. Does it meet this criterion?

This proposed multi-family (large scale) use meets this criteria by not involving any uses that are detrimental to any persons, property or the general welfare.

CRITERIA #8: The proposed use cannot result in the destruction, loss or damage of a natural, scenic or historic feature considered to be of major importance on the site in which the special use will take place. Does it meet this criterion?

The proposed multi-family (large scale) use will not result in destruction, loss or damage of a natural, scenic or historic feature on the site.

XI. PUBLIC NOTIFICATION COMPLIANCE

NOTICE TYPE	DATE
Neighborhood Meeting Held	9/10/2025
Public Agency Notification Sent for Notification of Both Hearings (See attached exhibit for list of agencies notified)	2/18/2026
(500') Radius Notices Mailed - P&Z Commission Hearing (Min. 15 days prior to hearing)	8/20/2026
Legal Ad Published - P&Z Commission Hearing (Min. 15 days prior to hearing)	8/23/2026
Physical Site Posted - P&Z Commission Hearing (Min. 10 days prior to hearing)	8/25/2026
Applicant Proof of Posting Received - P&Z Commission Hearing	8/28/2026
P&Z Commission Public Hearing	9/9/2026
This staff report will be updated with the information below prior to the city council hearing.	
NOTICE TYPE	**DATE**
(500') Radius Notices Mailed – City Council (Min. 15 days prior to hearing)	Click or tap to enter a date.
Legal Ad Published – City Council (Min. 15 days prior to hearing)	Click or tap to enter a date.
Physical Site Posted – City Council (Min. 15 days prior to hearing)	Click or tap to enter a date.

Applicant Proof of Posting Received – City Council (Min. 10 days prior to hearing)	Click or tap to enter a date.
City Council Public Hearing	Click or tap to enter a date.

XII. PUBLIC AGENCY COMMENTS

In accordance with Idaho Code, notice was provided to all political subdivisions providing services within the planning jurisdiction, including school districts. Public agency comments were received from the following agencies and are included in their entirety as part of the official record and the **PA-Exhibits attached hereto.**

Public Agency Responses:

Agency Name	Comments/Description
Caldwell Engineering Department	Memo with Conditions of Approval
Caldwell Fire Department:	Impact Statement and Conditions of Approval
Caldwell Police Department.	Impact Statement and General Information
Caldwell Mapping Department.	Memo with Conditions of Approval
Community Planning Association of Southwest Idaho	Information Only: Provided Communities in Motion Checklist.
Idaho Transportation Department	Approved the TIS and has no ability to request proportionate contribution for Hwy 20/26.
Vallivue School District	Provided information on previously approved projects within Caldwell and Nampa. They ask that Caldwell consider the cumulative impact.

The following agencies responded acknowledging they reviewed the application but had no comments:

- City of Nampa

XIII. PUBLIC COMMENTS

The following public comments were received prior to the completion of this staff report and are included in their entirety as part of the official record and **PC-Exhibits attached hereto.** Late Exhibits received after the staff report will be reflected in the updated staff report to City Council and entered into Section the official record.

Opposition:

- No comments received at time of staff report.

Neutral:

- No comments received at time of staff report.

In Favor:

- No comments received at time of staff report.

XIV. PLANNING AND ZONING COMMISSION PUBLIC HEARING PROCESS

Public Process:

A public hearing on the proposal(s) was held before the Planning and Zoning Commission on 9/9/2026 at which time the applicant gave a presentation, then staff presented a staff report along with an analysis of the application and all pertinent information on the case, followed by public testimony in opposition, neutral, and in favor. Once public hearing was closed, the governing body deliberated.

Public Testimony:

The following public testimony was received during the Commission public hearing and is included in its entirety as part of the official record.

This will be filled in after the public hearing for the staff report to council.

Opposition:

-

Neutral:

-

In Favor:

-

XV. PLANNING AND ZONING COMMISSION DECISION OPTIONS

The Planning & Zoning Commission may choose to:

1. Recommend Approval as Presented
2. Recommend Approval with Modified Conditions
3. Recommend Denial * See notes below
4. Continue to a Future Meeting Date
5. Postpone Action and Remand to Staff

In making its decision on any application, the Planning and Zoning Commission, Hearing Examiner and City Council shall:

1. Review all evidence – consider all factual evidence, documents, and testimony submitted during the public hearing process;
2. Evaluate compliance – assess each application against the specific approval criteria established by the applicable code or ordinance; and
3. Base decision on the factual evidence in record – ensure that recommendations and/or final decisions and any conditions of approval are supported by factual evidence and testimony presented in the public record.

* Notes:

- Motions for recommendations of denial shall include the reason for the recommendation of denial.
- Denials shall be based on the project's noncompliance with the approval criteria within Caldwell City Code for the specific application.
- Motions with modified or added conditions shall include the reason for the modified or added condition.
- For recommendation of denial of an annexation, no justification has to be provided for such denial recommendation.

XVI. CITY COUNCIL PUBLIC HEARING PROCESS

Public Process:

A public hearing on the proposal(s) will be held before the City Council on the next available city council meeting, following the hearing and recommendation by the Planning and Zoning Commission , at which time the applicant will give a presentation, then staff will present a staff report along with an analysis of the application and all pertinent information on the case, followed by public testimony in opposition, neutral, and in favor. After the public hearing is closed, city council will move into deliberations.

The city council public hearing is scheduled to be held on 11/2/2026.

All of the information from the meeting will be included in the official record and within the Findings of Fact, Conclusions of Law and Reasoned Decision.

Public Testimony:

Public testimony will be taken during the City Council public hearing and will be included in their entirety as part of the official record and within the Findings of Fact, Conclusions of Law and Reasoned Decision.

XVII. CITY COUNCIL DECISION OPTIONS

The City Council may choose to:

1. Approve the requests as Presented
2. Approve the requests with Modified Conditions
3. Deny any or all of the requests * See notes below
4. Continue action to a Future Meeting Date
5. Postpone Action and Remand to Staff

In making its decision on any application, City Council shall:

1. Review all evidence – consider all factual evidence, documents, and testimony submitted during the public hearing process;
2. Evaluate compliance – assess each application against the specific approval criteria established by the applicable code or ordinance; and
3. Base decision on the factual evidence in record – ensure that recommendations and/or final decisions and any conditions of approval are supported by factual evidence and testimony presented in the public record.

*Notes:

- Motions for denial shall include the reason for denial.
- Denials shall be based on the project's noncompliance with the approval criteria within Caldwell City Code for the specific application.
- Motions with modified or added conditions shall include the reason for the modified or added condition.
- For motions of denial of an annexation, no justification has to be provided.

XVIII. RECOMMENDED CONDITIONS OF APPROVAL

(This section is only applicable to approval decisions)

NOTE: Any conditions removed by the governing body will be shown in strikethrough.
Any conditions added or amended by the governing body will be shown underlined

Specific Conditions:

1. Prior to scheduling a City Council date, the applicant shall complete a water analysis study as required by Engineering.

2. Prior to City Council, the applicant shall provide a photometric plan for the Multi-family and the 4-plex parcels.

3. Prior to City Council, the applicant shall update the phasing plan to have the largest open space area OR 50% of the open space are within the first two phases of development.

4. Prior to City Council, the applicant shall update the open space exhibit to accurately calculate open space per Caldwell City Code.

5. Prior to City Council, the applicant shall provide an updated landscape plan to include the following:

    a. Boulders every 75 LF along Hwy 20/26

    b. Appropriate 35' wide buffer along Hwy 20/26

    c. No more than 50% Class I trees along Middleton Road

    d. Call out the pathways with widths and accurate classifications, as well as required plantings
        i. Mason Creek Corridor (regional)
        ii. Neighborhood Pathway
        iii. Community Pathway

    e. Lot 1 Block 13 and Lot 1 Block 12 shall only have fencing that is either open vision or semi-private for the safety of the pathway

    f. Berming along Hwy 20/26 and Middleton Road within the street buffers

    g. Berming within the 15' multi-family land use buffers

h. A Rectangular Rapid Flashing Beacon shown crossing Joplin Street aligning with the sidewalk on the west side of Fairfield Way

i. Pathway connection to the sidewalk along Middleton Road from the Commercial pads.

j. Show the Weymouth Lateral open

k. Building façade and parking lot landscaping (islands and perimeter)

    i. Show widths and materials as required by code

6. Prior to City Council, the applicant shall provide an updated pathway plan showing the pathway along Mason Creek as a Regional Pathway (10' wide), the pathway connecting to the north (Vassar Heights) shall be a Community Pathway (8' wide), and the sidewalk along Middleton Rd. to be either 7' attached or 5' detached.

7. At time of construction drawing and final plat submittal, landscape plans shall identify all required pathway amenities as described in 10-02-09-7 of Caldwell City Code.

8. Prior to Construction Drawing approval, the applicant shall get approval from the Traffic Commission for the Rectangular Rapid Flashing Beacon on Joplin Rd.

9. At time of Construction Drawing and Final Plat submittal, ADA accessible sidewalks with a minimum cross slope where sidewalks cross shall be called out.

10. Prior to Final Plat signature, the applicant shall enter into a deferral agreement with the City that they shall be responsible for all frontage improvements along Hwy 20/26 if not installed by Idaho Transportation Department with the widening of Hwy 20/26. This will include landscaping within the Right-of-Way that may be required adjacent to the property.

11. Prior to Final Plat signature, the applicant shall have a plat note for a Public Access Easement over the Regional Pathway and the Community Pathway.

12. At time of Building Permit submittal, the multi-family and 4-plex building elevations shall comply with the Multi-family code requirements.

13. At time of Building Permit Submittal for Lot 12 Block 29, a total of 20' shall be provided as a buffer between the multi-family development and the commercial development. The buffer on each lot may count towards the total buffer width.

14. Prior to Building Permit approval, the applicant shall obtain approval for Design Review for any non-single family residential development fronting Hwy 20/26 and/or Middleton Road.

15. <u>Site Plan, Building Elevations and Landscape Plans</u>: The site plan, building elevations, and landscape plan submitted and presented to the deciding body during the public hearing are hereby incorporated by reference and approved as part of the subject applications, including any modifications requested by the deciding body. The final approved site plan, building elevation, and landscape plan approved by the deciding body will be incorporated into the Findings of Fact, Conclusions of Law and Reasoned Decision.

The development shall be constructed in substantial conformance with the approved Site Plan, Building Elevations, and Landscape Plans, as submitted with the application and incorporated into this approval. Any significant modification to the approved plans shall be subject to review and approval by the Director in accordance with the Caldwell City Code.

Substantial changes to the approved Building Elevations, including but not limited to modifications to architectural style, building massing, roof forms, exterior materials, façade articulation, or other design elements that materially alter the appearance of the development as approved, shall require review and approval by the Director and may require an amendment to this approval and/or a public hearing as determined by the City.

The Director may also require an additional public hearing before the original decision-making body if the proposed modification involves an issue that was raised, deliberated, or identified as a concern during the original public hearing.

16. Development Agreement: The signed and notarized development agreement shall be submitted to the City prior to the recording of the ordinance of annexation or rezone. The development agreement shall be received within fourteen (14) days of the approval of such annexation or rezone by City Council. If the development agreement is not received within 14 days, the Ordinance of Annexation and/or Zoning may need to be reconsidered by the City Council and may result in a loss of the approved entitlements.

General Conditions:

1. Development of the subject property shall be in conformance with all municipal codes, policies, standards, and regulations of the City of Caldwell at the time of development, unless specifically stated otherwise in a Development Agreement or in the Order of Decision. Failure to identify a code violation during the review of the plans DOES NOT give the applicant the right or permission to violate any codes, policies, standards and/or regulations.
2. If any term or provision of this decision, to any extent, is held invalid or unenforceable, the remaining terms and provisions hereof shall not be affected thereby, but each such remaining term and provision shall be valid and enforced to the fullest extent permitted by law.
3. Nuisance Violations: Any nuisances existing on the property (weeds, trash, debris, etc.) shall be resolved and in compliance with city codes prior to the approval of any construction drawings and/or issuance of building permits.
4. Any changes to the plans and specifications upon which this approval is based, other than those required by the above conditions, will require the submission of an application for modification and approval of that application prior to commencing any change.

Site Design and Development Standards:

1. Bulk and Dimensional Standards: All new construction shall comply with the current bulk and dimensional standards schedule in effect at the time the building permit is filed, excluding any

deviations/modifications approved through a planned unit development, special use permit, and/or development agreement.

2. Stormwater: Strict adherence to the "Caldwell Stormwater Management Manual", as adopted by the city council as well as any subsequent adopted updates, is required. NOTE: Any modifications necessary to the original approved stormwater design where additional stormwater retention or detention facilities are required, or where the approved retention and detention facilities are required to be expanded, still requires adherence to the requirements for minimum open space, landscape buffers, lot sizes and setbacks.

Landscaping Specific Requirements:

1. Compliance: The applicant shall comply with all landscaping requirements based on Caldwell City Code.

2. Landscape Maintenance: All required landscaping and screening devices shall be continuously maintained in a healthy, living, safe, and attractive condition, and shall be free of weeds, dead or diseased plant materials, and debris. Any dead, dying, or diseased plant materials shall be promptly replaced in kind or with alternatives approved by Planning and Zoning.

3. Homeowner's Association: The homeowner's association is responsible for maintaining all common area landscaping and screening devices within a subdivision, development, and/or the subject property.

4. Parking Lot Landscaping: Linear grouping of parking spaces shall not exceed twelve (12) in a row, without the installation of an interior landscape planter island. All off-street parking lots/parking areas, drive aisles, and other vehicular use areas shall install a perimeter landscape buffer along the property line and/or project boundary. Class 3 trees are prohibited in the interior planter islands, and all parking lot landscaping shall comply with 10-02-09-8.

5. Street Landscape Buffers: The street landscape buffers shall comply with CCC 10-02-09-5 and shall contain a mixture of trees, shrubs, lawn, vegetative and nonvegetative ground cover **so that the entire buffer area is covered.** Plantings shall meet or exceed the minimum plant sizes as follows:

Evergreen trees:	6-foot height minimum
Ornamental trees:	2-inch caliper minimum
Shade trees:	2-inch caliper minimum
Shrubs & Perennials:	10" height and/or spread minimum, depending on plant species

Subdivision Specific Conditions:

1. Cluster Mailboxes: The development shall utilize cluster mailboxes for delivery of mail. Individual mailboxes shall not be allowed. A cluster mailbox placement plan shall be submitted to the Planning and Zoning department showing coordination with the United States Postal Services prior to submitting the construction drawings.

2. Subdivision Construction Signage: At the time of development, a "rules and regulations" sign shall be posted and maintained at the entryways to the project until it is fully developed and built out is complete. The signs would be intended for subcontractors performing work and should include: a) no dogs; b) no loud music; c) no alcohol or drugs; d) no abusive language; e) disposal of personal trash and site debris; f) daily cleanup of any mud and/or dirt that is deposited from the construction parcel onto streets; g) installation of a temporary construction fence that would keep debris from being blown off site by the wind; h) no burning of construction or other debris on the property.

3. Plat Expirations: Final plats must be submitted for approval within twenty-four (24) months of the date of signature on the approving order of decision for the preliminary plat; and Final plats must be recorded for a single-phase development or for the first phase of a multi-phase development within twenty-four (24) months of the date of signature on the approving order of decision for the final plat. For phased subdivisions, see 11-02-02 (1).

4. Final Plat Submission: Final plat applications shall be submitted to planning and zoning at the same time as the application for review of construction drawings has been submitted to the engineering department.

5. Approved Subdivision Name: No changes to an approved subdivision name shall occur unless a request is initiated through the filing of an application for a "Subdivision Name Change Request", and subsequently reviewed and approved by City of Caldwell Mapping and Planning and Zoning, at an administrative staff level. In making application, the application shall file a completed application with Planning and Zoning on forms prescribed by the department accompanied by such data and information necessary to assure the fullest presentation of facts, as determined by the Director. Subdivision name change requests shall follow the following process:

6. Subdivision Name Change Requests; Prior to Final Plat Submission: If approved, an amended preliminary plat will need to be submitted to the Planning and Zoning Department with the reflected subdivision name change prior to the approval of construction drawings. All construction drawings and final subdivision plats shall reflect the new approved subdivision name.

7. Name Change Requests; Prior to Final Plat Recording: If approved, an amended final plat drawings and mylars will need to be submitted to the Planning and Zoning Department with the reflected subdivision name change prior to signature of the final plat.

8. Name Change Requests; After Final Plat Recording: If approved, an amended final plat drawing indicating the new subdivision name OR an Affidavit of Correction indicating that the plat is otherwise known as "insert the new approved subdivision name", shall be recorded at the county recorder's office. Once the plat or affidavit is recorded, a copy of the recorded plat or affidavit shall be provided to the Planning and Zoning Department.

9. Approved Street Names, Street Layout, Lot and Block Numbering, and Subdivision Phasing Plan: No changes to the original approved street names, street layout and configuration, lot and block numbering, or subdivision phasing plan shall occur without prior approval from the City of Caldwell Mapping Division. Any substantial changes from what was originally approved may require additional public hearings.

Special Use Permit Specific Requirements:

1. Special Use Permit Expiration: A special use permit, when granted, shall be valid for a maximum period of two (2) years unless otherwise approved by the city. During this time, the applicant shall commence the use as permitted in accord with the conditions of approval, satisfy the requirements set forth in the conditions of approval, and acquire building permits and commence construction of permanent footings or structures on or in the ground, otherwise the special use permit approval shall become null and void. Except that if the approved special use permit is part of an annexation application, rezone application or preliminary plat application, then the applicable permit/certificate application shall be submitted within two (2) years of the date of signature of the order of decision showing approval of the annexation, rezone, or preliminary plat.
2. Special Use Permit Conditional Approval: Additional conditions of approval for the special use permit required by the deciding body will be listed within the Findings of Fact, Conclusions of Law and Reasoned Decision document.

XIX. ATTACHMENTS

Application Exhibits: (AP-Exhibits)

- Application(s), Checklists, Project Narrative, Plans, Plats, Maps, and Supplemental Materials Submitted by the Applicant
- Applicant's Public Hearing Presentation Materials

Staff Exhibits: (S-Exhibits)

Exhibit S-1:	Vicinity Map
Exhibit S-2:	Zoning Map
Exhibit S-3:	Future Land Use Map
Exhibit S-4:	Public Agency Notification List
Exhibit S-5:	Draft Development Agreement (Staff report will be updated prior to City Council)
Exhibit S-6:	Draft Bill and Ordinance and Ordinance Summary (Staff report will be updated prior to City Council)
Exhibit S-7:	P&Z Minutes (Staff report will be updated prior to City Council)

Public Comments: (PC-Exhibits)

N/A

Public Agency Comments: (PA-Exhibits)

- Caldwell Engineering Dept.
- Caldwell Fire Dept.
- Caldwell Police Dept.
- Community Planning Association of Southwest Idaho
- Idaho Transportation Department
- City of Nampa
- Vallivue School District

Planning and Zoning Commission / Hearing Examiner Public Hearing Late Exhibits: (PH-Exhibits)

Late exhibits from Planning and Zoning Commission meeting will be listed here prior to City Council meeting

AP-EXHIBITS

This includes all application materials and documents submitted and Applicant's Presentation Materials for Public Hearing

COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division
Caldwell City Hall: 205 S 6th Avenue | Mail: PO Box 1179 Caldwell, ID 83606 |Phone: 208-455-3024
https://www.cityofcaldwell.org/Departments/Community-Development/Building-Safety-Division
Robin Collins, PCED, CBO | Community Development Director & Building Official

Master Land Use Application

This Master Land Use Application and specific land use checklists must be completed, with all required supplemental documents provided, prescreening passed, and fees paid for an application to be considered complete and accepted.

Hearing dates and codes utilized for review are based on the date is "complete and accepted".

Failure to submit all requested items (in legible form) may delay the processing of your application.

APPLICATION LEGEND:

* = Public hearing(s) required
** = May require public hearing
*** = City Council consent agenda
All others are considered Administrative Staff Level Reviews

I. Application Requests (check all that apply)

- ☑ Admin Director Determination
- ☐ Administrative Development Review[2]
- ☐ Alternative Method of Compliance
- ☑ Annexation w/Zoning*
- ☑ Business License (Permit)
- ☑ Certificate of Appropriateness*
- ☐ Comprehensive Plan (Map) Amendment*
- ☐ Comprehensive Plan (Text) Amendment*
- ☑ Deannexation*
- ☐ Design Review**
- ☑ Development Agreement (New)*
- ☐ Development Agreement (Modification)**
- ☑ Development Agreement (Termination)*
- ☑ Home Occupation Permit (New)
- ☐ Home Occupation Permit (Renewal)
- ☐ Lot Line / Boundary Line Adjustment
- ☑ Lot Split (Administrative)
- ☑ Lot Split (Simple)
- ☑ Manufactured Home Community*
- ☑ Mobile Food Unit (Individual)
- ☑ Mobile Food Unit Park / Court
- ☐ Modification to Conditions of Approval**
- ☑ Outdoor Dining Permit
- ☑ Parcel Consolidation
- ☑ Performance Bonding
- ☐ Planned Unit Development (New)*
- ☐ Planned Unit Development (Modification)**
- ☑ Public Art / Mural
- ☐ Rezone* (Zoning Map Amendment)
- ☐ Signs[1]
- ☐ Special Use Permit (New)*
- ☐ Special Use Permit (Modification)**
- ☑ Subdivision (Prelim) Plat*
- ☑ Subdivision (Final) Plat***
- ☑ Subdivision (Short) Plat*
- ☑ Subdivision Plat Modification**
- ☑ Subdivision Plat (Time Extension)
- ☐ Subdivision Plat (Renewal)
- ☑ Temporary Use Permit
- ☑ Traffic Impact Study Review
- ☑ Vacation (Easement)*
- ☐ Vacation (Plat Note) *
- ☑ Vacation (ROW) *
- ☐ Variance*
- ☐ Zoning Ordinance Text Amendment*

Footnotes:

[1]Freestanding, post/pole, or monument signs less than 6' in height. All other signs must be submitted through the building department.

[2] Used when not associated with other land use applications, when revisions to an approved (non-subdivision development) is being proposed, or when the land use schedules indicate the requirement for Administrative Development Review.

II. General Project / Site Information

Project or Development Name: *(for business licensing, use business name)*	Wild Oaks Wedding Venue
Site Address(s): *Upload separate attached sheet if more than six (6) site addresses*	19781 Middleton Rd, Caldwell, ID 83605 The property is currently a vacant/rural parcel with existing structures Agricultural (County) Medium Density Residential Highway Corridor
Suite #s:	Low Density Residential
Parcel #s:	Middleton Road
Total Acres:	3.85
Prior Use of Property:	Vacant/rural parcel with existing structures and open ground
Proposed Use of Property:	Wedding and event venue

<u>Current</u> Zoning of Subject Parcel(s): *(check all that apply)*

☐ RS-1	☐ C-1	☐ M-1	☐ D-CC	☐ A-D	☑ Property in County
☐ RS-2	☐ C-2	☐ M-2	☐ C-CB	☐ C-D	
☑ -1	☐ C-3	☐ I-P	☐ T-N	☐ H-D	List County Designation:
☑ R-2	☑ C-4			☐ P-D	
☐ R-3	☐ H-C				Agricultural

Proposed Zoning of Subject Parcel(s): *(check all that apply)*	☐ No Change ☐ RS-1 ☐ RS-2 ☐ R-1 ☐ R-2 ☐ R-3	☐ C-1 ☑ C-2 ☐ C-3 ☐ C-4 ☐ H-C	☐ M-1 ☐ M-2 ☐ I-P		☐ D-CC ☐ C-CB ☐ T-N	☐ A-D ☐ C-D ☐ H-D ☐ P-D

Select the Overlay District for the Subject Parcel(s): *(check all that apply)*	☑ Not in Overlay Zone ☐ APO-1 ☐ APO-2	☐ ED-1	☐ FP-1	☐ HD-1 ☐ HD-2 ☐ HD-3	☐ SO-1 ☐ SO-2 ☐ SO-3	☐ UD-1 ☐ UD-2 ☐ UD-3

City of Caldwell Comprehensive Plan Designation of Subject Parcel(s): *(check all that apply)*	☐ Neighborhood 1 ☐ Neighborhood 2 ☑ Neighborhood 3 ☐ Urban Neighborhood	☐ Downtown ☐ Mixed Use Center ☐ Community Center ☐ Special Purpose

Is/Are Subject Parcel(s) located within an "Area Hub" as indicated within the City of Caldwell Comprehensive Plan?

☐ Yes ☑ No

III. Applicant Information

Note: If applicant is an LLC, proof of authorized signer will be required from the Secretary of State.

Name:	Josh Schroeder
Company Name: *(if applicable)*	Sominium
Mailing Address:	2976 E State St. Ste 120

Phone:	208-803-2477	**Email:**	josh@somniumdevgroup.com

Email Address:	josh@somniumdevgroup.com
Applicants Relationship to Property Owner:	☐ Property Owner ☑ Authorized Agent/Representative ☐ Purchaser ☐ Petitioner *(vacation requests only)*

IV. Property Owners' Information *(if different from applicant)*

Name:	Derek Olson
Mailing Address:	19781 Middleton Rd Caldwell, ID 83605

Phone:	208-993-0724	**Email:**	der.olson3@gmail.com

V. Contractor / Developer Information *(fill out, if applicable)*

Name:	
Company Name: *(if applicable)*	
Mailing Address:	

Phone:		**Email:**	

VI. Architect Information *(fill out, if applicable)*

Name:	
Company Name: *(if applicable)*	
Mailing Address:	

Phone:		**Email:**	

VII. Civil Engineer / Surveyor Information *(fill out, if applicable)*

Name:	Josh Schroeder
Company Name: *(if applicable)*	Somnium
Mailing Address:	2976 E State St. Ste 120 Eagle, ID 83616

Phone:	208-803-2477	**Email:**	josh@somniumdevgroup.com

VIII. Landscape Architect Information *(fill out, if applicable)*

Name:	
Company Name: *(if applicable)*	
Mailing Address:	

Phone:		**Email:**	

IX. Applicant Acknowledgement

☑ By signing this application, I authorize employees/agents of the City to enter onto the property that is the subject of this application during regular business hours. The sole purpose of entry is to make an examination of the property that is necessary to process this application; and

☑ I certify that I am the owner of this property, the owner's authorized agent/representative, or the petitioner (if for a vacation). If acting as an authorized agent or representative, I further certify that I have full power and authority to file this application and to perform, on behalf of the owner, all acts required to enable the jurisdiction to process and review such an application. I will comply with all provisions of the law and ordinance governing this type of application; and

☑ I certify that failure to submit all required documents in compliance with the checklist could result in delayed acceptance, processing, and hearing date timelines; and

☑ I certify that the information furnished by me as part of this application is true and correct to the best of my knowledge.

I certify that I am the:

☑ Property Owner ☐ Authorized Agent / Representative ☐ Petitioner (Vacations Only)

Derek Olson

Applicant / Applicant's Representative Printed Name

6/4/26

Date

Applicant / Applicant's Representative Signature

City of Caldwell
Planning and Zoning Department
621 Cleveland Blvd., Caldwell, Idaho, 83605
Phone: (208) 455-3021 | Web: www.cityofcaldwell.org

SUBDIVISION PRELIMINARY PLAT CHECKLIST

The following items shall be included in any application submittal. Additional information may be required, as indicated in your roundtable (pre-app) meeting or upon official review of the plans. Please check the box for each item listed below to confirm submission of the item listed.

SECTION I

SUBMITTAL DOCUMENTS & RELATED PLANS		Applicant	Staff
Master Land Use Application	Copy of completed, signed and dated application	X	
Application Checklist	Copy of completed, signed and dated checklist	x	
Property Owner Acknowledgement	If the signatory of the application is not the owner of the property, a notarized statement (property owner acknowledgement) must be signed by the legal owner of record and submitted with the application	X	
Proof of Property Ownership	Recorded Warranty Deed for the subject property showing proof of ownership, or evidence of property interest to subject property	X	
Legal Description of Property	Attach a legal description of the property including metes and bounds to the centerline of all adjacent rights of ways. All legal descriptions shall be certified by a land surveyor registered to the State of Idaho.	X	
Neighborhood Meeting Information	The verification shall include: • A copy of the letter mailed by the applicant *(Min. 15 days prior to meeting)* • A copy of the 500' mailing list indicating all notified owners, residents and associations • A copy of the sign-up sheet from the meeting, with your signature *Note: Neighborhood meetings must have been held within four (4) months of application submission.*	X	
Photographs	Photographs of existing site conditions	X	
Project Narrative	Narrative fully describing the application request(s), the purpose of the development, existing site conditions, and what is being proposed.	X	
Concept Building Elevations	Colored concept elevations of all four (4) sides of buildings, indicating building heights, colors, materials, windows, doors, and architectural features.	X	
Site Plan (Scaled)	Site plan, drawn to scale, showing location of all property lines, existing and proposed buildings, utilities, setbacks, easements, and streets with street names.	X	
Preliminary Plat	High resolution preliminary plat, to scale. See requirements for plan content in **Section II below**	X	
Landscape Plan	High resolution landscape plan, to scale. See requirements for landscape plan contents in **Section III below**	X	

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SECTION II

PRELIMINARY PLAT CONTENT		Applicant	Staff
Plans to Scale	All mapped data for the same plat shall be drawn at a scale suitable to ensure the clarity of all lines, bearings and dimensions, said scale typically being one hundred feet to an inch (100' = 1"). Whenever practical, scales shall be adjusted to produce an overall drawing measuring eighteen inches by twenty- four inches (18" x 24"), but not exceeding forty-two inches by sixty inches (42" x 60").	X	
Subdivision Name and Location	The proposed subdivision name and location shall be provided on the plat and shall meet the following: • Said name shall be approved by the City Mapping Department and shall not being a duplicate name of any other recorded subdivision within Canyon County or any of the cities in Canyon County; • Location of subdivision by section, township and range; reference by dimension and bearing to a combination of two (2) section corners, quarter section corners, or recorded monuments. (Ord. 3374, 12-6-2021)	X	
Contact Information	Name, address and phone number of property owner(s), subdivider, engineer, planner, and surveyor who prepared the plat, and any other professional persons involved in the subdivision.	X	
Scale, North Arrow, and Plan Preparation Date	Scale, north arrow and date of preparation including dates of any subsequent revisions.	X	
Vicinity Map (Scaled)	Vicinity map drawn to a maximum scale of one inch equals five hundred feet (1" = 500'), clearly showing the proposed subdivision or planned unit development configuration in relationship to, as well as, identifying and showing lot lines and street connections of all adjacent subdivisions, all arterial streets, all collector streets and bodies of water.	X	
Topography	Topography based on NAVD 88 datum shown on the same map as the proposed subdivision layout. Contour lines shown at five foot (5') intervals where land slope is greater than ten percent (10%) and at two foot (2') intervals where land slope is ten percent (10%) or less, referenced to an established bench mark, including location and elevation.	X	
Existing Water	Location of existing water wells and type, streams, canals, irrigation laterals, drainage facilities, private ditches, washes, lakes and other water features; direction of flow; regulatory floodplain and floodway boundaries if any; and location and extent of known areas subject to inundation if any.	X	
Streets and other Important Features	Location, widths and names of all existing streets and location, arrows indicating direction of slopes, type of surface and existence of any curb, gutter and/or sidewalks. Other important features such as railroads, utility rights of way and easements of public record, public areas, permanent structures to remain including water wells, and municipal corporation lines within or adjacent to the tract.	X	
Recorded Subdivisions with Common Boundaries	Name, book, page number and lot line layout of any recorded adjacent subdivision having common boundary with the tract.	X	
Table Schedule *(see attached example)*	Table Schedule of: • Existing zoning classification of the tract with any requested zoning changes. • Total acreage of the entire subdivision • Total number of buildable lots by land use type. • Total number of common lots. • Total gross acreage • Average buildable lot size • Dwelling units per gross acre.	X	

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PRELIMINARY PLAT CONTENT cont.		Applicant	Staff
Subdivision Boundary	The subdivision boundary with dimensions and bearings shall be based on an actual recorded field survey, performed within six (6) months of the preliminary plat application, and shall include the professional land surveyor stamp. Boundary problems shall be resolved prior to preliminary plat submittal. Stamping of the preliminary plat by the professional land surveyor pertains only to the boundary survey and should be noted as such.	X	
Public dedications of rights of way or easements	Proposed location, width, dimensions and bearings, and use of all proposed easements within the subdivision. All existing easements with location, width, dimensions, bearings, use and instrument numbers. Designation of all land to be dedicated or reserved for public use with purpose indicated.	X	
Names, Addresses, and Tax Parcel Numbers	Names, addresses and tax parcel numbers for all property owners within three hundred feet (300') of the exterior boundary of the subdivision, displayed visually on the plat in the appropriate locations.	X	
Utilities	Storm drains and water supply mains, both proposed and existing, within and immediately adjacent to the subdivision. Approximate location of existing sanitary sewer facilities, manholes, lines, and any other sewer related facilities within and adjacent to the subdivision.	X	
Proposed Street Layout	Proposed street layout, including location, width and proposed names of streets, common driveways, alleys, major pathways, micro pathways and easements; pedestrian and vehicular connections to adjoining properties.	X	
Lot Dimensions	Typical lot dimensions to scale; dimensions of all corner lots and lots of curvilinear sections of streets; each lot and block numbered individually; each lot labeled with its individual lot acreage and square footage.	X	
Land Use and Zoning Classification (Each Area)	If plat includes land for which multi-family, commercial, industrial or mixed use is proposed, such areas shall be clearly designated together with existing zoning classification and status of zoning change, if any.	X	
Special Development Areas	Appropriate information that sufficiently details the proposed subdivision within any special development area, such as: • Hillside • Floodplain	X	
On and Off-Site Improvements	The proposed on and off site improvements including water supply systems, sanitary sewer systems and stormwater drainage.	X	
Access and Approaches	Width, spacing and location of all proposed approaches to the subdivision with type (example: full approach, right in/right out approach) of approach indicated.	X	
Proposed Utility Methods	(A) Sewage Disposal: Such evidence relative to the design flows within the subdivision, and operation of the sanitary sewage facilities proposed. A statement as to the type of facilities proposed shall appear on the preliminary plat. (B) Water Supply: Such evidence relative to the design, operation, volume and quality of the water supply and facilities proposed. A statement as to the type of facilities proposed shall appear on the preliminary plat. (C) Stormwater Disposal: Such evidence relative to the design and operation of the stormwater disposal system. A statement as to the type of facilities proposed, and an indication of all areas to be used for treatment/disposal shall appear on the preliminary plat. All stormwater design shall comply with the city's most recent "Stormwater Management Manual" as adopted by council as of the date of preliminary plat application submittal. (D) Irrigation System: A statement describing the proposed irrigation system, consistent with section 10-07-12 of the Caldwell City Code, shall appear on the preliminary plat.	X	

PRELIMINARY PLAT CONTENT cont.		Applicant	Staff
Acknowledgement	Note acknowledging that, to the best of the preparer's knowledge, the preliminary plat meets all requirements of city code; or if said plat does not meet all requirements then the plat has been submitted as a planned unit development and any and all requested exceptions have been listed in detail as part of the planned unit development application or it is not a planned unit development but any exceptions as allowed in this chapter have been noted on the preliminary plat and specifically requested as a part of the application.	X	

SECTION III

LANDSCAPE PLAN CONTENT (CCC 10-07-03)		Applicant	Staff
Plan Preparation	Landscaping 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.	X	
Plan Size	Detailed plan at a scale no smaller than one inch equals fifty feet (1" = 50')	x	
Streets, Setbacks and Easements	Show all streets, setbacks, and easements, Streets shall be identified by name. Dimension and label all right-of-way, setbacks, and easements	X	
Sight Visibility Triangles	Show and label all sign visibility triangles.	X	
Storm Water Facilities and Berms	Show all storm water facilities and berms. Indicate berm heights, slopes and proposed landscaping	X	
Off-Street Parking & Bicycle Parking	• A note listing the required number of parking spaces and bicycle parking spaces. • A note listing the provided number of parking spaces and bicycle parking spaces. The provided number of parking spaces and bicycle parking spaces shall equal or exceed the required number of parking spaces and bicycle parking spaces. • Circulation area required to serve the parking spaces with typical dimensions.	X	
Existing Trees and/or Shrubs	Location of all existing trees and shrubs, and the approximate size and type of any existing trees and shrubs. Indicate by note which trees and/or shrubs will remain, if any.	X	
Existing and Proposed Structures	Location of all existing and proposed structures and a note of whether or not the existing structures will remain	X	
Pathways	Location, width, and type of pathways, along with identification of all required pathway materials and landscaping callouts: • Micro Pathways • Major Pathways • Public Pathways • Regional Pathways • Indian Creek Corridor Pathways (if applicable)	X	
Open Space Exhibit	All open space clearly delineated using colored shading so it is readily identifiable. The open space exhibit shall contain a table identifying: • The percentage and acreage of each individual areas of open space and if the open space is being calculated as qualified open space • The total percentage and acreage of code required open space and qualifying open space in relationship to the gross area of the project • The total percentage and acreage of proposed open space and qualifying open space in relationship to the gross area of the project	X	
Public Amenities	Location, size, and types of new structures for recreational use (i.e., gazebos, water features, picnic areas, shuffleboard, etc)	X	

LANDSCAPE PLAN CONTENT (CCC 10-07-03)		**Applicant**	**Staff**
School Bus Stops	Location of school bus stop areas within a common lot or common easement	x	
Public Transit Stops	Location of any public transit	N/A	
Street Landscape Buffers	Location and width of all street landscape buffers. Include the location of all sod, trees, shrubs, plantings, and other materials proposed.	X	
Landscape Buffers Between Land Uses	Location and width of all landscape buffers between different land uses. Include the location of all sod, trees, shrubs, plantings, and other materials proposed.	X	
Parking Lot Landscaping	Location and size of all landscape islands within parking lots, Include the location of all landscaping materials proposed	X	
Trash Enclosures	Location of all trash enclosures, to include details about screening and landscaping	x	
Fencing	Location, height, color, and materials for all existing or proposed fencing	x	
Other Landscape Amenities	Provide location, size, type and description of all other landscape improvements such as berms, decorative rock, boulders, etc.	X	
Landscape Schedule	Provide a table listing all of the locations, descriptions, types and numbers of landscaping products to be installed.	X	

SECTION IV

GENERAL PROJECT INFORMATION	
Type of land uses within subdivision:	Residential only Commercial only Industrial only Mixed-use *(mix of residential and non-residential uses)*
Has your development / subdivision name, street names, and lot and block numbers been approved by the City of Caldwell Mapping Division?	Yes No *If yes, have you made any changes or modifications to the previously approved pre-plat approved by Mapping?* Yes No
Will the subdivision be phased?	Yes No If yes, how many phases are proposed? 6
Development timeline for full build out?	10-15 year build out depending on market conditions, residential unit absorption rates, and demand for commercial pads.

LAND USE AND ZONING INFORMATION			
	Zoning Designation	**Comp Plan Designation**	**Land Use**
Existing (Subject Property)	AG	Neighborhood 3 & Mixed Use Center	Agriculture
Proposed (Subject Property)	R-2, R-3, H-C	Neighborhood 3 & Mixed Use Center	Commercial and Residential
North of Site	R-1	Neighborhood 3	Residential
South of Site	Highway Corridor	Mixed Use Center	Commercial
East of Site	Agriculture	Neighborhood 3 & Mixed Use Center	Agriculture
West of Site	R-1 & R-2	Neighborhood 3 & Mixed Use Center	Residential

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PROJECT SPECIFIC INFORMATION

	Number of Lots	Acres	Percent of "Net" Acres *Net acreage is the total acreage minus any public streets and public rights of way*
Residential Lots	354	109.92	98.46
Commercial Lots	5	17.05	
Industrial Lots			
Common Lots	54 + 2 emergency access lots	30.99	

EXISTING AND PROPOSED BUILDING DATA

	# of EXISTING buildings	# of PROPOSED buildings	# of EXISTING dwelling units	# of PROPOSED dwelling units	Max. Building Height	Total GROSS square footage of buildings
Residential:						
Single-family (detached) homes	0	300	0	300	per code	TBD
Townhomes	0	52	0	52	per code	TBD
Two-family *(duplex)*	0	0	0	0	-	-
Three-family residential *(triplex)*	0	0	0	0	-	-
Four, five and six family *(fourplex, fiveplex, and sixplex)*	0	22	0	88	per code	TBD
Multi-family (7 or > dwelling units) in a single building	0	16	0	384	per code	TBD
Commercial	0	5 minimum	N/A	N/A	per code	TBD
Industrial	0	0	N/A	N/A	-	-
Type of Commercial or Industrial Buildings:	Retail and neighborhood commercial along with big box us	Single-tenant building(s)	Multi-tenant buildings	both single tenant & multi-tenant		

DENSITY AND OPEN SPACE (Comprehensive Plan and CCC 10-07-05)

Dwelling units per gross acre (Density):	Max. Allowed	Proposed
	108 (N2) + 900 (N3) + 1750 (HC) = 2,758	33 + 230 + 561 = 824
Total Open Space	% Required	% Proposed
	10	23.69
Total "Qualifying" Open Space	% Required	% Proposed
	10 for single family units	15.91
Included	**NOTE:** *Attach a separate Open Space Exhibit showing all areas of open space highlighted, all areas highlighted and labeled for qualifying open space, and table with breakdown, square footage, percentage and acreage of all open space vs. qualifying open space.*	

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PARKING, LOADING AND PEDESTRIAN AMENITIES (CCC 10-02-05)		
Description	**Min. Required**	**Proposed**
Electric vehicle parking spaces	4-plex units: 2 Apartment units: 4	4-plex units: 2 Apartment units: 4
Off-street parking spaces	4-plex units: 142; apartment units: 619	4-plex units: 186 + 8HC; apartment units: 721
Commercial loading spaces	TBD	198 + 6HC
Industrial loading spaces	N/A	N/A
Bicycle parking spaces:	4-plex units: 18; apartment units: 72	4-plex units: 18; apartment units: 164
Describe any public transportation facilities that will be provided in accordance with (CCC 10-02-05 B)		
Public Amenities:	***Provide a description of the type of public amenities proposed***: Large open spaces are provided in the plan for residents along with a major pathway along Mason Creek is planned to connect from Hwy 20/26 to Middleton Road along the southern boundary of the site. A pathway adjacent to the Weymouth Lateral has also been planned for. Commercial pads offer opportunities for retail, commercial services and dining as well as the potential for outdoor gathering spaces adjacent to those uses.	

LANDSCAPING AND PATHWAYS (CCC Chapter 10, Article 7)	
Landscaping: (*Please check all locations where landscaping will be provided)*	Parking lot Common areas Street landscape buffers Between different land uses Pathways Around building exterior Other _____
Major Pathways	*Describe location, width, and landscaping:* A major pathway along Mason Creek is planned to connect from Hwy 20/26 to Middleton Road along the southern boundary of the site. A pathway adjacent to the Weymouth Lateral has also been planned for.
Micro Pathways	*Describe location, width, and landscaping* Micro pathways occur throughout the site to connect green spaces at mid block locations where appropriate.
Public Pathways *(per Bicycles and Pathways Master Plan)*	*Describe location, width, landscaping, and any proposed fencing:*

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STREET LANDSCAPE BUFFERS (CCC 10-07-08)

Location *(Enter Street Name)*	Min. Width Required	Proposed Width	% of Sod Proposed	# of Trees Proposed	Min. Tree Spacing *(in feet)*	# of Shrubs Proposed	Min. Shrub Spacing *(in feet)*
Middleton Road	25'	25'	50	79	35'	316	7'
Hwy 20/26	35'	35'	50	27	50'	164	50'
Joplin Street North	20'	20'	50	45	35'	165	7'
Joplin Street South	20'	20'	50	66	35'	259	7'

BUFFERS BETWEEN LAND USES (CCC 10-07-10)

Location *(If not required, put N/A)*	Min. Width Required	Proposed Width	% of Sod Proposed	# of Trees Proposed	Min. Tree Spacing *(in feet)*	# of Shrubs Proposed	Min. Shrub Spacing *(in feet)*
North Property Line	N/A						
South Property Line	35'	35'	50				
East Property Line	15'	15'	50				
West Property Line	25'	25'	50				

PUBLIC SIDEWALKS - Includes a 5' wide attached sidewalk at all new public streets within the development in accordance with city requirements.

Location (Street Name)	Min. Width Required	Proposed Width	Type of Sidewalk		
Middleton Road	5'-7'	5'-7'	Meandering	Attached	Detached
Joplin Street	7'	7'	Meandering	Attached	Detached
			Meandering	Attached	Detached
			Meandering	Attached	Detached

UTILITIES, INFRASTRUCTURE, AND PUBLIC SERVICES INFORMATION

Domestic Water:		Individual Domestic Well – How Many?
		Centralized Public Water System
		City Municipal Water System Yes - connecting in Middleton Road
		N/A
	Nearest Water Line Connection:	
Sewer (Wastewater):		Individual Septic
		City Municipal Sewer Yes - connecting in Highway 20/26
		N/A
	Nearest Sewer Line Connection:	
Irrigation:		Surface
		Irrigation Well
		Pressurized Yes
		Gravity
		N/A
	Nearest Irrigation Connection:	
	Irrigation District: Pioneer Irrigation District	

Stormwater:		Swales Yes
		Ponds
		Borrow Ditches
		Other, Explain:
Stormwater Management:	Does the site disturb one or more acres of land? Yes No	
Fire Suppression Water Supply Source:	city fire hydrants	
Sources of Surface Water on or Nearby Properties (i.e., creeks, ditches, canals, lake, etc.):	Mason Creek and Weymouth Lateral	
Type of Site Access:		Street Frontage Middleton Road and the Joplin Street extension
		Easement Easement Width: Instrument #
Street(s) Providing Access:	Middleton Road and the Joplin Street extension	
Will Secondary Access for Fire be Provided:		Yes Yes the plan provides for secondary access
		No
Internal Roads:		Public Yes per city standards
		Private
		Internal Circulation
		Road User's Maintenance Agreement Inst#
School Districts Serving this Location:		Caldwell School District
		Vallivue School District This project is in the Vallivue School District

SPECIAL ON-SITE CHARACTERISTICS

	Yes	No	If yes, explain:
Areas of Critical Environmental Concern?		No	
Evidence of Erosion?		No	
Fish Habitat?		No	
Floodplain?	Yes		Zone AE and X along Mason Creek area on south end of site
Riparian Vegetation?		No	
Steep Slopes?		No	
Streams/Creeks?	Yes		Mason Creek area on south end of site
Unique Animal/Plant Life?		No	
Unstable Soils?		No	
Wildlife Habitat?		No	
Historic Buildings or Features?		No	

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Describe any other unique site characteristics:	Qualified Open Space Requirements for MF Units 4-plexes: 1.06 acres required; 1.82 acres provided Apartments: 3.88 acres required; 6.60 acres provided

ACKNOWLEDGEMENT	
X	I acknowledge that all items on the checklist are included in the submittal package and that all documents have been submitted as single-sided, high-resolution documents; and
X	I acknowledge that the applicant or the applicant's representative is responsible for the physical posting of all subject sites prior to the public hearings, and for providing affidavit of proof of posting in accordance with Caldwell City Codes; and
X	I acknowledge that the applicant or the applicant's representative IS REQUIRED to attend all public hearings for this application.

I certify this document has been acknowledged, signed and dated by the:

☐ Property Owner as the Applicant ☐ Property Owner's Agent / Representative

Derek Olson
Applicant / Applicant's Representative Printed Name

6/4/26
Date

Applicant / Applicant's Representative Signature

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Community Development Department
Planning & Zoning Division
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Annexation (with initial zoning)

CCC Chapter 10, Article 3, Section 10-03-01

PURPOSE: Annexation is a legal process by which some property located in an unincorporated area (Canyon County) may become part of the incorporated area (City of Caldwell). Annexations may be initiated by the City with property in the City Impact Area or by individuals with property in the City Planning Boundaries. An annexation requested by an individual is a quasi-judicial matter requiring public hearings and public hearing notification in accordance with the Idaho Land Use Planning Act and Caldwell City Code.

The following items shall be included in the application submittal. Additional information may be required upon official review of the plans. Please check the box for each item listed below to confirm submission of the item listed.

I. Filing and Submittal Standards

- ☑ All applications, checklists, plans and supporting documents must be submitted electronically through our Online Permit Center.
- ☑ Upload all documents and drawings per required checklist, as high-resolution PDFs and formatted in accordance with this checklist.
- ☑ Each checklist item **MUST** be named according to the naming convention listed below. The naming convention shall start with the document name as shown in the table below, followed by an underscore, and then the project name.
- ☑ Resubmittals must use the EXACT same file name as the original and contain a versioning number at the end (V2, V3, V4, etc.)
- ☑ All applicable fees be required to be paid once the application has been submitted and received by the department. Some applications may require fees to be paid at time of actual submittal.

II. Submittal Documents

The items listed below are considered a minimum. Additional information may be necessary for clarification during the review process.

√	Submittal Item Description	Document Naming Convention
☑	**Master Land Use Application.** Copy of a completed and signed Master Land Use Application.	Application_ProjectName
☑	**Annexation Checklist.** Copy of a completed and signed Annexation checklist.	ANNChecklist_ProjectName
☑	**Copy of Deeds or Proof of Ownership.** If the owner is a corporation or LLC, proof of the representative or agent for the LLC or corporation will be required.	Deeds_ProjectName
☐	**Property Owner Acknowledgement.** Signed Property Owner Acknowledgement form (if applicable).	OwnerAck_ProjectName

☑	**Neighborhood Meeting Information,** including; ☑ A copy of the letter sent to all owners, residents, and associations within 500' of the property boundary. ☑ A copy of the 500' mailing list ☑ A copy of the sign-in sheet, with your signature for certification	NeighborhoodMtg_ProjectName
☑	**Legal Description.** • Attach a metes and bounds legal description of the property including all adjacent rights of ways. • All legal descriptions shall be stamped and certified by a land surveyor registered to the State of Idaho and shall be accompanied by an exhibit stamped.	Legals_ProjectName
☐	**Annexation Exhibit Map.** An exhibit map, stamped and signed by the land surveyor outlining the area being annexed, to include the adjacent rights of ways.	
☑	**Site Plan (to scale).** Site plan, drawn to scale, showing: ☑ Location of all property lines and dimensions ☑ All streets with street names ☑ All existing and proposed buildings and structures ☑ All setbacks to the property lines and between buildings ☑ All utilities ☑ All easements	SitePlan_ProjectName
☑	**Vicinity Map.** Showing the boundaries of the subject property with relation to nearby roadways and landmarks.	VicinityMap_ProjectName
☑	**Project Narrative.** A detailed project narrative addressing the following: • Description of overall proposed development plan • Description of compliance with the City's Comprehensive Plan and Vision and compliance with zoning ordinances. • Description of overall project benefits, the impacts on surrounding properties, and the mitigation of those impacts. • List of all proposed land uses	Narrative_ProjectName
☐ N/A	**Conceptual Development Plan.** *If the annexation is not associated with a special use permit, planned unit development or subdivision plat, please submit a concept future development plan.*	ConceptPlan_ProjectName

III. Project Specifics

Fill in all the information below that is applicable to the proposed project.

Will the Existing Land Use on the Property Continue:	☐ Yes ☑ No
Explain any Future Development Plans:	The property is currently a vacant/rural parcel with existing structures and open ground. The proposal is for a weddng and event venue
Existing City or County Zoning Designation of Property Surrounding Subject Parcel(s):	North of the Site: Agricultural (County) South of the Site: Medium Density Reside East of the Site Highway Corridor West of the Site: Low Density Residential
Type of Access to Subject Parcel(s)	☑ Street Frontage ☐ Easement If easement, list easement width and Instrument # below: Easement Width: ____ Instrument #: ____
Name of Streets Providing Access:	Middleton Road
Existing Domestic Water:	☑ Individual Domestic Well ☐ Centralized Public Water System ☐ City Municipal Water System ☐ Not Applicable

Nearest Water Line Connection:	Middleton Road (City Water)
Existing Sewer:	☑ Individual Septic ☐ City Municipal Sewer ☐ Not Applicable
Nearest Sewer Connection:	SW corner of the property (City Sewer connection)
Existing Irrigation:	☐ Surface ☐ Irrigation Well ☐ Pressurized ☑ Gravity ☐ Not Applicable
Nearest Irrigation Connection:	
Irrigation District:	
School District Serving this Location:	☐ Caldwell SD ☐ Nampa SD ☑ Vallivue SD

IV. PDF Formatting Requirements

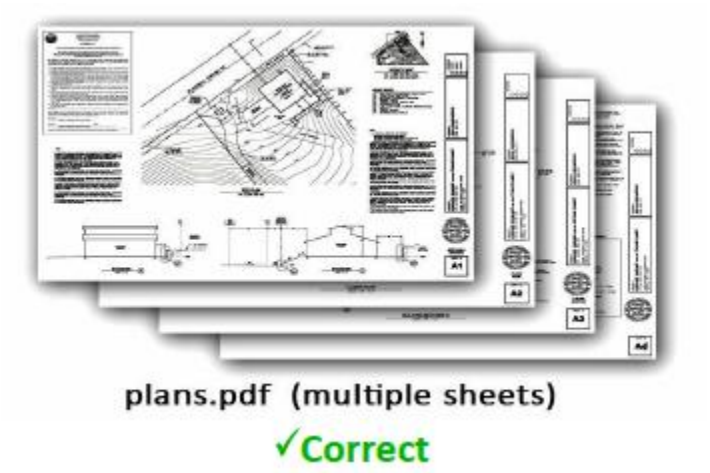
Portable Document Format (PDF) is the industry standard for electronic plans. The City of Caldwell only accepts PDF files for plan review. PDF files must be properly formatted as described below. Please read the instructions carefully. Improperly formatted plans can delay the plan review process for your project.

Layers: No multiple layers. Layers must be merged or flattened.

Format: Vector-based files are preferred given the ability to scale these files.

Resolution: Min. of 300 pixels per inch (PPI)

Grouping: Multiple sheet PDF (single file with multiple sheets)



Labeling:

Each sheet of the plans must be labeled with the project name, contractor, and address of the subject site.

V. Applicant Acknowledgement

☑ I acknowledge that all items on the checklist are included in the submittal package and that all documents have been named accordingly and submitted as single-sided, high-resolution pdf documents; and

☑ I acknowledge that I, the applicant, or my representative, is responsible for attending all public hearings; and

☑ I acknowledge that applications are not deemed complete until the application has been submitted, all fees have been paid, and the application has been deemed accepted after completion of the pre-screening process. This could impact scheduling of public hearing dates; and

☑ I acknowledge that I have read, understand, and am in compliance with all standards, terms, and requirements listed in Caldwell City Code; and

☑ I acknowledge that the decision to grant or deny a owner-consented annexation is at the sole discretion of the City Council, and that any decision but City Council does not require council to articulate or provide findings justifying its decision as owner-consented annexation are not subject to judicial review in accordance with Idaho Code 50-222.

☑ I certify I am the:

☑ Property Owner as the Applicant ☐ Property Owner's Agent / Representative

Derek Olson
Applicant / Applicant's Representative Printed Name

6/4/26
Date

Applicant / Applicant's Representative Signature

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SPECIAL USE PERMIT CHECKLIST

The following items shall be included in the application submittal. Additional information may be required upon official review of the plans. Please check the box for each item listed below to confirm submission of the item listed.

SECTION 1: Filing Requirements

- ☐ All applications, checklists, plans and supporting documents must be submitted through our Online Permit Center.
- ☐ All applications, checklists, plans and supporting documents shall follow the naming schematic as provided here.
- ☐ Filing fees **(see Section 2 below)**
- ☐ PDF Documents formatted in accordance with **Section 5** below.
- ☐ All documents shall follow the naming conventions as shown here.

SECTION 2: Filing Fees

Refer to the Planning Department fee list for most current fees.

- ☐ Permit fees. Fees will be required to be paid once the application has been submitted and received by the department.

SECTION 3: Submittal Documents

The items listed below are considered a minimum. Additional information may be necessary for clarification during the review process.

- ☐ ***Master Land Use Application.*** Copy of a completed and signed master land use application.
- ☐ ***Application Checklist.*** Copy of a completed and signed application checklist
- ☐ ***Copy of Deeds or Proof of Ownership.*** If the owner is a corporation or LLC, proof of the representative for the LLC or corporation will be required.
- ☐ ***Property Owner Acknowledgement***. Signed Property Owner Acknowledgement form (if applicable)
- ☐ ***Neighborhood Meeting Information***, including;
  - ☐ A copy of the letter sent to all owners, residents and associations within 500' of property
  - ☐ A copy of the 500' mailing list
  - ☐ A copy of the sign-in sheet, with your signature for certification

☑ ***Legal Descriptions.*** Attach a legal description of the property including metes and bounds to the centerline of all adjacent rights of ways. All legal descriptions shall be certified by a land surveyor registered to the State of Idaho.

☑ ***Detailed Site Plan***, **drawn to scale**, showing:

- ☑ Location of all property lines and dimensions
- ☑ All streets and driveways
- ☑ All off-street parking, loading spaces, drive aisles, ramps, and sidewalks
- ☑ All trash enclosure locations
- ☑ All existing and proposed landscaping
- ☑ All existing and proposed buildings and structures with setbacks
- ☑ All utility locations. Specify location of any overhead utility lines on the property
- ☑ Location of all proposed sign with dimensions to property line

☑ ***Concept Building Elevations (if new construction or remodel):*** Colored building elevations of all four (4) sides of buildings, indicating building heights, colors, materials, windows, doors, architectural features, and landscaping around buildings.

☑ ***Landscape Plan:*** Landscape plan, drawn to scale (no smaller than 1" = 50') and prepared by a landscape architect, a landscape designer or a qualified nursery person. Landscape plans shall be stamped by a licensed landscape architect and including the following information:

- ☑ ***Streets, Setbacks and Easements:*** Show all streets, setbacks, and easements, Streets shall be identified by name. Dimension and label all right-of-way, setbacks, and easements
- ☑ ***Sight Visibility Triangles:*** Show and label all sign visibility triangles.
- ☑ ***Storm Water Facilities and Berms:*** Show all storm water facilities and berms. Indicate berm heights, slopes and proposed landscaping
- ☑ ***Off-Street Parking & Bicycle Parking:*** A note listing the required number of parking spaces and bicycle parking spaces, the provided number of parking spaces and bicycle parking spaces, and the circulation area required to serve the parking spaces with typical dimensions.
- ☑ ***Existing Trees and/or Shrubs:*** Location of all existing trees and shrubs, and the approximate size and type of any existing trees and shrubs. Indicate by note which trees and/or shrubs will remain, if any.
- ☑ ***Existing and Proposed Structures***: Location of all existing and proposed structures and a note of whether the existing structures will remain
- ☑ ***Pathways:*** Location, width, and type of pathways, along with identification of all required pathway materials and landscaping callouts for micro pathways, major pathways, public pathways, regional pathways, and Indian Creek Corridor pathways (if applicable).

- ☑ ***Open Space Exhibit***: Separate open space exhibit clearly delineated using colored shading, so it is readily identifiable. The open space exhibit shall contain a table identifying:
  - ☑ The percentage and acreage of each individual areas of open space and if the open space is being calculated as qualified open space
  - ☑ The total percentage and acreage of code required open space and qualifying open space in relationship to the gross area of the project
  - ☑ The total percentage and acreage of proposed open space and qualifying open space in relationship to the gross area of the project

- ☑ ***Public Amenities:*** Location, size, and types of new structures for recreational use (i.e., gazebos, water features, picnic areas, shuffleboard, etc.)

- ☑ ***School Bus Stops:*** Location of school bus stop areas within a common lot or common easement

- ☑ ***Public Transit Stops:*** Location of any public transit

- ☑ ***Street Landscape Buffers:*** Location and width of all street landscape buffers. Include the location of all sod, trees, shrubs, plantings, and other materials proposed.

- ☑ ***Landscape Buffers Between Land Uses:*** Location and width of all landscape buffers between different land uses. Include the location of all sod, trees, shrubs, plantings, and other materials proposed.

- ☑ ***Parking Lot Landscaping:*** Location and size of all landscape islands within parking lots, Include the location of all landscaping materials proposed

- ☑ ***Trash Enclosures:*** Location of all trash enclosures, to include details about screening and landscaping

- ☑ ***Fencing:*** Location, height, color, and materials for all existing or proposed fencing

- ☑ ***Other Landscape Amenities:*** Provide location, size, type and description of all other landscape improvements such as berms, decorative rock, boulders, etc.

- ☑ ***Landscape Schedule:*** Provide a table listing all of the locations, descriptions, types and numbers of landscaping products to be installed.

☑ ***Traffic Impact Study:*** A traffic impact study will be required if the proposed development generates one hundred (100) or more peak hour vehicle trips; more than thirty thousand (30,000) square feet of commercial use; or more than fifty thousand (50,000) square feet of industrial use.

Note: The city may require an impact study, even if the aforementioned criteria are not exceeded to resolve unique circumstances. The city may also waive the requirement if, in the city's opinion, there are no traffic issues to resolve.

SECTION 4: Project Specific Details

Fill in all the information below that is applicable to the project being proposed.

LAND USE AND ZONING INFORMATION			
	Zoning Designation	**Comp Plan Designation**	**Land Use**
(Subject Property)	AG	Neighborhood 2, 3 & Mixed Use Center	Agriculture
North of Site	R-1	Neighborhood 3	Residential
South of Site	Highway Corridor	Mixed Use Center	Commercial
East of Site	Agriculture	Neighborhood 3 & Mixed Use Center	Agriculture
West of Site	R-1 & R-2	Neighborhood 3 & Mixed Use Center	Residential

PARKING, LOADING AND PEDESTRIAN AMENITIES		
Description	**Min. Required**	**Proposed**
Electric vehicle parking spaces	4-plex units: 2 Apartment units: 4	4-plex units: 2 Apartment units: 4
Off-street parking spaces	4-plex units: 142; apartment units: 619	4-plex units: 186 + 8HC; apartment units: 721
Commercial loading spaces	TBD	198 + 6HC
Industrial loading spaces	N/A	N/A
Bicycle parking spaces:	4-plex units: 18; apartment units: 72	4-plex units: 18; apartment units: 164
Describe any public transportation facilities that will be provided.		
Describe any public amenities that are being proposed:	Large open spaces are provided in the plan for residents along with a major pathway along Mason Creek is planned to connect from Hwy 20/26 to Middleton Road along the southern boundary of the site. A pathway adjacent to the Weymouth Lateral has also been planned for. Commercial pads offer opportunities for retail, commercial services and dining as well as the potential for outdoor gathering spaces adjacent to those uses.	

LANDSCAPING AND PATHWAYS	
Landscaping: *Please check all locations where landscaping will be provided*	☑ Parking lot ☑ Common areas ☑ Street landscape buffers ☑ Between different land uses ☑ Adjacent to Pathways ☑ Around building exterior Other _____
Public or Regional Pathways *Describe location, width, landscaping, and any proposed fencing:*	A major pathway along Mason Creek is planned to connect from Hwy 20/26 to Middleton Road along the southern boundary of the site. A pathway adjacent to the Weymouth Lateral has also been planned for.

STREET LANDSCAPE BUFFERS

Location *(Enter Street Name)*	**Min. Width Required**	**Proposed Width**	**% of Sod Proposed**	**# of Trees Proposed**	**Min. Tree Spacing** *(in feet)*	**# of Shrubs Proposed**	**Min. Shrub Spacing** *(in feet)*
Middleton Road	25'	25'	50	79	35'	316	7'
Hwy 20/26	35'	35'	50	27	50'	164	50'
Joplin Street North	20'	20'	50	45	35'	165	7'
Joplin Street South	20'	20'	50	66	35'	259	7'

BUFFERS BETWEEN LAND USES

Location *(If not required, put N/A)*	**Min. Width Required**	**Proposed Width**	**% of Sod Proposed**	**# of Trees Proposed**	**Min. Tree Spacing** *(in feet)*	**# of Shrubs Proposed**	**Min. Shrub Spacing** *(in feet)*
North Property Line	N/A						
South Property Line	35'	35'	50				
East Property Line	15'	15'	50				
West Property Line	25'	25'	50				

PUBLIC SIDEWALKS				
Location (Street Name)	**Min. Width Required**	**Proposed Width**	**Type of Sidewalk**	**Existing or Proposed**
Middleton Road	5'-7'	5'-7'	☐ Meandering ☑ Attached ☑ Detached	☐ Existing ☑ Proposed
Joplin Street	7'	7'	☐ Meandering ☑ Attached ☐ Detached	☐ Existing ☑ Proposed
			☐ Meandering ☐ Attached ☐ Detached	☐ Existing ☐ Proposed
			☐ Meandering ☐ Attached ☐ Detached	☐ Existing ☐ Proposed

UTILITIES, INFRASTRUCTURE, AND PUBLIC SERVICES INFORMATION		
Type of Site Access:	☑	Street Frontage Middleton Road and the Joplin Street extension
	☐	Easement Easement Width: Instrument #
Street(s) Providing Access:	Middleton Road and the Joplin Street extension	
Will Secondary Access for Fire be Provided:	☐ Yes ☐ No	
Internal Roads:	☑	Public Yes per city standards
	☐	Private
	☑	Internal Circulation
	☑	Road User's Maintenance Agreement Inst#
School Districts Serving this Location:	☐	Caldwell School District
	☑	Vallivue School District This project is in the Vallivue School District

City of Caldwell
Planning and Zoning Department
Phone: (208) 455-3021 | Web: www.cityofcaldwell.org

UTILITIES, INFRASTRUCTURE, AND PUBLIC SERVICES INFORMATION		
Domestic Water:	☐	Individual Domestic Well – How Many?
	☐	Centralized Public Water System
	☐	City Municipal Water System Yes - connecting in Middleton Road
	☐	N/A
	Nearest Water Line Connection:	
Sewer (Wastewater):	☐	Individual Septic
	☐	City Municipal Sewer Yes - connecting in Highway 20/26
	☐	N/A
	Nearest Sewer Line Connection:	
Irrigation:	☐	Surface
	☐	Irrigation Well
	☐	Pressurized Yes
	☐	Gravity
	☐	N/A
	Nearest Irrigation Connection:	
	Irrigation District: Pioneer Irrigation District	
Stormwater:	☐	Swales Yes
	☐	Ponds
	☐	Borrow Ditches
	☐	Other, Explain:
Stormwater Management:	Does the site disturb one or more acres of land? ☐ Yes ☐ No	
Fire Suppression Water Supply Source:	city fire hydrants	
Sources of Surface Water on or Nearby Properties (i.e., creeks, ditches, canals, lake, etc.):	Mason Creek and Weymouth Lateral	

City of Caldwell
Planning and Zoning Department
Phone: (208) 455-3021 | Web: www.cityofcaldwell.org

SECTION 5: PDF Formatting Requirements

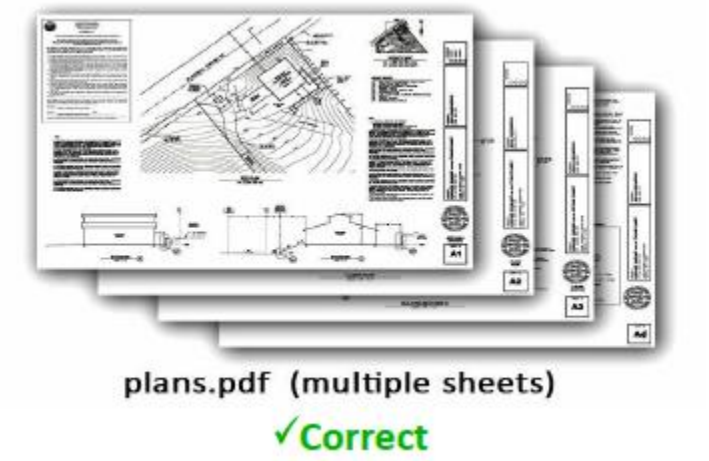
Portable Document Format (PDF) is the industry standard for electronic plans. The City of Caldwell only accepts PDF files for plan review. PDF files must be properly formatted as described below. Please read the instructions carefully. Improperly formatted plans can delay the plan review process for your project.

Layers: No multiple layers. Layers must be merged or flattened.

Format: Vector-based files are preferred given the ability to scale these files.

Resolution: Min. of 300 pixels per inch (PPI)

Grouping: Multiple sheet PDF (single file with multiple sheets)



Labeling: Each sheet of the plans must be labeled with the project name, contractor, and address of the subject site.

SECTION 6: Applicant Acknowledgement

☑ I acknowledge that all items on the checklist are included in the submittal package and that all documents have been named accordingly and submitted as single-sided, high-resolution pdf documents; and

☑ I acknowledge that I, the applicant, or my representative is responsible to attend all public hearings; and

☑ I acknowledge that applications are not deemed complete until the application has been submitted, all fees have been paid, and the application has been deemed accepted after completion of the prescreening process. This could impact neighborhood meeting deadlines and scheduling of public hearing dates.

☑ I acknowledge that I have read, understand, and am in compliance with all standards, terms, and requirements listed in Caldwell City Code; and

☑ I certify I am the:

☑ Property Owner as the Applicant ☑ Property Owner's Agent / Representative

Derek Olson
Applicant / Applicant's Representative Printed Name

6/4/26
Date

Applicant / Applicant's Representative Signature

Layton
Planning & Consulting, LLC

July 14, 2026
updated 8/31/26

Ms. Katie Wright
Caldwell Planning & Zoning Dept.
206 S. 6th Avenue
Caldwell, ID 83605

sent via email

RE: **McAllister Manor – Annexation, Preliminary Plat and Special Use Permit**
(Parcel Nos. R34136010A0; R3413601000; R34136010B0; R3413400000; R3413300000)

Dear Ms. Wright,

On behalf of Trilogy Development, Inc., please accept our updated applications for the above referenced project. Our request is for the annexation of five (5) parcels into the City of Caldwell to be developed as an infill mixed-use development consistent with the City's adopted Comprehensive Plan. Currently the parcels are being farmed and have the zoning designation of AG in Canyon County with City of Caldwell Future Land Use Map designations of Neighborhood 3 and Mixed-Use Center. At this time, we are submitting updated plans and application documents to address comments we have received from staff including revised civil plans and revised phasing plan.

Updated Project Details

The fundamental design concept focuses on building a vibrant, walkable community where residents can thrive. The plan combines diverse housing options with nearby amenities like parks, social gathering spaces, commercial businesses, and retail opportunities for a convenient and attractive lifestyle.

We are proposing annexation of these infill parcels with the zoning designations of R-2, R-3, and H-C to support a variety of housing types and commercial lots for McAllister Manor. More specifically, our revised plans include the following:

Neighborhood 2 (13.6 acres):
33 single family detached
TOTAL density: 33 units/13.6ac = **2.4du/acre**
This meets the comp plan density for Neighborhood 2 of 2-8du/acre.

Neighborhood 3 (45 acres):
230 single family detached
TOTAL density: 230 units/45acres = **5.1 du/acre**
This meets the comp plan density for Neighborhood 3 of 4-20du/acre.

Mixed Use Center (69.37 acres):
52 Townhomes
37 single family detached
384 apartment units

88 4-plex units
5 commercial lots
TOTAL density: 561 units/69.37acres=**8.1du/acre**
The overall density in this mixed-use center is slightly below the 10-25du/acre called out in the comprehensive plan, however, due to this particular location, site specific conditions regarding access, greater mix of housing types, open space requirements, and construction costs, we believe a lower density is appropriate for the area. Additionally, we are proposing 5 commercial lots, including one large lot for a future big box occupant, consequently the only way to achieve the density listed in the comprehensive plan would be to add more apartments. Therefore, we are respectfully requesting a waiver for a slightly less dense development of the Mixed-Use Center of our plan.

Careful attention was paid to transitioning the housing density from the lower density lots at the north end of the project to higher density residential and ultimately multifamily units closer to the large central open spaces and non-residential uses.

Open Spaces are dispersed throughout the community and substantially exceed the minimum open space required by code. While some of the single-family residential areas of our project require only 8% of qualified open space, we have run our calculations to ensure that we meet a minimum of 10% open space for those areas. The breakdown is as follows:

Total SFR Project Area – 87.54 acres
Total Proposed Open Space – 20.74 acres (23.69%)
Total Proposed Qualified Open Space – 13.93 acres (15.91%)

Likewise, our plan exceeds the open space requirements of 10% for the multi-family portions of our site and meets all requirements as outlined in the code. These areas are broken out as follows and can also be found on the architectural drawings site plans:

Total 4-plex Project Area – 5.59 acres
Total Proposed Qualified Open Space – 1.83 acres (32.69%)

Total Apartment Project Area – 16.79 acres
Total Proposed Qualified Open Space – 6.60 acres (39.31%)

<u>Updated Phasing Plan</u>

Primary access to the project will be taken from Middleton Road north of Highway 20/26 at Aspen Hill Drive as well as further north at Joplin Street (which is designated as a major 80' wide collector street.) The Joplin Street intersection has been planned for a roundabout to accommodate the increase in traffic from the growth the area has experienced, and this project will help with that effort and provide critical right-of-way.

Phase 2 will include connections at Aspen Hill Drive, Joplin Road as well as two connections into the Vassar Heights Subdivision to the north. Phase 3 includes the development of the apartments proposed in our project. Two access points will be from Aspen Hill Drive at Hillsboro Ave and Fairfield Way. Phases 4 and 5 continue eastward and provide stub streets to adjacent parcels for future development and connectivity. Phase 6 will include the development of the commercial lots along with the 4-plex units. Lots 6 and 7 of Block 29 in this phase also make up the emergency access from Middleton Road into the southwest corner of our project. Phase 7 is currently slated for a large, big box retailer or other commercial development and would likely take place once a secondary access from adjacent parcels to the east has been built.

Again, we hope we have addressed the comments we've received so far and thank you for your time. If you have any additional questions, I can be reached at 208-724-2624.

Kind regards,

Bonnie Layton

Bonnie Layton

enclosures

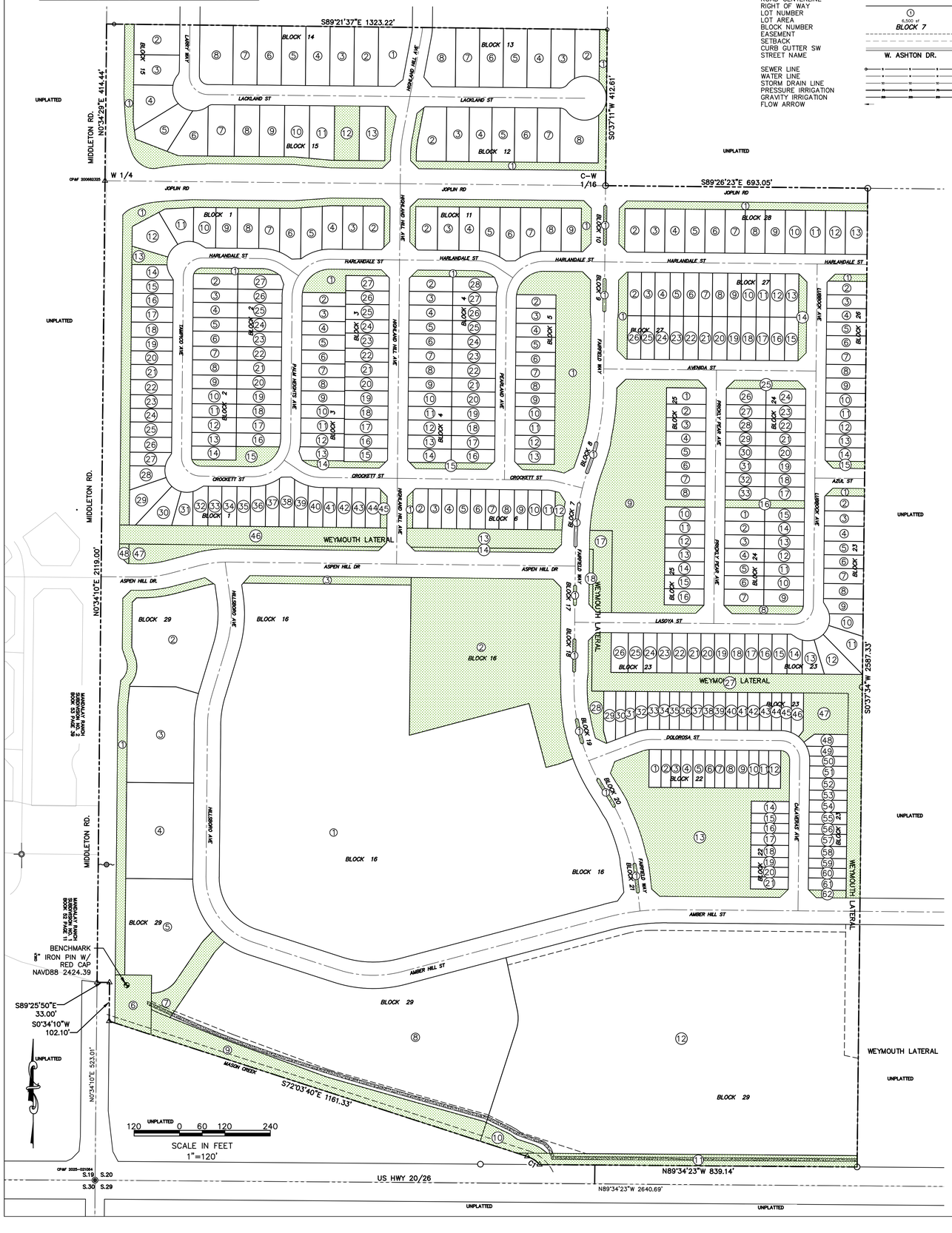
PRELIMINARY PLAT INDEX FOR MCALLISTER MANOR SUBDIVISION

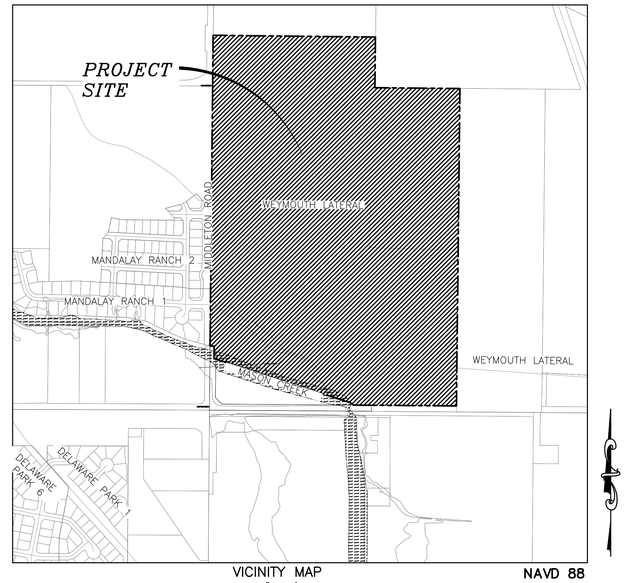
LOCATED IN THE SW 1/4 AND THE SW 1/4 NW 1/4
SECTION 20, T.4N., R.2W., B.M.
CALDWELL, CANYON COUNTY, IDAHO
2026

CURVE TABLE					
CURVE	RADIUS	LENGTH	CHORD DIST.	CHORD BRG.	DELTA
C1	73.00	39.65	39.17	N56°29'57"W	31°07'26"

PLAT LEGEND

BOUNDARY
LOT LINES
ROAD CENTERLINE
RIGHT OF WAY
LOT NUMBER (1)
LOT AREA (6,500 sf)
BLOCK NUMBER (BLOCK 7)
EASEMENT
SETBACK
CURB GUTTER SW
STREET NAME (W. ASHTON DR.)
SEWER LINE
WATER LINE
STORM DRAIN LINE
PRESSURE IRRIGATION
GRAVITY IRRIGATION
FLOW ARROW





VICINITY MAP
1"=500'

NAVD 88

NOTES

1. NO DIRECT LOT ACCESS SHALL BE ALLOWED ONTO HWY 20/26 OR MIDDLETON ROAD.
2. ALL LOTS SHALL HAVE A SEWER SERVICE PROVIDED FOR DISCHARGE INTO CITY OF CALDWELL SEWER MAINS.
3. DOMESTIC WATER WILL BE PROVIDED TO ALL LOTS BY STANDARD CALDWELL CITY WATER.
4. ALL LOT LINES COMMON TO A PUBLIC RIGHT-OF-WAY LINE OR PROJECT BOUNDARY SHALL HAVE A TEN (10) FOOT WIDE PERMANENT PUBLIC UTILITIES AND DRAINAGE EASEMENT.
5. EACH SIDE OF COMMON LOT LINES SHALL HAVE A FIVE (5') FOOT PERMANENT PUBLIC UTILITIES, IRRIGATION, AND DRAINAGE EASEMENT, EXCEPT AS OTHERWISE SHOWN. REAR OF EACH COMMON LOT SHALL HAVE A TEN (10) FOOT PERMANENT PUBLIC UTILITIES, IRRIGATION, AND DRAINAGE EASEMENT, EXCEPT AS OTHERWISE SHOWN.
6. ALL COMMON AREA LOTS SHALL BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION OR ITS ASSIGNS.
7. ALL STREETS WILL BE PUBLIC AND CONSTRUCTED TO CITY OF CALDWELL ROAD STANDARDS.
8. STORM WATER DRAINAGE SHALL BE COLLECTED AND/OR RETAINED ON SITE BY CATCH BASINS AND UNDERGROUND PIPING PER CITY OF CALDWELL STORM WATER STANDARDS.
9. FIRE PROTECTION WILL BE ENGINEERED TO THE GUIDELINES OF THE CITY OF CALDWELL FIRE DISTRICT.
10. THE DEVELOPER WILL COMPLY WITH IDAHO CODE 31-3805 BY PROVIDING PRESSURE IRRIGATION TO ALL LOTS PER CITY OF CALDWELL STANDARDS AND THE PIONEER IRRIGATION DISTRICT. COORDINATION WILL OCCUR WITH CALDWELL MUNICIPAL IRRIGATION DISTRICT AND/OR PIONEER IRRIGATION TO DETERMINE SOURCE OF PRESSURIZED IRRIGATION. A PRESSURE IRRIGATION PUMP STATION WILL BE CONSTRUCTED IF NECESSARY.
11. THIS DEVELOPMENT RECOGNIZES SECTION 22-4503, RIGHT TO FARM ACT, WHICH STATES, IDAHO CODE "NO AGRICULTURAL OPERATION OR AN APPURTENANCE TO IT SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER THE SAME HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION WAS NOT A NUISANCE AT THE TIME THE OPERATION BEGAN; PROVIDED THAT THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHENEVER A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTURAL OPERATION OR AN APPURTENANCE TO IT."
12. PORTIONS OF THE SUBJECT PROPERTY FALL WITHIN A FEMA FLOOD HAZARD ZONE. REFERENCE FIRM PANEL 16027C0261G, EFFECTIVE DATE JUNE 6, 2019
13. PORTIONS OF BLOCK 28 CONTAIN THE MASON CREEK EASEMENT. THE MASON CREEK WILL REMAIN AN OPEN WATERWAY WITH DEVELOPMENT.
14. THE WEYMOUTH LATERAL TRAVERSES THE SITE FROM THE SOUTHEAST TO THE NORTHWEST. WITH THE EXCEPTION OF ROAD CROSSINGS SHOW, THE WEYMOUTH LATERAL WILL REMAIN AN OPEN WATERWAY WITHIN THIS DEVELOPMENT.
15. SEE PRELIMINARY LANDSCAPE PLAN FOR PATHWAY LOCATIONS.
16. TO THE BEST OF THE PREPARER'S KNOWLEDGE, THIS PRELIMINARY PLAT MEETS REQUIREMENTS OF CALDWELL CITY CODE.

ADDITIONAL DETAIL	
SEWER	CALDWELL CITY SEWER
WATER	CALDWELL CITY WATER
SCHOOL DISTRICT	VALLIVUE SCHOOL DISTRICT 139
IRRIGATION	PIONEER IRRIGATION DISTRICT
FIRE	CALDWELL RURAL FIRE

PARKING SUMMARY	
4 COMMERCIAL LOTS	198 + 6HC SPACES
COMMERCIAL TRASH	3 TRASH ENCLOSURES
4-PLEX PARKING	186 + 8HC SPACES
4-PLEX TRASH	3 TRASH ENCLOSURES
4-PLEX BICYCLE PARKING	88 UNITS 1 SPACE PER 10 UNITS 9- 10SPACE RACKS FOR 90 SPACE
APARTMENT PARKING	798 ON & OFF ST PARKING
APARTMENT TRASH	9 TRASH ENCLOUSURES
APARTMENT BICYCLE PARKING	164 SPACES

OPEN SPACE SUMMARY	
SINGLE FAMILY SITE AREA	87.54 ACRES
SFR OPEN SPACE	20.74 ACRES OR 23.69%
SFR QUALIFIED OPEN SPACE	15.91 ACRES OR 15.91%
VILLA SITE AREA	5.59 ACRES
VILLA OPEN SPACE	1.83 ACRES OR 32.69
APARTMENTS SITE AREA	16.79
APARTMENTS OPEN SPACE	6.60 ACRES OR 39.31%

LAND USE SUMMARY	
OVERALL PROJECT DATA	
CURRENT ZONING	COUNTY
PROPOSED ZONING	R2, R3 & HC
TOTAL PARCEL AREA	126.98
ROW INTERIOR	25.58
ROW EXTERIOR	2.94
TOTAL LOTS	415
COMMON LOTS	54
EMERGENCY ACCESS LOTS	2
COMMERCIAL LOTS	5
SFR R2 LOTS	33
SFR R3 LOTS	31
SFR 36'-40' LOTS	236
4PLEX LOTS	1
APARTMENTS LOTS	1
TOWNHOUSE LOTS	52
4 PLEX UNITS	88
APARTMENT UNITS	384
TOTAL RESIDENTIAL UNITS	824
DENSITY DU/ACRE	6.49

SETBACKS	
R2	FG 22, FL 15, S 5, ST 5 15, R15, A5
R3	FG22, FL 10, S 5, ST 5 15, R 10, A5
HC	F MIN 10, F MAX 15, S 0, ST 5 10, R 0

OWNER
ENDURANCE HOLDINGS LLC
1977 E OVERLAND RD
MERIDIAN, ID 83642

DEVELOPER
TRILOGY DEVELOPMENT, INC.
9839 W CABLE CAR ST SUITE 101
BOISE, ID 83709
208-895-8858

ENGINEER
DAVID A. BAILEY, P.E.
BAILEY ENGINEERING, INC.
868 E RIVERSIDE DR, SUITE 120
EAGLE, ID
208-938-0013

PLANNER/CONTACT
BONNIE LAYTON
NV5
690 S INDUSTRY WAY, SUITE #10
MERIDIAN, IDAHO 83642
208-275-8742

SURVEYOR
IDAHO SURVEY GROUP
9939 W EMERALD ST
BOISE, ID 83704

Bailey Engineering, Inc.
CIVIL ENGINEERING | PLANNING | CADD
868 E RIVERSIDE DR, STE 120
EAGLE, ID 83616
TEL 208-938-0013
www.baileyengineers.com

PROFESSIONAL ENGINEER REGISTERED No. 8272 STATE OF IDAHO DAVID A. BAILEY

CHECKED BY: DAVID A. BAILEY P.E.
DRAWN BY: JCM

REVISED		
NO.	DATE	DESCRIPTION

PRELIMINARY PLAT INDEX
MCALLISTER MANOR SUBDIVISION
TRILOGY DEVELOPMENT

DATE: 06-15-2026
PROJECT: C2020-034
SHEET 1

PLAT LEGEND

BOUNDARY	
LOT LINES	
ROAD CENTERLINE	
RIGHT OF WAY	
LOT NUMBER	1
LOT AREA	6,500 sf
BLOCK NUMBER	BLOCK 7
EASEMENT	
SETBACK	
CURB GUTTER SW	
STREET NAME	W. ASHTON DR.
SEWER LINE – 8"	
SEWER LINE – 10"	
SEWER LINE – 21"	
WATER LINE	
WATER MAIN – 12"	
STORM DRAIN LINE	
PRESSURE IRRIGATION	UNPLATTED
GRAVITY IRRIGATION	
FLOW ARROW	

60 0 30 60 120

SCALE IN FEET
1"=60'

Bailey Engineering, Inc.
CIVIL ENGINEERING | PLANNING | CADD
868 E RIVERSIDE DR, STE 120
EAGLE, ID 83616
TEL 208-938-0013
www.baileyengineers.com

PROFESSIONAL ENGINEER REGISTERED
No. 8272
STATE OF IDAHO
DAVID A. BAILEY
CONSTRUCTION

CHECKED BY:
DAVID A. BAILEY P.E.

DRAWN BY:
DAB/DES

REVISED		
NO.	DATE	DESCRIPTION

PRELIMINARY PLAT
MCALLISTER MANOR SUBDIVISION
TRILOGY DEVELOPMENT

DATE:
04-29-2026
PROJECT:
C2020-034

SHEET
2

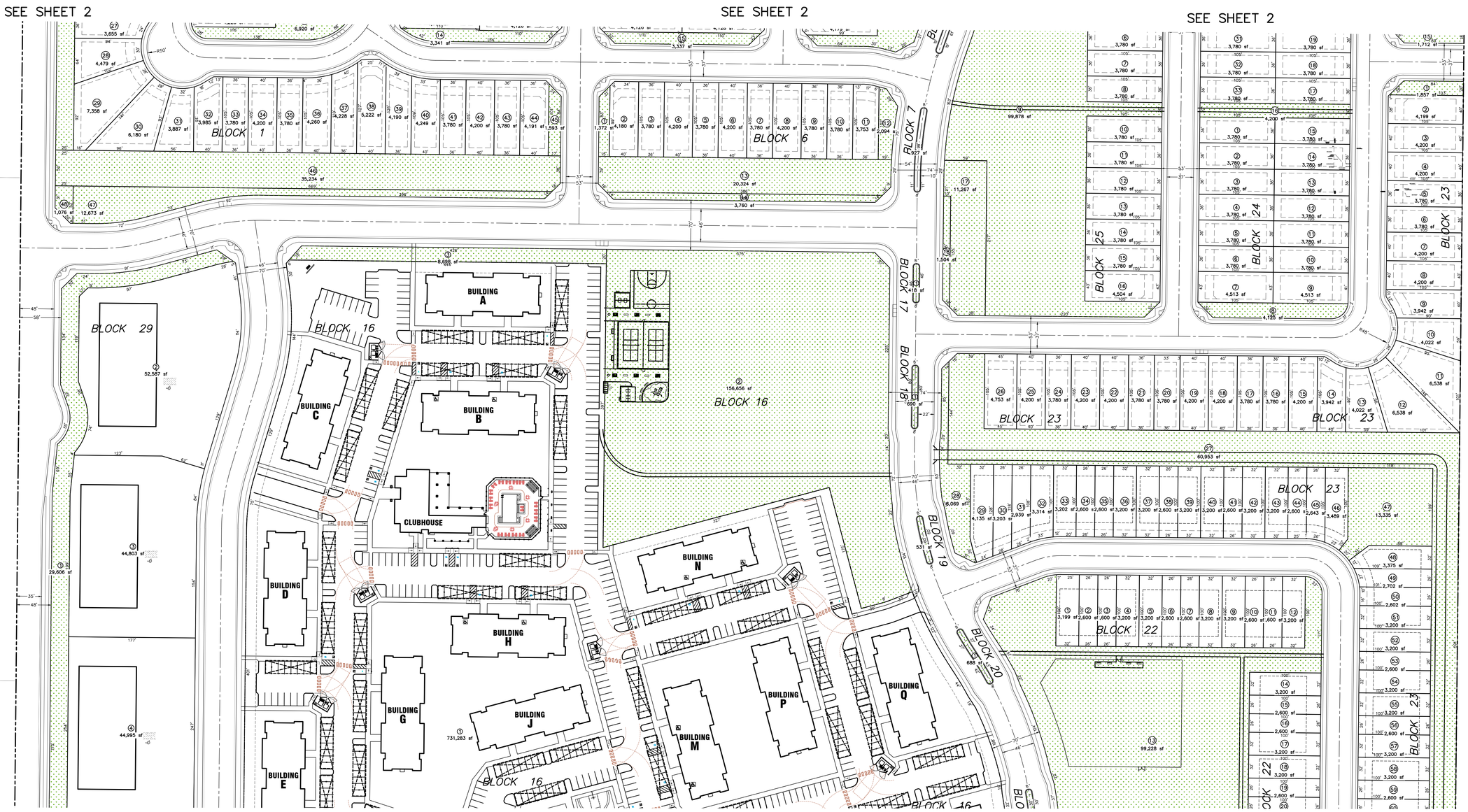
PLAT LEGEND

BOUNDARY
LOT LINES
ROAD CENTERLINE
RIGHT OF WAY
LOT NUMBER
LOT AREA
BLOCK NUMBER
EASEMENT
SETBACK
CURB GUTTER SW
STREET NAME
SEWER LINE – 8"
SEWER LINE – 10"
SEWER LINE – 21"
WATER LINE
WATER MAIN – 12"
STORM DRAIN LINE
PRESSURE IRRIGATION
GRAVITY IRRIGATION
FLOW ARROW

1 / 8,000 sf / BLOCK 7

W. ASHTON DR.

60 0 30 60 120
SCALE IN FEET
1"=60'



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EAGLE, ID 83616
TEL. 208-938-0013
www.baileyengineers.com

PROFESSIONAL ENGINEER REGISTERED
No. 8272
STATE OF IDAHO
DAVID A. BAILEY
NOT FOR CONSTRUCTION

CHECKED BY:
DAVID A. BAILEY P.E.
DRAWN BY:
DAB/DES

REVISED
NO. DATE DESCRIPTION

PRELIMINARY PLAT
MCALLISTER MANOR SUBDIVISION
TRILOGY DEVELOPMENT

DATE:
04-29-2026
PROJECT:
C2020-034

SHEET
3

PLAT LEGEND

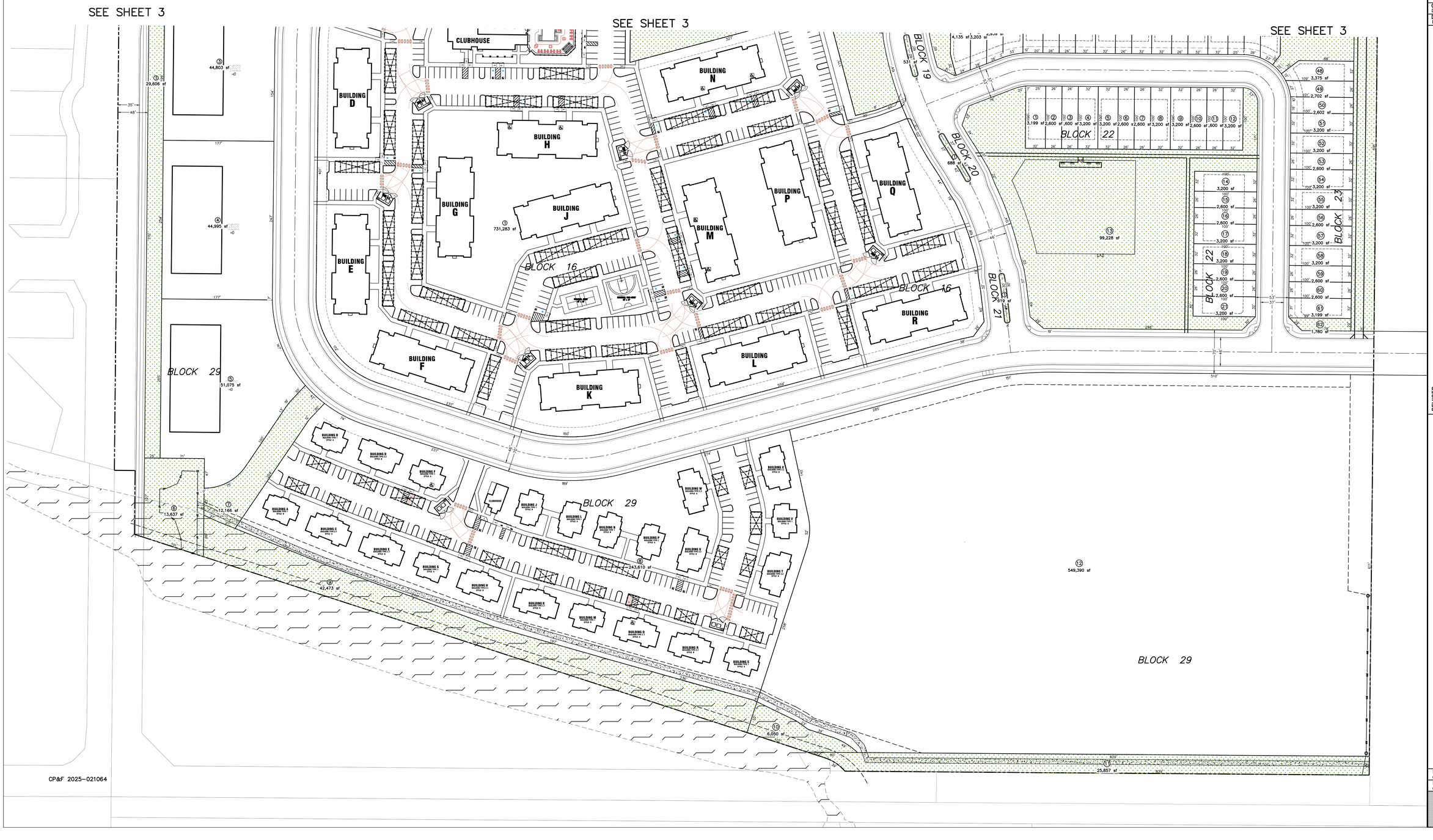
BOUNDARY
LOT LINES
ROAD CENTERLINE
RIGHT OF WAY
LOT NUMBER
LOT AREA
BLOCK NUMBER
EASEMENT
SETBACK
CURB GUTTER SW
STREET NAME

SEWER LINE – 8"
SEWER LINE – 10"
SEWER LINE – 21"
WATER LINE
WATER MAIN – 12"
STORM DRAIN LINE
PRESSURE IRRIGATION
GRAVITY IRRIGATION
FLOW ARROW

1
6,500 sf
BLOCK 7

W. ASHTON DR.

60 0 30 60 120
SCALE IN FEET
1"=60'



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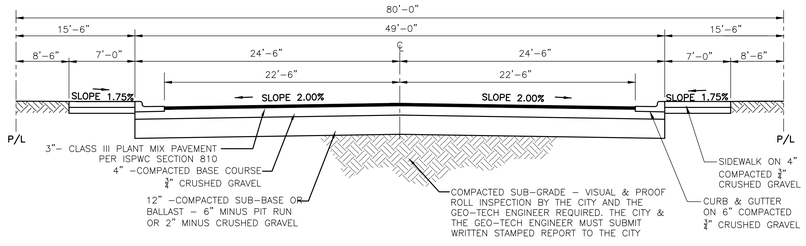
PRELIMINARY PLAT
MCALLISTER MANOR SUBDIVISION
TRILOGY DEVELOPMENT

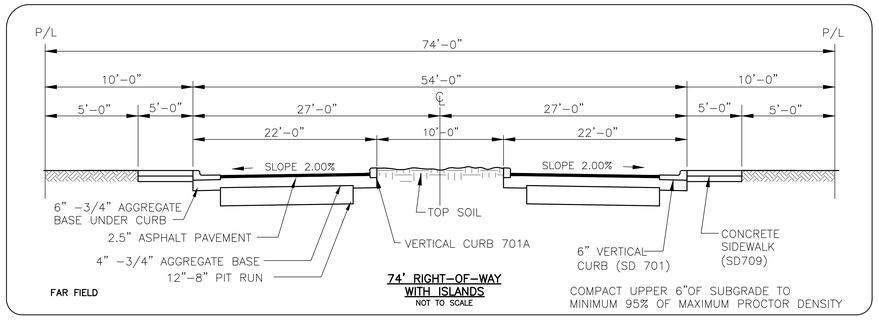
DATE:
04–29–2026

PROJECT:
C2020–034

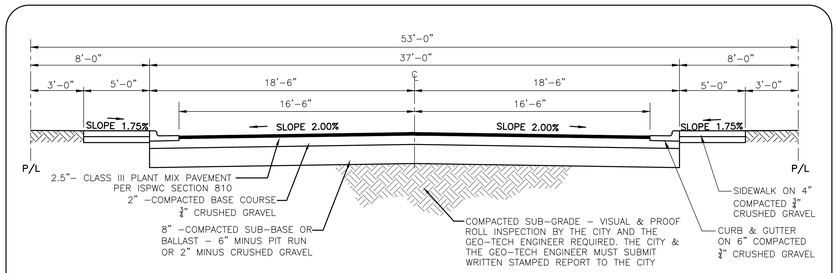
SHEET
4



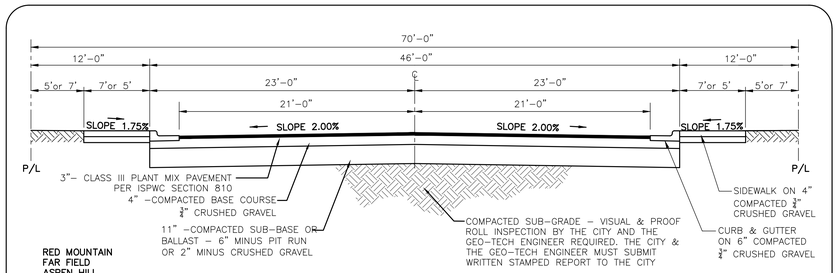
80' RIGHT-OF-WAY R-810B
TYPICAL STREET SECTION
-NOT TO SCALE-



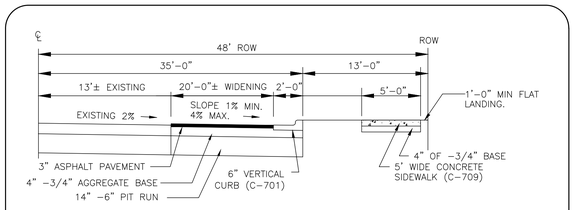
74' RIGHT-OF-WAY WITH ISLANDS
NOT TO SCALE



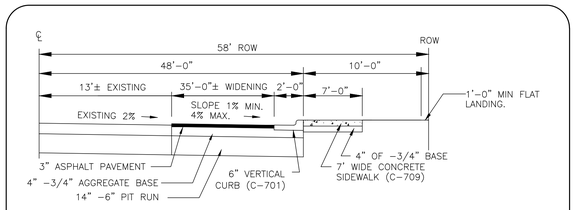
53' RIGHT-OF-WAY R-810E
TYPICAL STREET SECTION
-NOT TO SCALE-



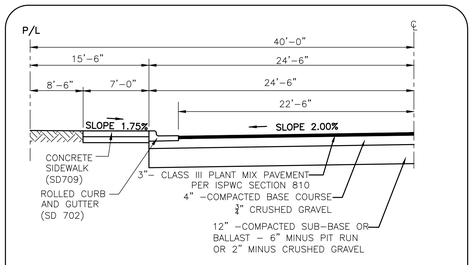
70' RIGHT-OF-WAY R-810C
TYPICAL STREET SECTION
-NOT TO SCALE-



96' RIGHT-OF-WAY
MIDDLETON ROAD WIDENING
NOT TO SCALE



MIDDLETON ROAD WIDENING
NOT TO SCALE



JOPLIN
TYPICAL HALF STREET SECTION
-NOT TO SCALE-

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PROFESSIONAL ENGINEER REGISTERED No. 8272 STATE OF IDAHO DAVID A. BAILEY
CONSTRUCTION

CHECKED BY: DAVID A. BAILEY P.E.
DRAWN BY: DES

REVISED

NO.	DATE	DESCRIPTION

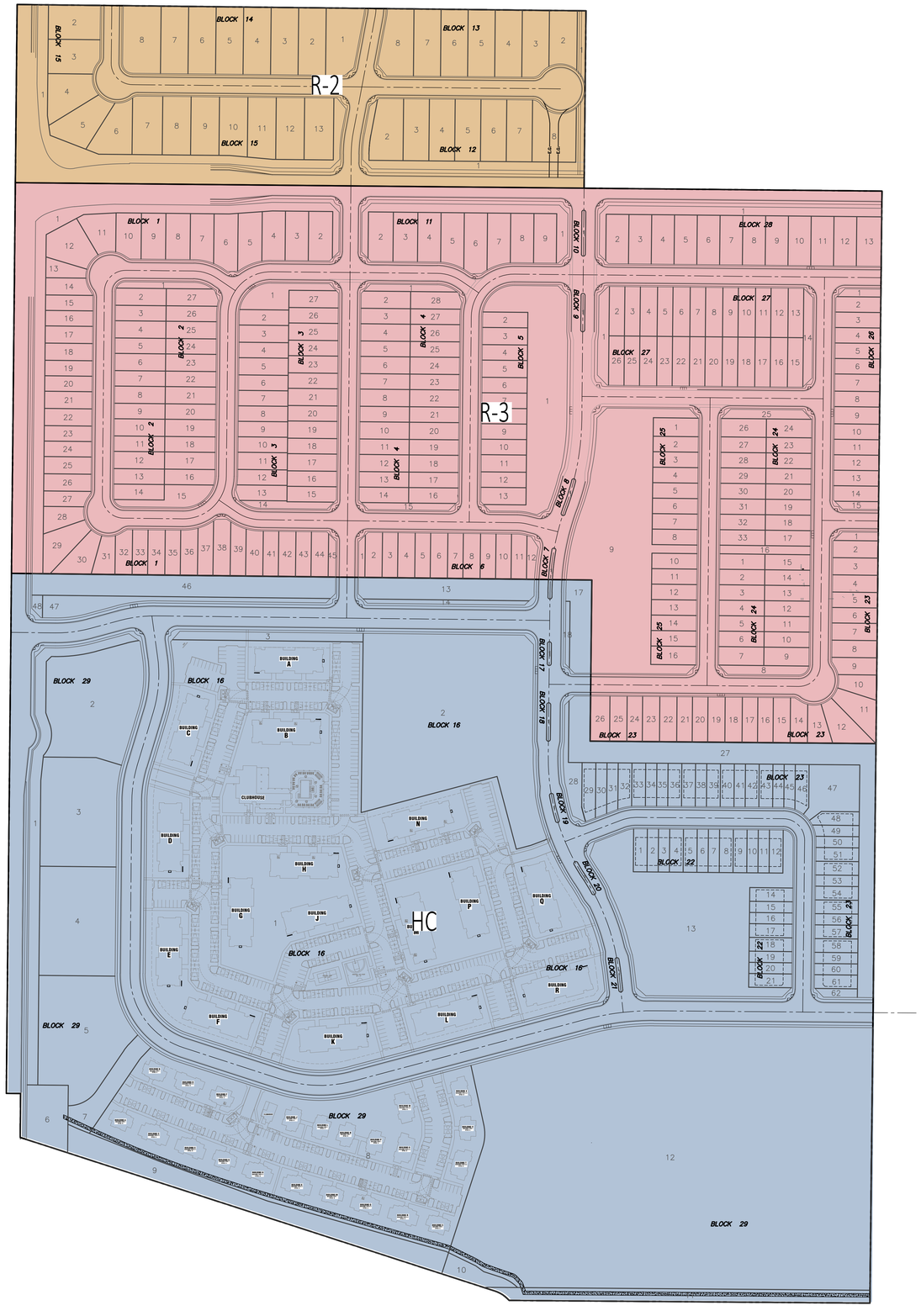
STREET SECTION DETAILS

MCALLISTER MANOR SUBDIVISION

TRILOGY DEVELOPMENT, INC.

DATE: 04-29-2026
PROJECT: C2020-034

SHEET 5



ZONE R-2		
12.56 ac, 33 units, 2.63/ac		
R-2	33	8106-11766sqft

ZONE R-3		
47.86 ac,267 units, 5.58/ac		
SFR LOTS	31	6095-9060sqft
LOTS 36-40'	236	3744-7440sqft

ZONE HC		
66.56 ac,500 units, 7.51/ac		
TOWNHOMES	52	2600-4135sqft
4-PLEX (VILLAS)	88	9- 1BED 4PLEX, 13- 2BED 4PLEX
APARTMENTS	360	14 - 24 UNIT , 2 -12 UNIT BUILDINGS
COMMERCIAL	5	4-50K PADS, 1 550K PAD

120 0 60 120 240

SCALE IN FEET
1"=120'

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PROFESSIONAL ENGINEER REGISTERED
No. 8272
STATE OF IDAHO
DAVID A. BAILEY
CONSTRUCTION

CHECKED BY:
DAVID A. BAILEY P.E.
DRAWN BY:
AJD

REVISED
NO. DATE DESCRIPTION

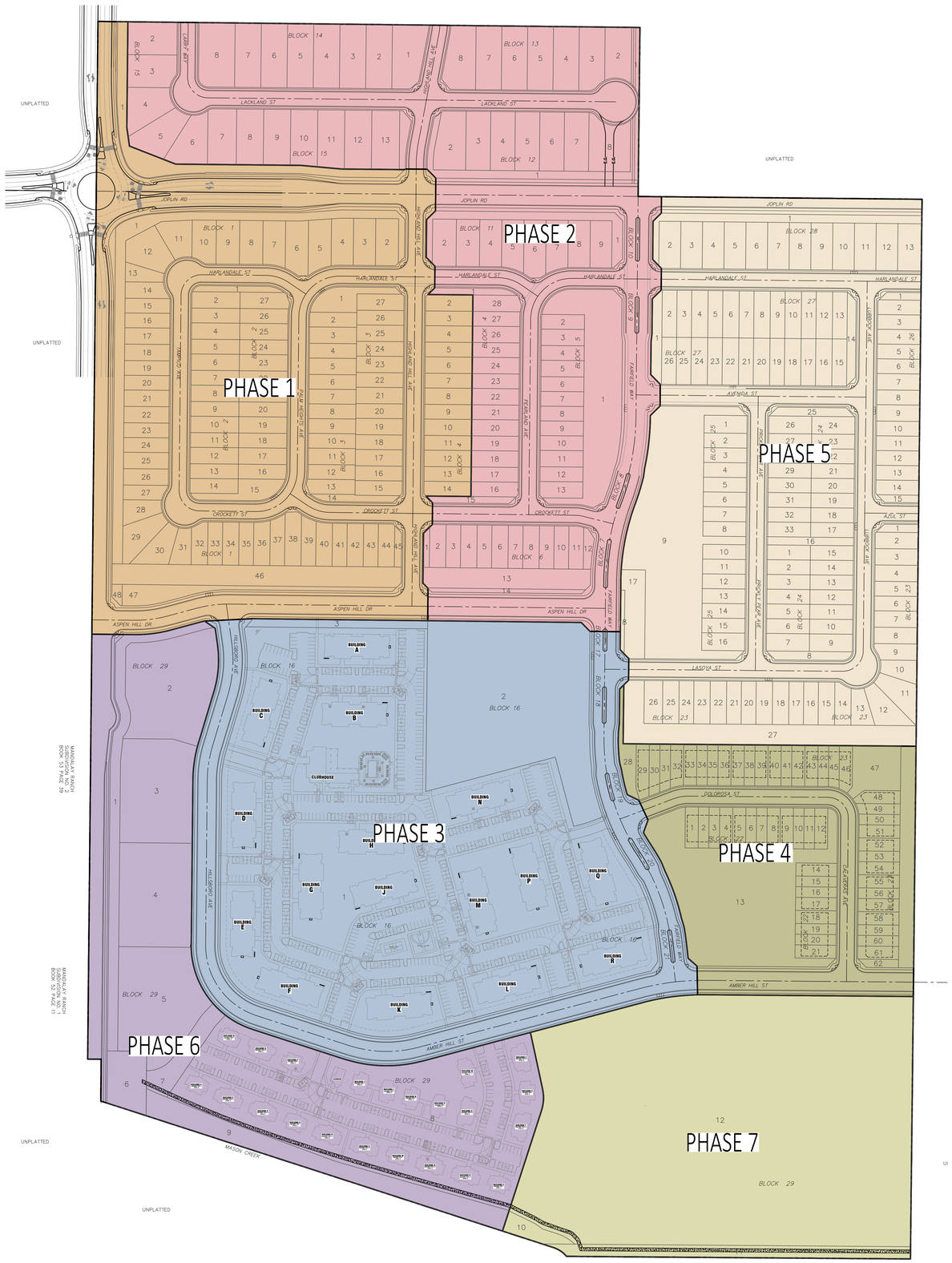
ZONING EXHIBIT

MCALLISTER MANOR SUBDIVISION

TRILOGY DEVELOPMENT

DATE:
06-24-2026
PROJECT:
C2020-034

SHEET
Z01



PHASE 1
±22.79 ACRES
105 - SFR 11 - COMMON

PHASE 2
±22.12 ACRES
76 - SFR 15 - COMMON

PHASE 3
±25.55 ACRES
1 - APARTMENT (384 UNITS) 7 - COMMON

PHASE 4
±8.73 ACRES
52 - TOWNHOMES 4 - COMMON

PHASE 5
±20.90 ACRES
119 - SFR 13 - COMMON

PHASE 6
±13.54
1 - 4-PLEX (VILLA) (88 UNITS) 4 - COMMERCIAL 4 - COMMON

PHASE 7
±13.35 ACRES
1 - COMMERCIAL 2 - COMMON

120 0 60 120 240

SCALE IN FEET
1"=120'

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DAVID A. BAILEY
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NO.	DATE	DESCRIPTION

PHASING EXHIBIT

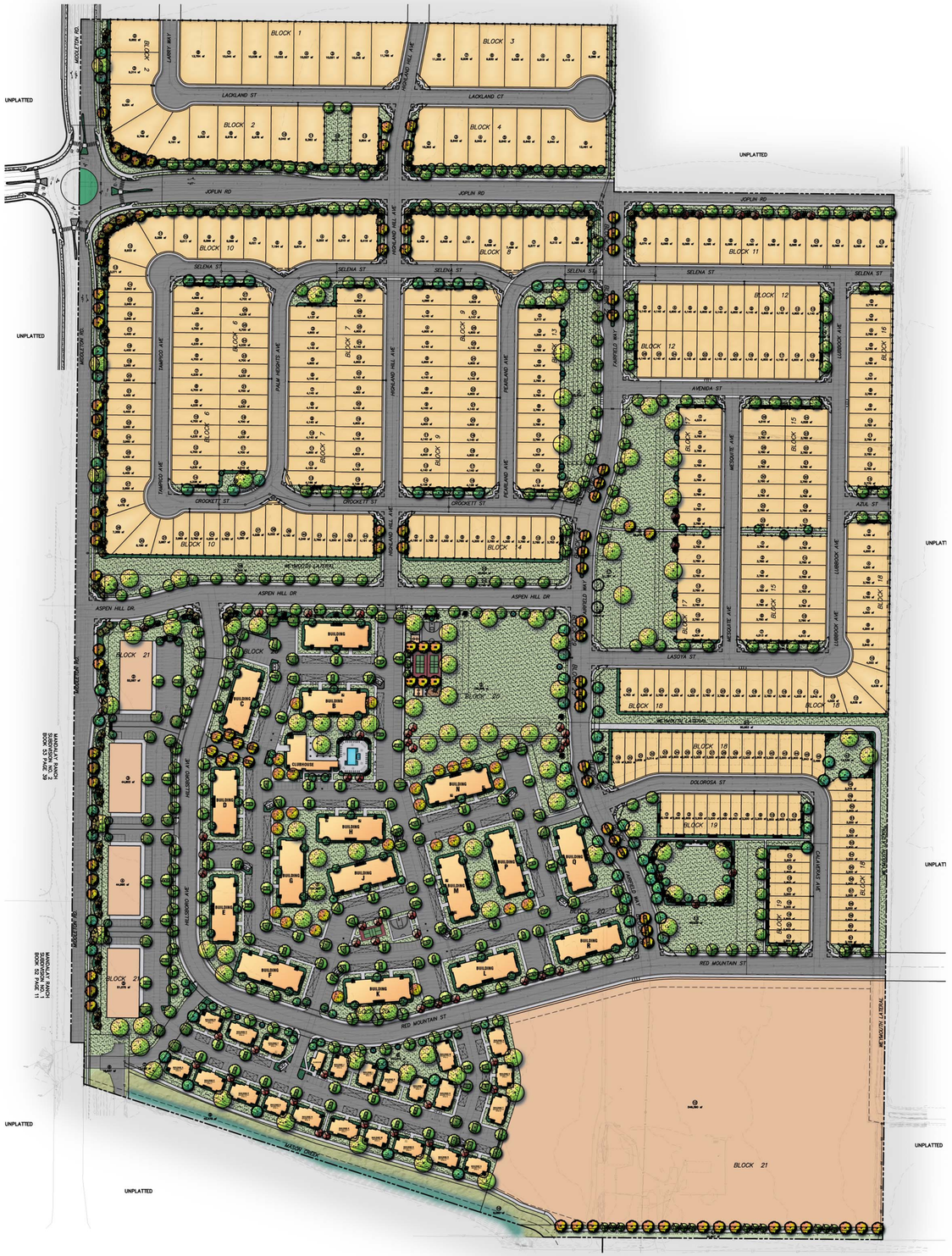
MCALLISTER MANOR SUBDIVISION

TRILOGY DEVELOPMENT

DATE:
06-24-2026

PROJECT:
C2020-034

SHEET
PH1



OWNER	DEVELOPER	PLANNER/CONTACT	ENGINEER
ENDURANCE HOLDINGS LLC 1977 E. OVERLAND RD. MERIDIAN, ID 83642	TRILOGY DEVELOPMENT 9839 W. CABLE CAR ST. STE 101 BOISE, IDAHO 83709 (208) 895-8858	BONNIE LAYTON NV5 690 S. INDUSTRY WAY, STE.10 MERIDIAN, ID 83642 (208) 275-8742	DAVID A. BAILEY, P.E. BAILEY ENGINEERING, INC. 868 E RIVERSIDE DR., STE 120 EAGLE, IDAHO 83616 (208) 938-0013

McALLISTER MANOR SUBDIVISION

PRELIMINARY PLAT LANDSCAPE PLAN

CALDWELL, ID

NORTH

JULY 10, 2026

0' 150' 300' 450'

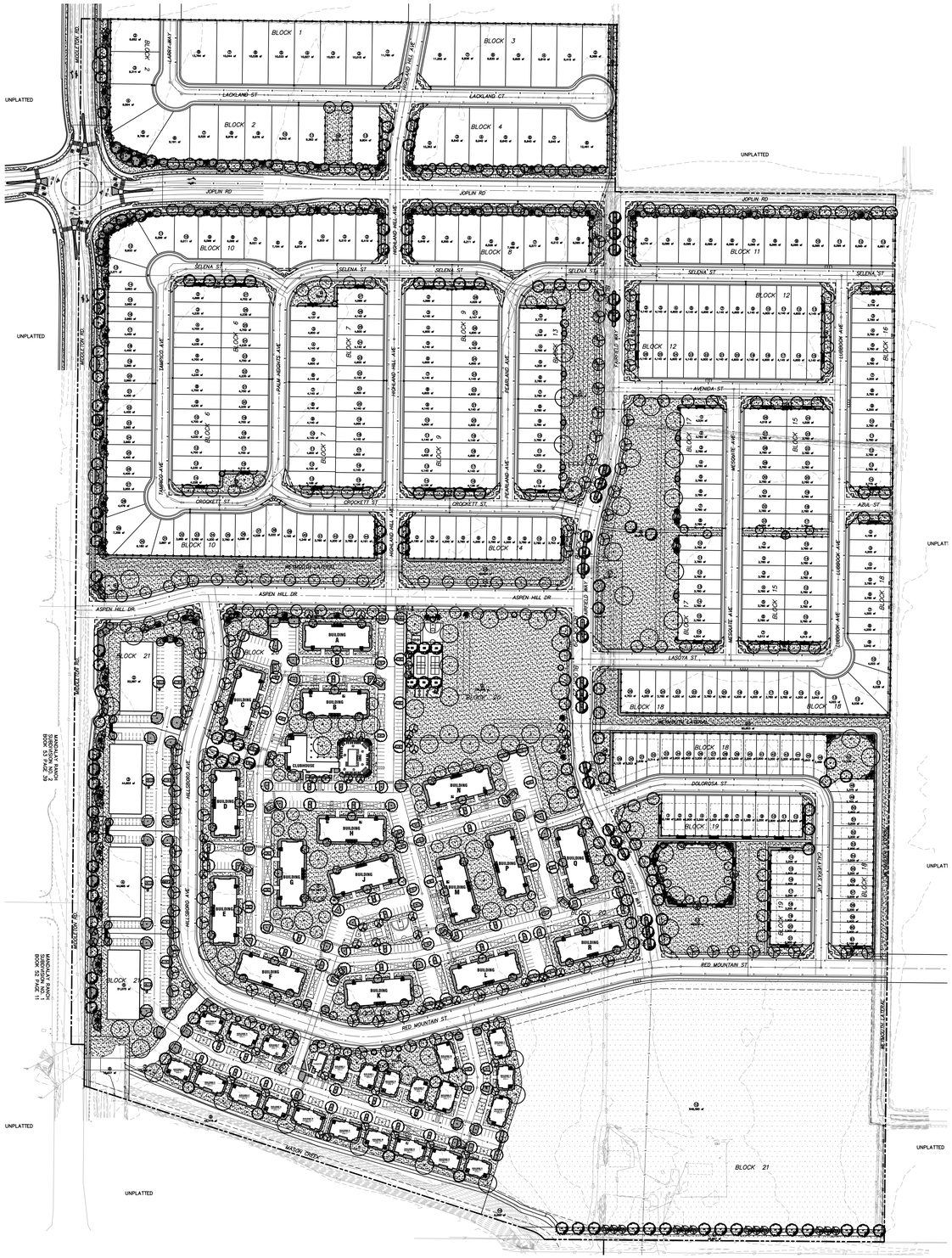
SCALE 1" = 150'

STATE OF IDAHO
LICENSED
Lindsay Hogentuler
LANDSCAPE ARCHITECT
LA-6635

JENSENBELTS ASSOCIATES

Site Planning / Landscape Architecture

1509 Tyrell Lane, Ste 150 Boise, ID 83706
Ph. (208) 343-7175 www.jensenbelts.com



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McALLISTER MANOR SUBDIVISION

PRELIMINARY PLAT LANDSCAPE PLAN

CALDWELL, ID

NORTH

JULY 10, 2026

0' 150' 300' 450'

SCALE 1" = 150'

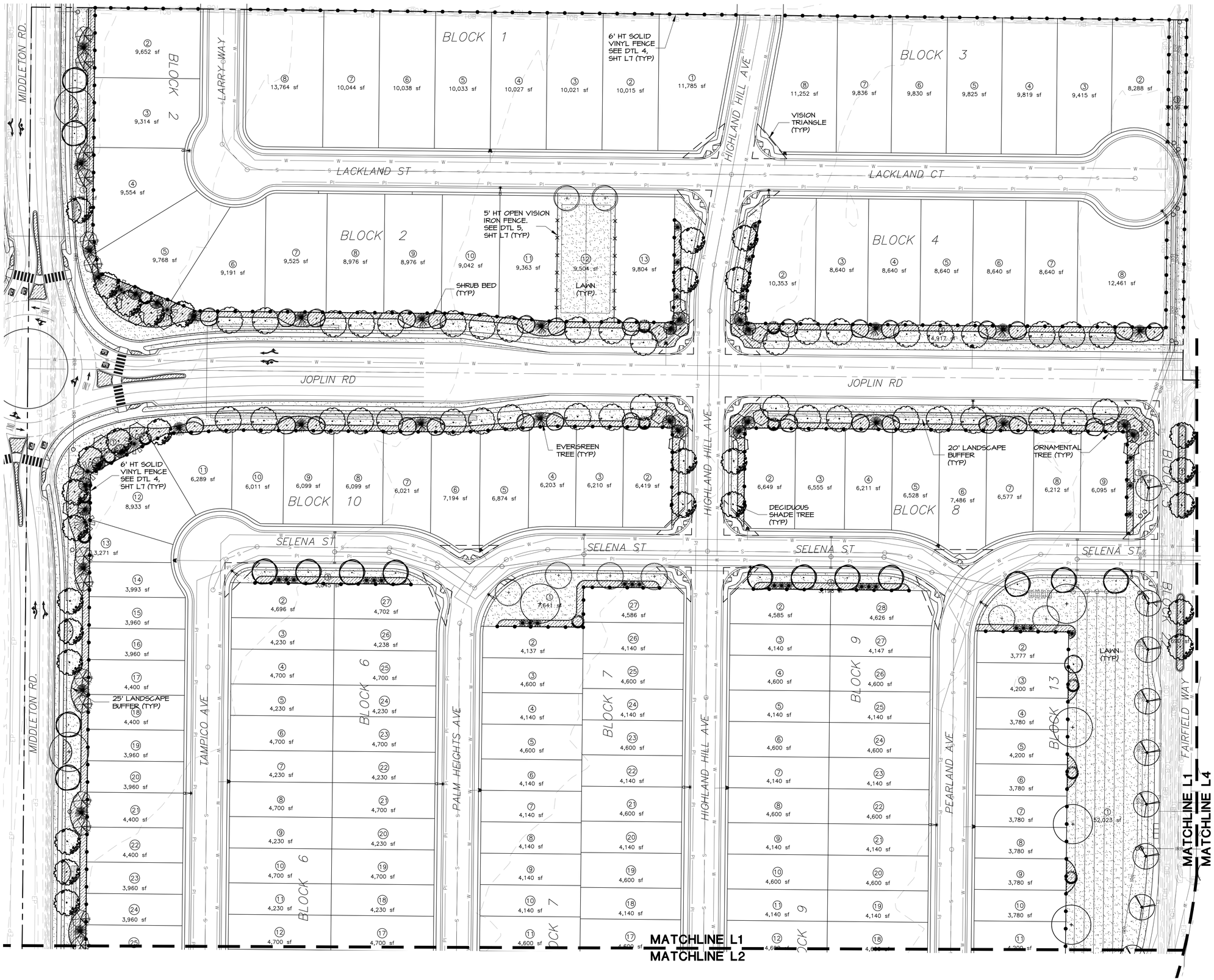
STATE OF IDAHO
LICENSED
LANDSCAPE ARCHITECT
16535

Digitally Signed

JENSENBELTS ASSOCIATES

Site Planning / Landscape Architecture

1509 Tyrell Lane, Ste 190 Boise, ID 83706
Ph. (208) 343-7178 www.jensenbelts.com



PLANT PALETTE

(REFERENCE SHT L7)

SYM	COMMON NAME
EVERGREEN TREES	
	AUSTRIAN PINE
	BLACK HILLS SPRUCE
	FAT ALBERT BLUE SPRUCE
	MOONGLOW JUNIPER
	NORWAY SPRUCE
	VANDERWOLFS PINE
SHADE TREES (CLASS III)	
	BLOODGOOD LONDON PLANETREE
	SWAMP OAK
SHADE/STREET TREES (CLASS II)	
	CRIMSON SPIRE OAK
	CHANTICLEER PEAR
	SKYLINE HONEYLOCUST
	LITTLELEAF LINDEN
	NORWEGIAN SUNSET MAPLE
	TULIP TREE
ORNAMENTAL TREES (CLASS I)	
	FLAME AMUR MAPLE
	CANADA RED CHOKECHERRY
	CRUZAN CRUSADER HAWTHORN
	HOTWINGS MAPLE
	ROYAL RAINDROPS CRABAPPLE
	SPRING SNOW CRABAPPLE
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS	
	ARIZONA SUN GAILLARDIA
	BLACK EYED SUSAN
	BLUE GRAMMA GRASS
	BLUE MIST SPIREA
	BLUE OAT GRASS
	BLUE RUG JUNIPER
	PURPLE CONEFLOWER
	RED FLOWER CARPET ROSE
	DARTS GOLD NINEBARK
	STELLA DE ORO DAYLILLY
	FINE LINE BUCKTHORN
	GRO-LOW SUMAC
	RED HOT POKER
	HUSKER RED PENSTEMON
	IVORY HALO DOGWOOD
	KARL FOERSTER REED GRASS
	LITTLE DEVIL NINEBARK
	HIDCOTE BLUE ENGLISH LAVENDER
	IVORY TOWER YUCCA
	MAIDEN GRASS
	BRAKELIGHTS RED YUCCA
	SUMMERWINE NINEBARK
	TIGER EYE SUMAC
	LAWN
	6' PRIVACY VINYL FENCE ALONG LANDSCAPE BUFFERS & PERIMETER PROPERTY LINES. SEE DTL 4, SHT L7 (TYP)
	5' OPEN VISION IRON FENCE ADJACENT TO LATERAL EASEMENTS. SEE DTL 5, SHT L7 (TYP)

NOTES

1. REFER TO SHEET L7 FOR PLANT PALETTE, DEVELOPMENT DATA, LANDSCAPE CALCULATIONS, LANDSCAPE & FENCING DETAILS.

NORTH

0' 50' 100' 150'

SCALE 1" = 50'

KEY MAP

L1 L2 L3 L4 L5 L6

JENSEN BELTS ASSOCIATES
Site Planning / Landscape Architecture
1509 Tyrell Lane, Ste 150 Boise, ID 83706
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www.baileyengineers.com
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EAGLE, ID 83616

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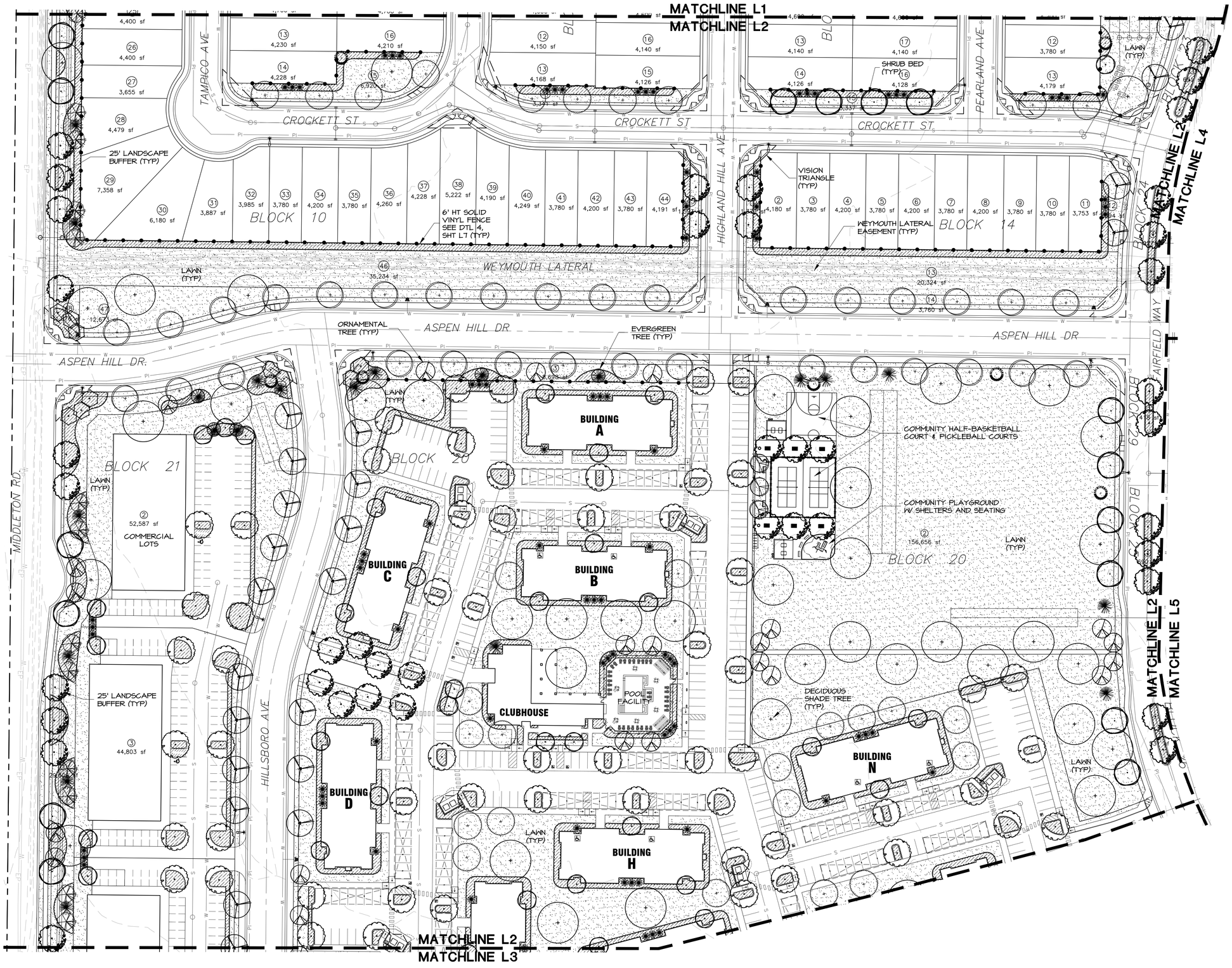
DRAWN BY: KCS

REVISED		
NO.	DATE	DESCRIPTION

PRELIMINARY PLAT LANDSCAPE PLAN
McALLISTER MANOR SUBDIVISION
TRILOGY DEVELOPMENT, INC.

DATE: 7-10-2026
PROJECT: JBA-2135
SHEET L1



PLANT PALETTE

(REFERENCE SHT L7)

SYM	COMMON NAME
EVERGREEN TREES	
	AUSTRIAN PINE
	BLACK HILLS SPRUCE
	FAT ALBERT BLUE SPRUCE
	MOONGLOW JUNIPER
	NORWAY SPRUCE
	VANDERWOLFS PINE
SHADE TREES (CLASS III)	
	BLOODGOOD LONDON PLANETREE
	SWAMP OAK
SHADE/STREET TREES (CLASS II)	
	CRIMSON SPIRE OAK
	CHANTICLEER PEAR
	SKYLINE HONEYLOCUST
	LITTLELEAF LINDEN
	NORWEGIAN SUNSET MAPLE
	TULIP TREE
ORNAMENTAL TREES (CLASS I)	
	FLAME AMUR MAPLE
	CANADA RED CHOKECHERRY
	CRUZAN CRUSADER HAWTHORN
	HOTWINGS MAPLE
	ROYAL RAINDROPS CRABAPPLE
	SPRING SNOW CRABAPPLE
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS	
	ARIZONA SUN GAILLARDIA
	BLACK EYED SUSAN
	BLUE GRAMMA GRASS
	BLUE MIST SPIREA
	BLUE OAT GRASS
	BLUE RUG JUNIPER
	PURPLE CONEFLOWER
	RED FLOWER CARPET ROSE
	DARTS GOLD NINEBARK
	STELLA DE ORO DAYLILLY
	FINE LINE BUCKTHORN
	GRO-LOW SUMAC
	RED HOT POKER
	HUSKER RED PENSTEMON
	IVORY HALO DOGWOOD
	KARL FOERSTER REED GRASS
	LITTLE DEVIL NINEBARK
	HIDCOTE BLUE ENGLISH LAVENDER
	IVORY TOWER YUCCA
	MAIDEN GRASS
	BRAKELIGHTS RED YUCCA
	SUMMERWINE NINEBARK
	TIGER EYE SUMAC
	LAWN
	6' PRIVACY VINYL FENCE ALONG LANDSCAPE BUFFERS & PERIMETER PROPERTY LINES. SEE DTL 4, SHT L7 (TYP)
	5' OPEN VISION IRON FENCE ADJACENT TO LATERAL EASEMENTS. SEE DTL 5, SHT L7 (TYP)

NOTES

1. REFER TO SHEET L7 FOR PLANT PALETTE, DEVELOPMENT DATA, LANDSCAPE CALCULATIONS, LANDSCAPE & FENCING DETAILS.

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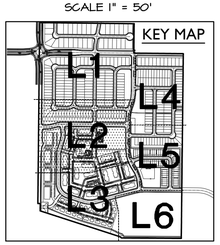
Ph. (208) 343-7776 www.jensenbelts.com

NORTH

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

KEY MAP



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EAGLE, ID 83616
TEL 208-938-0013
www.baileyengineers.com

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REVISED		
NO.	DATE	DESCRIPTION

PRELIMINARY PLAT LANDSCAPE PLAN
McALLISTER MANOR SUBDIVISION
TRILOGY DEVELOPMENT, INC.

DATE: 7-10-2026
PROJECT: JBA-2135

SHEET L2

PLANT PALETTE

(REFERENCE SHT L7)

SYM	COMMON NAME
EVERGREEN TREES	
	AUSTRIAN PINE
	BLACK HILLS SPRUCE
	FAT ALBERT BLUE SPRUCE
	MOONGLOW JUNIPER
	NORWAY SPRUCE
	VANDERWOLFS PINE
SHADE TREES (CLASS III)	
	BLOODGOOD LONDON PLANETREE
	SWAMP OAK
SHADE/STREET TREES (CLASS II)	
	CRIMSON SPIRE OAK
	CHANTICLEER PEAR
	SKYLINE HONEYLOCUST
	LITTLELEAF LINDEN
	NORWEGIAN SUNSET MAPLE
	TULIP TREE
	LAWN
	6' PRIVACY VINYL FENCE ALONG LANDSCAPE BUFFERS & PERIMETER PROPERTY LINES. SEE DTL 4, SHT L7 (TYP)
	5' OPEN VISION IRON FENCE ADJACENT TO LATERAL EASEMENTS. SEE DTL 5, SHT L7 (TYP)

SYM	COMMON NAME
ORNAMENTAL TREES (CLASS I)	
	FLAME AMUR MAPLE
	CANADA RED CHOKECHERRY
	CRUZAN CRUSADER HAWTHORN
	HOTWINGS MAPLE
	ROYAL RAINDROPS CRABAPPLE
	SPRING SNOW CRABAPPLE
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS	
	ARIZONA SUN GAILLARDIA
	BLACK EYED SUSAN
	BLUE GRAMMA GRASS
	BLUE MIST SPIREA
	BLUE OAT GRASS
	BLUE RUG JUNIPER
	PURPLE CONEFLOWER
	RED FLONER CARPET ROSE
	DARTS GOLD NINEBARK
	STELLA DE ORO DAYLILLY
	FINE LINE BUCKTHORN
	GRO-LOW SUMAC
	RED HOT POKER
	HUSKER RED PENSTEMON
	IVORY HALO DOGWOOD
	KARL FOERSTER REED GRASS
	LITTLE DEVIL NINEBARK
	HIDCOTE BLUE ENGLISH LAVENDER
	IVORY TOWER YUCCA
	MAIDEN GRASS
	BRAKELIGHTS RED YUCCA
	SUMMERWINE NINEBARK
	TIGER EYE SUMAC

NOTES

1. REFER TO SHEET L7 FOR PLANT PALETTE, DEVELOPMENT DATA, LANDSCAPE CALCULATIONS, LANDSCAPE & FENCING DETAILS.

NORTH

0' 50' 100' 150'

SCALE 1" = 50'

JENSENBELTS ASSOCIATES
Site Planning / Landscape Architecture
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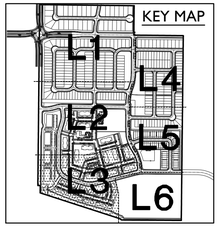
Ph. (208) 343-7175 www.jensenbelts.com

KEY MAP



Bailey Engineering, Inc.
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896 E. Riverstone Dr. STE 120
EAGLE, ID 83616
TEL 208-938-0013
www.baileyengineers.com

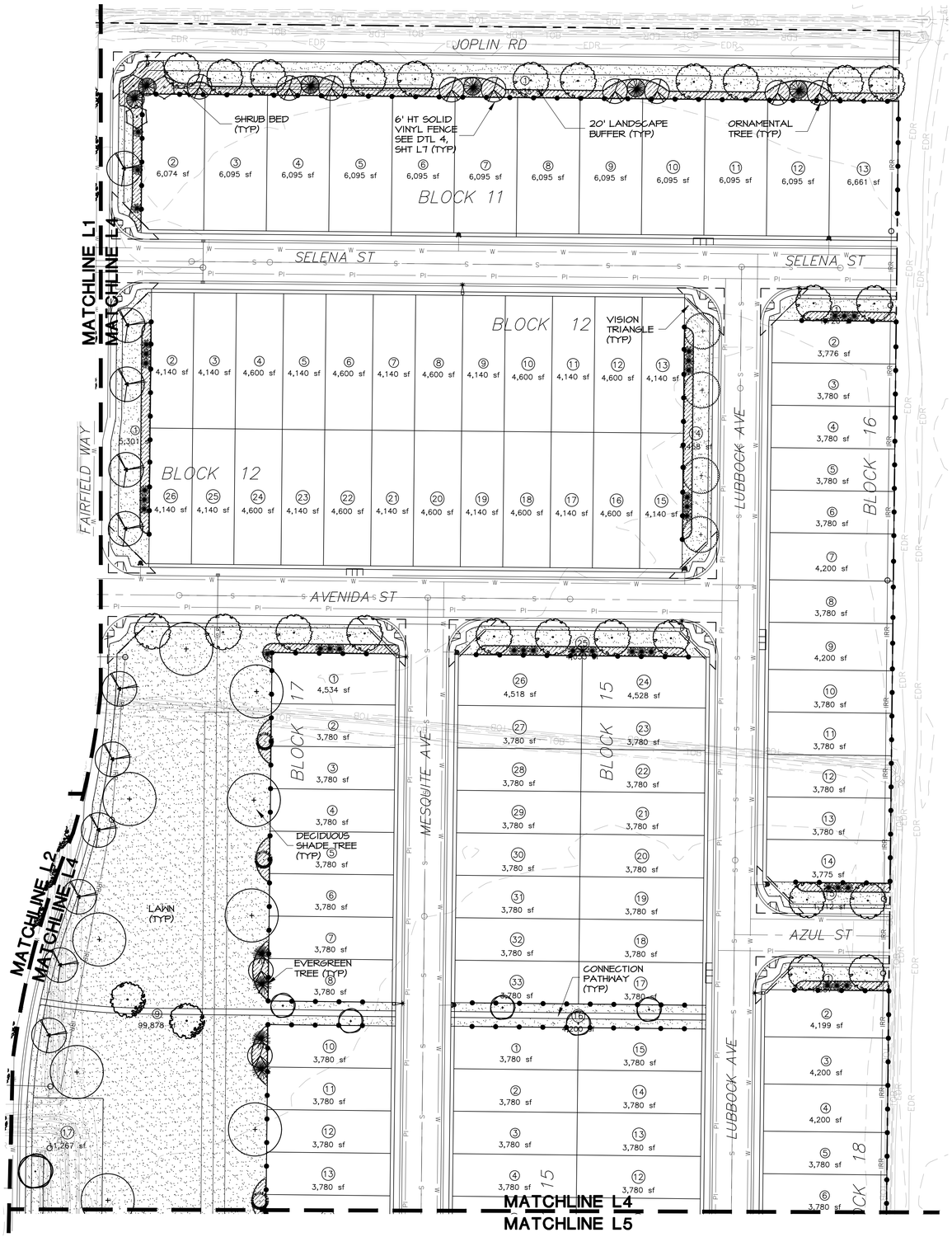
CHECKED BY: KCS
DRAWN BY: KCS

REVISED		
NO.	DATE	DESCRIPTION

PRELIMINARY PLAT LANDSCAPE PLAN
McALLISTER MANOR SUBDIVISION
TRILOGY DEVELOPMENT, INC.

DATE: 7-10-2026
PROJECT: JBA-2135

SHEET L3



PLANT PALETTE

(REFERENCE SHT L7)

SYM	COMMON NAME
EVERGREEN TREES	
	AUSTRIAN PINE
	BLACK HILLS SPRUCE
	FAT ALBERT BLUE SPRUCE
	MOONGLOW JUNIPER
	NORWAY SPRUCE
	VANDERWOLFS PINE
SHADE TREES (CLASS III)	
	BLOODGOOD LONDON PLANETREE
	SWAMP OAK
SHADE/STREET TREES (CLASS II)	
	CRIMSON SPIRE OAK
	CHANTICLEER PEAR
	SKYLINE HONEYLOCUST
	LITTLELEAF LINDEN
	NORWEGIAN SUNSET MAPLE
	TULIP TREE
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	FLAME AMUR MAPLE
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	CRUZAN CRUSADER HAWTHORN
	HOTWINGS MAPLE
	ROYAL RAINDROPS CRABAPPLE
	SPRING SNOW CRABAPPLE
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	ARIZONA SUN GAILLARDIA
	BLACK EYED SUSAN
	BLUE GRAMMA GRASS
	BLUE MIST SPIREA
	BLUE OAT GRASS
	BLUE RUG JUNIPER
	PURPLE CONEFLOWER
	RED FLOWER CARPET ROSE
	DARTS GOLD NINEBARK
	STELLA DE ORO DAYLILLY
	FINE LINE BUCKTHORN
	GRO-LOW SUMAC
	RED HOT POKER
	HUSKER RED PENSTEMON
	IVORY HALO DOGWOOD
	KARL FOERSTER REED GRASS
	LITTLE DEVIL NINEBARK
	HIDCOTE BLUE ENGLISH LAVENDER
	IVORY TOWER YUCCA
	MAIDEN GRASS
	BRAKELIGHTS RED YUCCA
	SUMMERWINE NINEBARK
	TIGER EYE SUMAC
	LAWN
	6' PRIVACY VINYL FENCE ALONG LANDSCAPE BUFFERS & PERIMETER PROPERTY LINES. SEE DTL 4, SHT L7 (TYP)
	5' OPEN VISION IRON FENCE ADJACENT TO LATERAL EASEMENTS. SEE DTL 5, SHT L7 (TYP)

NOTES

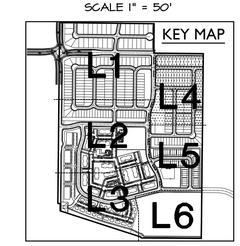
1. REFER TO SHEET L7 FOR PLANT PALETTE, DEVELOPMENT DATA, LANDSCAPE CALCULATIONS, LANDSCAPE & FENCING DETAILS.

JENSENBELTS ASSOCIATES
Site Planning / Landscape Architecture
1509 Tyrell Lane, Ste 130 Boise, ID 83706
Ph. (208) 343-7175 www.jensenbelts.com

NORTH

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

KEY MAP



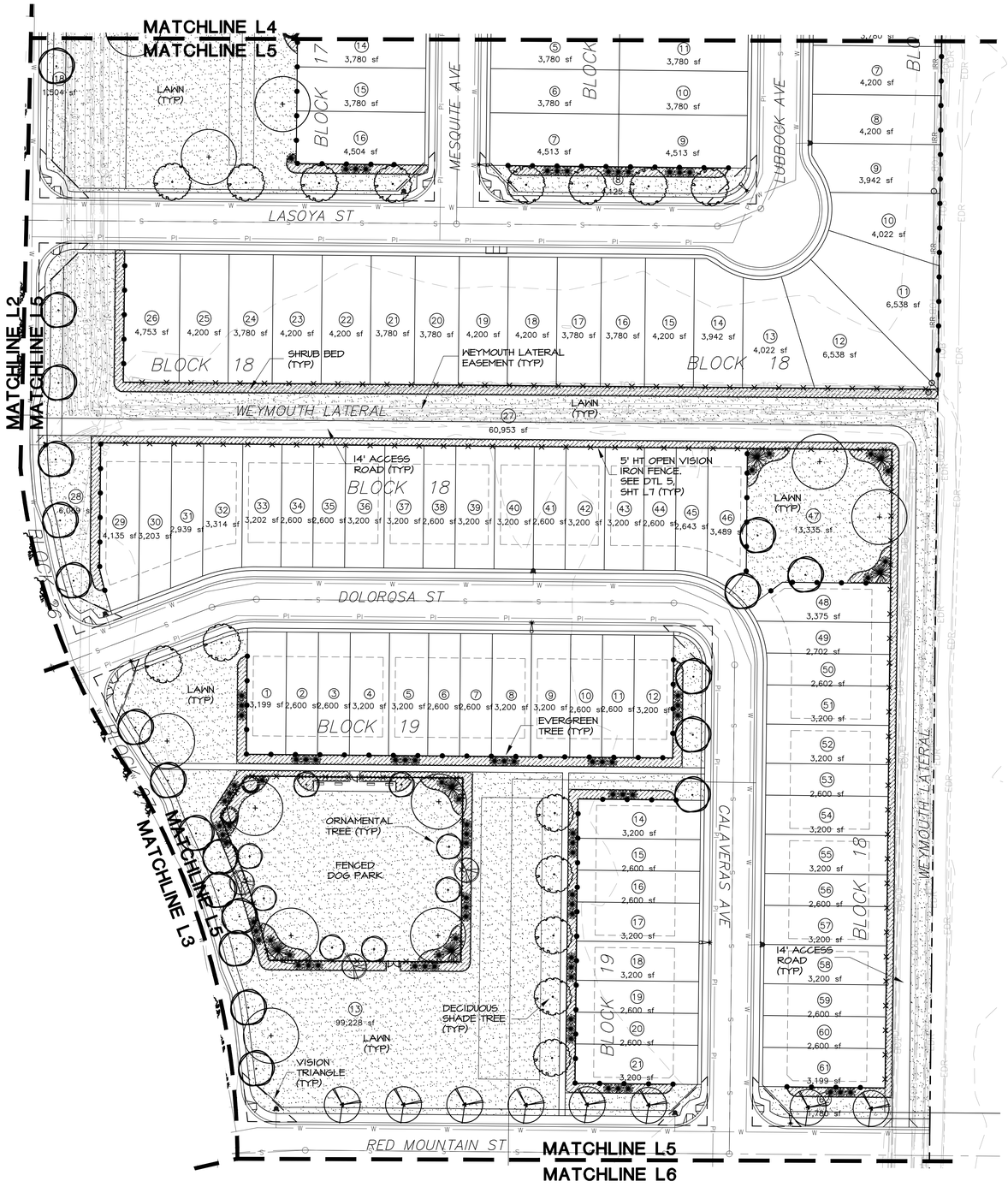
Bailey Engineering, Inc.
CIVIL ENGINEERING | PLANNING | CADD
TEL 208-938-0013
www.baileyengineers.com
868 E. RIVERSIDE DR. STE 120
EAGLE, ID 83616

CHECKED BY: KCS
DRAWN BY: KCS

REVISED		
NO.	DATE	DESCRIPTION

PRELIMINARY PLAT LANDSCAPE PLAN
McALLISTER MANOR SUBDIVISION
TRILOGY DEVELOPMENT, INC.

DATE: 7-10-2026
PROJECT: JBA-2135
SHEET L4



PLANT PALETTE

(REFERENCE SHT L7)

SYM	COMMON NAME
EVERGREEN TREES	
	AUSTRIAN PINE
	BLACK HILLS SPRUCE
	FAT ALBERT BLUE SPRUCE
	MOONGLOW JUNIPER
	NORWAY SPRUCE
	VANDERWOLFS PINE
SHADE TREES (CLASS III)	
	BLOODGOOD LONDON PLANETREE
	SWAMP OAK
SHADE/STREET TREES (CLASS II)	
	CRIMSON SPIRE OAK
	CHANTICLEER PEAR
	SKYLINE HONEYLOCUST
	LITTLELEAF LINDEN
	NORWEGIAN SUNSET MAPLE
	TULIP TREE
ORNAMENTAL TREES (CLASS I)	
	FLAME AMUR MAPLE
	CANADA RED CHOKECHERRY
	CRUZAN CRUSADER HAWTHORN
	HOTWINGS MAPLE
	ROYAL RAINDROPS CRABAPPLE
	SPRING SNOW CRABAPPLE
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS	
	ARIZONA SUN GAILLARDIA
	BLACK EYED SUSAN
	BLUE GRAMMA GRASS
	BLUE MIST SPIREA
	BLUE OAT GRASS
	BLUE RUG JUNIPER
	PURPLE CONEFLOWER
	RED FLOWER CARPET ROSE
	DARTS GOLD NINEBARK
	STELLA DE ORO DAYLILLY
	FINE LINE BUCKTHORN
	GRO-LOW SUMAC
	RED HOT POKER
	HUSKER RED PENSTEMON
	IVORY HALO DOGWOOD
	KARL FOERSTER REED GRASS
	LITTLE DEVIL NINEBARK
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	MAIDEN GRASS
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	6' PRIVACY VINYL FENCE ALONG LANDSCAPE BUFFERS & PERIMETER PROPERTY LINES. SEE DTL 4, SHT L7 (TYP)
	5' OPEN VISION IRON FENCE ADJACENT TO LATERAL EASEMENTS. SEE DTL 5, SHT L7 (TYP)

NOTES

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NORTH

JENSEN**BELTS** ASSOCIATES
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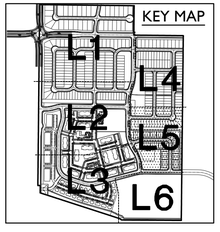
Ph. (208) 345-7775 www.jensenbelts.com

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

KEY MAP



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McALLISTER MANOR SUBDIVISION
TRILOGY DEVELOPMENT, INC.

DATE: 7-10-2026
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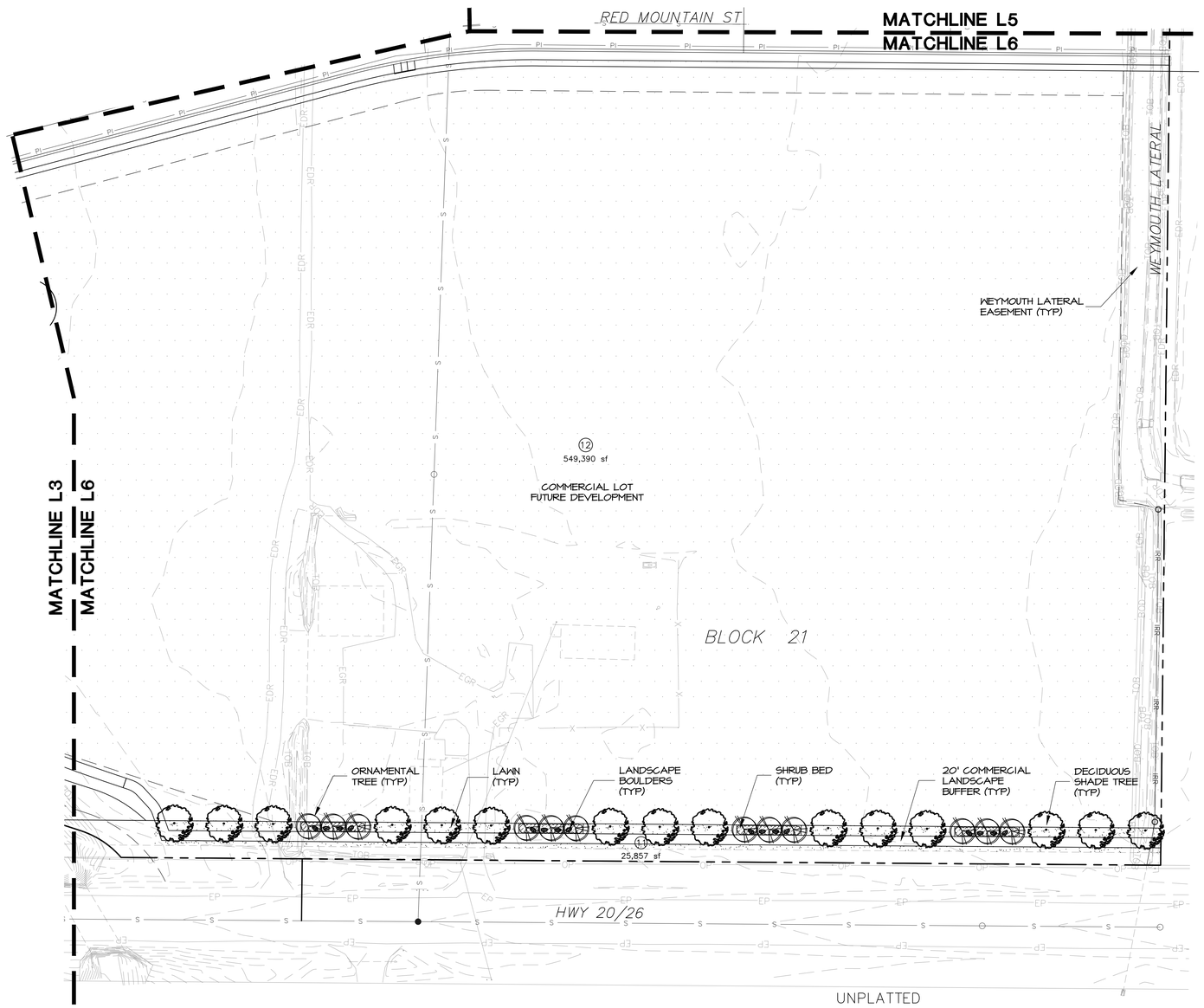
SHEET L5



PLANT PALETTE

(REFERENCE SHT L7)

SYM	COMMON NAME
EVERGREEN TREES	
	AUSTRIAN PINE
	BLACK HILLS SPRUCE
	FAT ALBERT BLUE SPRUCE
	MOONGLOW JUNIPER
	NORWAY SPRUCE
	VANDERWOLFS PINE
SHADE TREES (CLASS III)	
	BLOODGOOD LONDON PLANETREE
	SWAMP OAK
SHADE/STREET TREES (CLASS II)	
	CRIMSON SPIRE OAK
	CHANTICLEER PEAR
	SKYLINE HONEYLOCUST
	LITTLELEAF LINDEN
	NORWEGIAN SUNSET MAPLE
	TULIP TREE
ORNAMENTAL TREES (CLASS I)	
	FLAME AMUR MAPLE
	CANADA RED CHOKECHERRY
	CRUZAN CRUSADER HAWTHORN
	HOTWINGS MAPLE
	ROYAL RAINDROPS CRABAPPLE
	SPRING SNOW CRABAPPLE
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS	
	ARIZONA SUN GAILLARDIA
	BLACK EYED SUSAN
	BLUE GRAMMA GRASS
	BLUE MIST SPIREA
	BLUE OAT GRASS
	BLUE RUG JUNIPER
	PURPLE CONEFLOWER
	RED FLOWER CARPET ROSE
	DARTS GOLD NINEBARK
	STELLA DE ORO DAYLILLY
	FINE LINE BUCKTHORN
	GRO-LOW SUMAC
	RED HOT POKER
	HUSKER RED PENSTEMON
	IVORY HALO DOGWOOD
	KARL FOERSTER REED GRASS
	LITTLE DEVIL NINEBARK
	HIDCOTE BLUE ENGLISH LAVENDER
	IVORY TOWER YUCCA
	MAIDEN GRASS
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NOTES

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NORTH

0' 50' 100' 150'

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KEY MAP

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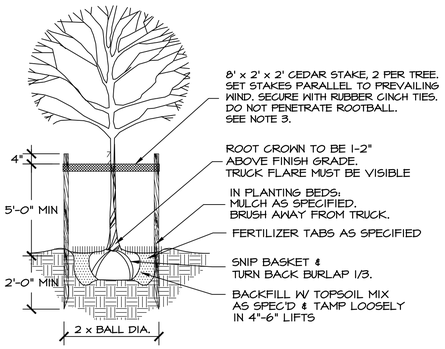
PRELIMINARY PLAT LANDSCAPE PLAN
McALLISTER MANOR SUBDIVISION
TRILOGY DEVELOPMENT, INC.

DATE: 7-10-2026
PROJECT: JBA-2135

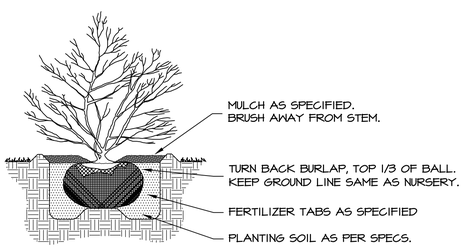
SHEET L6



NOTES:
1. REMOVE ALL TWINE, ROPE, OR BINDINGS FROM ALL TRUNKS.
2. REMOVE BURLAP AND WIRE BASKETS FROM THE TOP 1/3 OF ALL ROOT BALLS AFTER PLANTING. IF SYNTHETIC WRAP/BURLAP IS USED, IT MUST BE COMPLETELY REMOVED.
3. STAKING OF TREES TO BE THE CONTRACTOR'S OPTION; HOWEVER, THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND REMAIN STRAIGHT FOR A MIN OF 1 YEAR. ALL STAKING SHALL BE REMOVED AT THE END OF THE 1 YEAR WARRANTY PERIOD.
4. TREE TREES PLANTED IN TURF AREAS: REMOVE TURF 3' DIA. FROM TREE TRUNK.

1 TREE PLANTING/STAKING

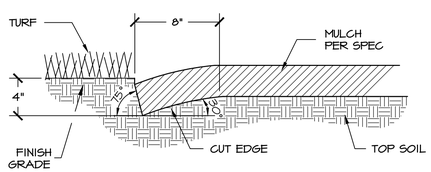
NOT TO SCALE



NOTE: DIG HOLE TWICE THE SIZE OF ROOTBALL.

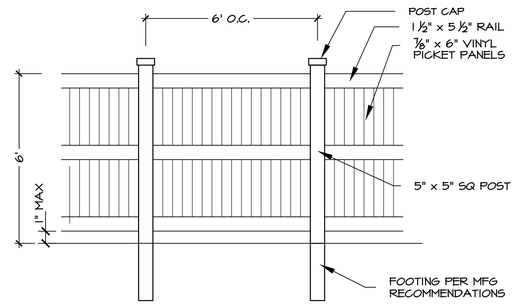
2 SHRUB PLANTING

NOT TO SCALE



3 PLANTER CUT BED EDGE

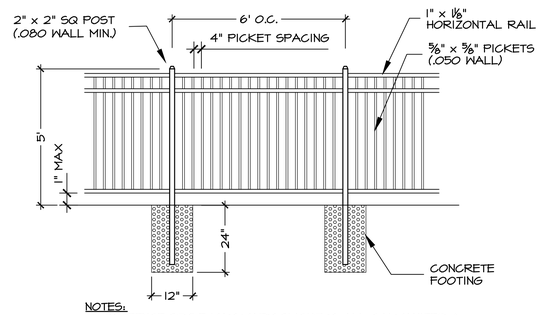
NOT TO SCALE



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

4 VINYL PRIVACY FENCE

NOT TO SCALE



NOTES:
1. IRON FENCE STYLE MAY VARY SLIGHTLY. ALL GALVANIZED & POWDERCOATED BLACK.

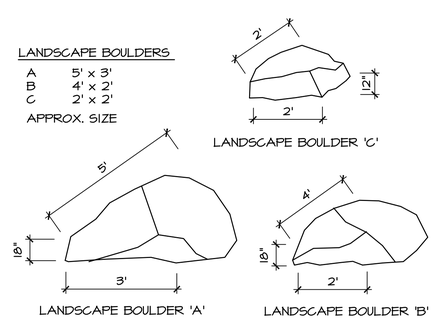
5 IRON FENCE

NOT TO SCALE

LANDSCAPE BOULDERS

A	5' x 3'
B	4' x 2'
C	2' x 2'

APPROX. SIZE



BOULDER NOTES:
1. PROVIDE/INSTALL LANDSCAPE BOULDERS. SIZES OF BOULDERS ARE APPROXIMATIONS. SELECTION OF BOULDERS SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO SITE DELIVERY. COORDINATE PLACEMENT OF BOULDERS WITH LANDSCAPE ARCHITECT.
2. BURY BOULDER APPROX. 1/3 OF DEPTH INTO GROUND WHEN PLACING.

6 LANDSCAPE BOULDERS

NOT TO SCALE

PLANT PALETTE

SYM	COMMON NAME	BOTANICAL NAME	SIZE
EVERGREEN TREES			
	AUSTRIAN PINE	PINUS NIGRA	6-8' HT B&B
	BLACK HILLS SPRUCE	PICEA GLAUCA 'DENSATA'	6-8' HT B&B
	FAT ALBERT BLUE SPRUCE	PICEA PUNGENS 'FAT ALBERT'	6-8' HT B&B
	MOONGLOW JUNIPER	JUNIPERUS SCOPLULORUM 'MOONGLOW'	6-8' HT B&B
	NORWAY SPRUCE	PICEA ABIES	6-8' HT B&B
	VANDERWOLFS PINE	PINUS FLEXILIS 'VANDERWOLFS'	6-8' HT B&B
SHADE TREES (CLASS III)			
	BLOODGOOD LONDON PLANETREE	PLATANUS x ACERIFOLIA 'BLOODGOOD'	2" CAL B&B
	SWAMP OAK	QUERCUS BICOLOR	2" CAL B&B
SHADE/STREET TREES (CLASS II)			
	CRIMSON SPIRE OAK	QUERCUS ROBUR x Q. ALBA 'CRIMSCHMIDT'	2" CAL B&B
	CHANTICLEER PEAR	PYRUS CALLERYANA 'GLEN'S FORM'	2" CAL B&B
	SKYLINE HONEYLOCUST	GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE'	2" CAL B&B
	LITTLELEAF LINDEN	TILIA CORDATA	2" CAL B&B
	NORWEGIAN SUNSET MAPLE	ACER TRUNCATUM x A. PLATANOIDES 'KEITHSFORM'	2" CAL B&B
	TULIP TREE	LIRIODENDRON TULIPIFERA	2" CAL B&B
ORNAMENTAL TREES (CLASS I)			
	FLAME AMUR MAPLE	ACER GINNALA 'FLAME'	6-8' HT. MULTI-STEM
	CANADA RED CHOKECHERRY	PRUNUS VIRGINIANA 'CANADA RED'	6-8' HT. MULTI-STEM
	CRUZAN CRUSADER HAWTHORN	CRATAEGUS CRUS-GALLI 'CRUZAM'	2" CAL B&B
	HOTWINGS MAPLE	ACER TATARICUM 'GARANN'	6-8' HT. MULTI-STEM
	ROYAL RAINDROPS CRABAPPLE	MALUS x 'JFS-KIWS'	2" CAL B&B
	SPRING SNOW CRABAPPLE	MALUS 'SPRINGSNOW'	2" CAL B&B
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS			
	ARIZONA SUN GAILLARDIA	GAILLARDIA x 'ARIZONA SUN'	1 GAL
	BLACK EYED SUSAN	RUDBECKIA FULGIDA 'GOLDSTRUM'	1 GAL
	BLUE GRAMMA GRASS	BOUTELOUA GRACILIS 'BLONDE AMBITION'	1 GAL
	BLUE MIST SPIREA	CARYOPTERIS x CLANDONENSIS 'BLUE MIST'	2 GAL
	BLUE OAT GRASS	HELICTOTRICHON SEMPERVIRENS	1 GAL
	BLUE RUG JUNIPER	JUNIPERUS HORIZONTALIS 'WILTONI'	3 GAL
	PURPLE CONEFLOWER	ECHINACEA PURPUREA	1 GAL
	RED FLOWER CARPET ROSE	ROSA 'FLOWER CARPET- NOARE'	2 GAL
	DARTS GOLD NINEBARK	PHYSOCARPUS OPULIFOLIUS 'DART'S GOLD'	3 GAL
	STELLA DE ORO DAYLILLY	HEMEROCALLIS 'STELLA D'ORO'	1 GAL
	FINE LINE BUCKTHORN	RHAMNUS FRAGULA 'RON WILLIAMS'	5 GAL
	GRO-LOW SUMAC	RHUS AROMATICA 'GRO-LOW'	3 GAL
	RED HOT POKER	KNIPHOFIA UVARIA ' FLAMENCO'	1 GAL
	HUSKER RED PENSTEMON	PENSTEMON DIGITALIS 'HUSKER RED'	1 GAL
	IVORY HALO DOGWOOD	CORNUS ALBA 'BAILHALO'	5 GAL
	KARL FOERSTER REED GRASS	CALAMAGROSTIS ARUNDINACEA 'K.F.'	1 GAL
	LITTLE DEVIL NINEBARK	PHYSOCARPUS OPULIFOLIUS 'DONNA MAY'	3 GAL
	HIDCOTE BLUE ENGLISH LAVENDER	LAVANDULA ANGUSTIFOLIA 'HIDCOTE BLUE'	1 GAL
	IVORY TOWER YUCCA	YUCCA FILAMENTOSA 'IVORY TOWER'	3 GAL
	MAIDEN GRASS	MISCANTHUS SINENSIS 'GRACILLIMUS'	1 GAL
	BRAKELIGHTS RED YUCCA	HESPERALOE PARVIFLORA 'PERPA'	3 GAL
	SUMMERWINE NINEBARK	PHYSOCARPUS OPULIFOLIA 'SENARD'	5 GAL
	TIGER EYE SUMAC	RHUS TYPHINA 'BAILTIGER'	5 GAL

LAWN

6' PRIVACY VINYL FENCE ALONG LANDSCAPE BUFFERS AND PERIMETER PROPERTY LINES. SEE DTL 4, THIS SHT (TYP)

5' OPEN VISION IRON FENCE ADJACENT TO LATERAL EASEMENTS. SEE DTL 5, THIS SHT. (TYP)

NOTES

1. ALL LANDSCAPE SHALL BE INSTALLED IN ACCORDANCE WITH CALDWELL CITY ORDINANCE REQUIREMENTS.
2. ALL PLANTING AREAS TO BE WATERED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
3. TREES SHALL NOT BE PLANTED WITHIN THE 10-CLEAR ZONE OF ALL STORM DRAIN PIPE, STRUCTURES, OR FACILITIES. SEEPAGE BEDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM. ALL SHRUBS PLANTED OVER OR ADJACENT TO SEEPAGE BEDS TO HAVE A ROOT BALL THAT DOES NOT EXCEED 18" IN DIAMETER. NO LAWN SOD TO BE PLACED OVER DRAINAGE SWALE SAND WINDOWS (IF PRESENT).
4. NO TREES SHALL IMPEDE THE 40' STREET AND DEPARTURE VISION TRIANGLES AT ALL INTERSECTIONS. NO CONIFEROUS TREES OR SHRUBS OVER 3' HIGH AT MATURITY WILL BE LOCATED WITHIN VISION TRIANGLE OR ROW. AS TREES MATURE, THE OWNER SHALL BE RESPONSIBLE FOR PRUNING TREE CANOPIES TO MEET REQUIREMENTS FOR MAINTAINING CLEAR VISIBILITY WITHIN 40' STREET AND DEPARTURE VISION TRIANGLE. TREES SHALL BE PLANTED NO CLOSER THAN 50' FROM STOP SIGNS.
5. CLASS II TREES AND LANDSCAPE IN FRONT OF BUILDING LOTS ON INTERIOR STREETS TO BE COMPLETED DURING CONSTRUCTION ON THESE LOTS. TREES SHALL NOT BE PLANTED WITHIN 5' OF WATER METERS OR UNDERGROUND UTILITY LINES. TREE LOCATIONS MAY BE ALTERED TO ACCOMMODATE DRIVEWAYS AND UTILITIES.
6. PLANT LIST IS REPRESENTATIVE AND SUBJECT TO SUBSTITUTIONS OF SIMILAR SPECIES BY OWNER, SUBJECT TO CITY FORESTER'S PRE-APPROVAL. PLANTING BED DESIGN AND QUANTITIES MAY BE ALTERED DURING FINAL PLAT LANDSCAPE PLAN DESIGN. BURLAP AND WIRE BASKETS TO BE REMOVED FROM ROOT BALL AS MUCH AS POSSIBLE, AT LEAST HALFWAY DOWN THE BALL OF THE TREE. ALL NYLON ROPES TO BE COMPLETELY REMOVED FROM TREES.
7. ALL EXISTING TREES ON SITE TO BE REMOVED.

OWNER
ENDURANCE HOLDINGS LLC
1977 E. OVERLAND RD.
MERIDIAN, ID 83642

DEVELOPER
TRILOGY DEVELOPMENT
9839 W. CABLE CAR ST. STE 101
BOISE, IDAHO 83709
(208) 895-8858

PLANNER/CONTACT
BONNIE LAYTON
NV5
690 S. INDUSTRY WAY, STE 10
MERIDIAN, ID 83642
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ENGINEER
DAVID A. BAILEY, P.E.
BAILEY ENGINEERING, INC.
868 E RIVERSIDE DR., STE 120
EAGLE, IDAHO 83616
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McALLISTER MANOR SUBDIVISION
TRILOGY DEVELOPMENT, INC.

DATE: 7-10-2026
PROJECT: JBA-2135
SHEET L7

LANDSCAPE CALCULATIONS

LANDSCAPE BUFFER TREES:

LOCATION	BUFFER WIDTH	LENGTH	PROVIDED
HIGHWAY 20/26	20'	810'	15 CLASS II TREES x 35' = 525' 12 CLASS I TREES x 25' = 300' 825' (+ 0 EVERGREENS)
MIDDLETON RD. (EAST SIDE)	25'	2,275'	45 CLASS II TREES x 35' = 1,575' 48 CLASS I TREES x 25' = 1,200' 2,775' (+ 27 EVERGREENS)
JOPLIN RD. (NORTH SIDE)	20'	1,130'	22 CLASS II TREES x 35' = 770' 21 CLASS I TREES x 25' = 525' 1,295' (+ 14 EVERGREENS)
JOPLIN RD. (SOUTH SIDE)	20'	1,755'	33 CLASS II TREES x 35' = 1,155' 32 CLASS I TREES x 25' = 800' 1,955' (+ 19 EVERGREENS)
			288 TOTAL LANDSCAPE BUFFER TREES

* PER THE CALDWELL LANDSCAPE CODE - NO MORE THAT 40% OF THE REQUIRED BUFFER TREES SHALL BE OF THE SAME TREE SPECIES. TREE SPECIES WILL BE DETERMINED WITH THE FINAL PLAT LANDSCAPE PLANS.

LANDSCAPE BUFFER SHRUBS:

LOCATION	REQUIRED	PROVIDED
HIGHWAY 20/26	810'/4' = 203 SHRUBS	203+ SHRUBS TO BE PROVIDED IN LANDSCAPE BUFFER
MIDDLETON RD. (EAST SIDE)	2,275'/4' = 569 SHRUBS	569+ SHRUBS TO BE PROVIDED IN LANDSCAPE BUFFER
JOPLIN RD. (NORTH SIDE)	1,130'/4' = 283 SHRUBS	283+ SHRUBS TO BE PROVIDED IN LANDSCAPE BUFFER
JOPLIN RD. (SOUTH SIDE)	1,755'/4' = 439 SHRUBS	439+ SHRUBS TO BE PROVIDED IN LANDSCAPE BUFFER

* PER THE CALDWELL LANDSCAPE CODE - 1 SHRUB PER 4 LINEAR FEET. SHRUBS TO HAVE A MINIMUM SPREAD OF 10" IN HEIGHT AND WIDTH. SHRUB PLANTING DESIGN WILL BE DETERMINED WITH THE FINAL PLAT LANDSCAPE PLANS.

LANDSCAPE BUFFER LAWN:

LOCATION	TOTAL BUFFER AREA	LAWN % PROVIDED
HIGHWAY 20/26	16,250 SF	8,050 SF/16,250 SF = 49.5% LAWN
MIDDLETON RD. (EAST SIDE)	56,255 SF	27,580 SF/56,255 SF = 49.0% LAWN
JOPLIN RD. (NORTH SIDE)	22,900 SF	10,830 SF/22,990 SF = 47.1% LAWN
JOPLIN RD. (SOUTH SIDE)	38,005 SF	17,490 SF/38,005 SF = 48.6% LAWN

* PER THE CALDWELL LANDSCAPE CODE - TURF GRASS/SOD IN LANDSCAPE BUFFERS SHALL BE A MINIMUM OF 20% COVERAGE AND MAXIMUM OF 50% COVERAGE.

COMMON OPEN SPACE:

	REQUIRED	PROVIDED
* EXCLUDES WAYMOUTH LATERAL (NO TREES ALLOWED)	544,440 SF / 5,000 = 108 TREES	524 TREES

APARTMENT LOT TREES:

PROVIDED
340 TREES

4-PLEX LOT TREES:

PROVIDED
131 TREES

COMMERCIAL LOTS TREES:

PROVIDED
67 TREES

TOTALS:

TOTAL NUMBER OF TREES:	1,350 TREES

DEVELOPMENT DATA

TOTAL AREA		126.98 ACRES
SFR LOTS		300
SFR R2 LOTS	33	
SFR R3 LOTS	31	
SFR 36' LOTS	236	
COMMON LOTS		54
EMERGENCY ACCESS LOTS		2
COMMERCIAL LOTS		5
4-PLEX LOTS		1 (88 UNITS)
TOWNHOME LOTS		52
APARTMENT LOTS		1 (360 UNITS)
TOTAL LOTS		415

SFR QUALIFIED OPEN SPACE	15.91 ACRES (15.91%)
4-PLEX (VILLA) OPEN SPACE	1.83 ACRES (32.69%)
APARTMENT OPEN SPACE	6.60 ACRES (39.31%)
EXISTING ZONING	COUNTY
PROPOSED ZONING	R2, R3, & HC

OWNER
ENDURANCE HOLDINGS LLC
1977 E. OVERLAND RD.
MERIDIAN, ID 83642

DEVELOPER
TRILOGY DEVELOPMENT
9839 W. CABLE CAR ST. STE 101
BOISE, IDAHO 83709
(208) 895-8858

PLANNER/CONTACT
BONNIE LAYTON
NV5
690 S. INDUSTRY WAY, STE 10
MERIDIAN, ID 83642
(208) 275-8742

ENGINEER
DAVID A. BAILEY, P.E.
BAILEY ENGINEERING, INC.
868 E RIVERSIDE DR., STE 120
EAGLE, IDAHO 83616
(208) 938-0013

JENSENBELTS ASSOCIATES
Site Planning / Landscape Architecture
1509 Tyrell Lane, Ste 150 Boise, ID 83706
Ph. (208) 343-7175 www.jensenbelts.com

Bailey Engineering, Inc.
CIVIL ENGINEERING | PLANNING | CADD
868 E. RIVERSIDE DR. STE 120
EAGLE, ID 83616
TEL. 208-938-0013
www.baileyengineers.com

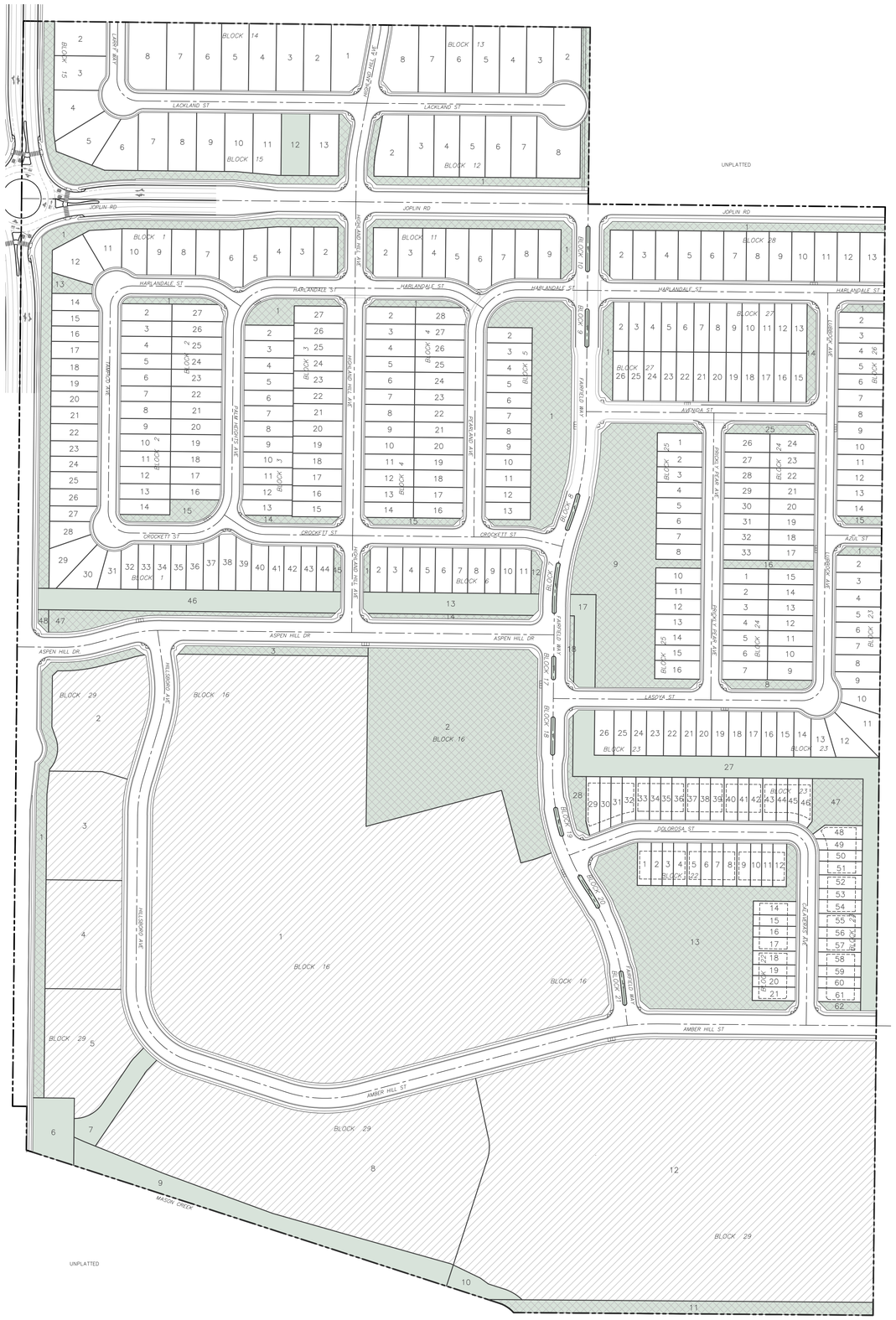
CHECKED BY: KCS
DRAWN BY: KCS

REVISED

NO.	DATE	DESCRIPTION

PRELIMINARY PLAT LANDSCAPE PLAN
McALLISTER MANOR SUBDIVISION
TRILOGY DEVELOPMENT, INC.

DATE: 7-10-2026
PROJECT: JBA-2135
SHEET L8



OPEN SPACE CODE COMPLIANCE SUMMARY			
DESCRIPTION	AREA (SF)	AREA (ACRES)	% OF SFR PROJECT AREA
SFR PROJECT AREA	3,813,302	87.54	–
REQUIRED QUALIFIED OPEN SPACE	381,330	8.75	10.00%
PROPOSED TOTAL OPEN SPACE	903,520	20.74	23.69%
PROPOSED QUALIFIED OPEN SPACE	606,767	13.93	15.91%

NOTE: SFR PROJECT AREA EXCLUDES APARTMENT, 4-PLEX (VILLA), AND COMMERCIAL PARCELS. APARTMENT AND 4-PLEX (VILLA) OPEN SPACE REQUIREMENTS ARE ADDRESSED ON SEPARATE ARCHITECT-PREPARED EXHIBITS. COMMERCIAL PARCELS ARE EXEMPT FROM OPEN SPACE REQUIREMENTS AND ARE NOT INCLUDED IN THESE CALCULATIONS.

LEGEND

- OPEN SPACE
- QUALIFIED OPEN SPACE
- PARCELS EXCLUDED FROM OPEN SPACE CALCULATIONS

120 0 60 120 240

SCALE IN FEET
1"=120'

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PROFESSIONAL ENGINEER REGISTERED
No. 8272
STATE OF IDAHO
DAVID A. BAILEY

CHECKED BY:
DAVID A. BAILEY P.E.

DRAWN BY:
AJD

REVISED

NO.	DATE	DESCRIPTION

OPEN SPACE EXHIBIT

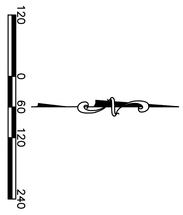
MCALLISTER MANOR SUBDIVISION

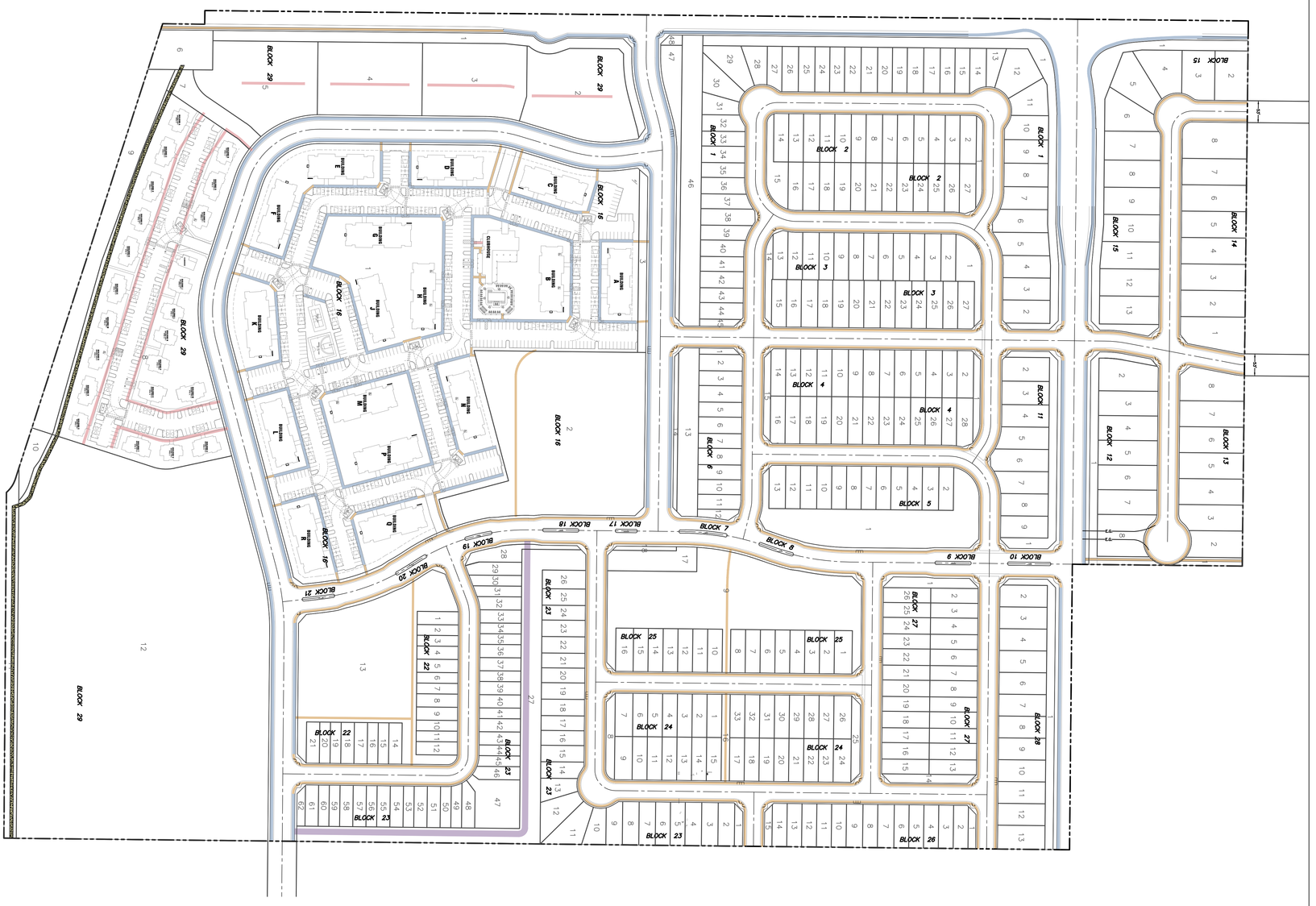
TRILOGY DEVELOPMENT

DATE:
06-24-2026

PROJECT:
C2020-034

SHEET
OS1





14FT PATHWAY
8FT PATHWAY
7FT PATHWAY
6FT PATHWAY
5FT PATHWAY

PRELIMINARY PATH EXHIBIT
MCALLISTER MANOR SUBDIVISION
TRILOGY DEVELOPMENT

DATE: 06-24-2026
PROJECT: 02020-0004
SHEET PA1

REVISED
NO. DATE DESCRIPTION

CHECKED BY: DAVID A. BAILEY P.E.
DRAWN BY: AJD

PROFESSIONAL REGISTERED ENGINEER
DAVID A. BAILEY
STATE OF IDAHO
8272
COUNTY OF ADA

Bailey Engineering, Inc.
CIVIL ENGINEERING | PLANNING | CADD
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OPEN SPACE INVENTORY & QUALIFICATION BREAKDOWN						
COMMON LOT	TOTAL AREA (SF)	AREA (ACRES)	% SFR AREA	% QUALIFYING	QUALIFIED AREA (SF)	QUALIFIED AREA (ACRES)
BLOCK 1 / LOT 1	37166	0.85	0.67%	50%	18583	0.43
BLOCK 1 / LOT 13	3271	0.08	0.06%	100%	3271	0.08
BLOCK 1 / LOT 45	1593	0.04	0.03%	100%	1593	0.04
BLOCK 1 / LOT 46	35234	0.81	0.64%	0%	0	0
BLOCK 1 / LOT 47	12673	0.29	0.23%	100%	12673	0.29
BLOCK 1 / LOT 48	1076	0.02	0.02%	50%	538	0.01
BLOCK 2 / LOT 1	3045	0.07	0.06%	100%	3045	0.07
BLOCK 2 / LOT 15	6920	0.16	0.13%	100%	6920	0.16
BLOCK 3 / LOT 1	7641	0.18	0.14%	100%	7641	0.18
BLOCK 3 / LOT 14	3341	0.08	0.06%	100%	3341	0.08
BLOCK 4 / LOT 1	3198	0.07	0.06%	100%	3198	0.07
BLOCK 4 / LOT 15	3337	0.08	0.06%	100%	3337	0.08
BLOCK 5 / LOT 1	52023	1.19	0.94%	100%	52023	1.19
BLOCK 6 / LOT 1	1372	0.03	0.02%	100%	1372	0.03
BLOCK 6 / LOT 12	2094	0.05	0.04%	100%	2094	0.05
BLOCK 6 / LOT 13	20324	0.47	0.37%	0%	0	0
BLOCK 6 / LOT 14	3760	0.09	0.07%	50%	1880	0.04
BLOCK 7 / LOT 1	927	0.02	0.02%	0%	0	0
BLOCK 8 / LOT 1	691	0.02	0.01%	0%	0	0
BLOCK 9 / LOT 1	690	0.02	0.01%	0%	0	0
BLOCK 10 / LOT 1	830	0.02	0.02%	0%	0	0
BLOCK 11 / LOT 1	13412	0.31	0.24%	50%	6706	0.15
BLOCK 12 / LOT 1	14917	0.34	0.27%	50%	7459	0.17
BLOCK 13 / LOT 1	3036	0.07	0.05%	100%	3036	0.07
BLOCK 15 / LOT 1	27483	0.63	0.50%	50%	13742	0.32
BLOCK 15 / LOT 12	9504	0.22	0.17%	0%	0	0
BLOCK 16 / LOT 2	156656	3.60	2.83%	100%	156656	3.60
BLOCK 16 / LOT 3	8698	0.20	0.16%	50%	4349	0.10
BLOCK 17 / LOT 1	418	0.01	0.01%	0%	0	0
BLOCK 18 / LOT 1	690	0.02	0.01%	0%	0	0
BLOCK 19 / LOT 1	531	0.01	0.01%	0%	0	0
BLOCK 20 / LOT 1	688	0.02	0.01%	0%	0	0
BLOCK 21 / LOT 1	619	0.01	0.01%	0%	0	0
BLOCK 22 / LOT 13	99228	2.28	1.79%	100%	99228	2.28
BLOCK 23 / LOT 1	1857	0.04	0.03%	100%	1857	0.04
BLOCK 23 / LOT 27	60953	1.40	1.10%	0%	0	0
BLOCK 23 / LOT 28	6069	0.14	0.11%	50%	3034	0.07
BLOCK 23 / LOT 47	13335	0.31	0.24%	100%	13335	0.31
BLOCK 23 / LOT 62	1780	0.04	0.03%	100%	1780	0.04
BLOCK 24 / LOT 8	4125	0.09	0.07%	100%	4125	0.09
BLOCK 24 / LOT 16	4200	0.10	0.08%	100%	4200	0.10
BLOCK 24 / LOT 25	4053	0.09	0.07%	100%	4053	0.09
BLOCK 25 / LOT 9	99878	2.29	1.81%	100%	99878	2.29
BLOCK 25 / LOT 17	11267	0.26	0.20%	0%	0	0
BLOCK 25 / LOT 18	1504	0.03	0.03%	50%	752	0.02
BLOCK 26 / LOT 1	1720	0.04	0.03%	100%	1720	0.04
BLOCK 26 / LOT 15	1712	0.04	0.03%	100%	1712	0.04
BLOCK 27 / LOT 1	5301	0.12	0.10%	100%	5301	0.12
BLOCK 27 / LOT 14	4458	0.10	0.08%	100%	4458	0.10
BLOCK 28 / LOT 1	14435	0.33	0.26%	50%	7217	0.17
BLOCK 29 / LOT 1	29606	0.68	0.54%	50%	14803	0.34
BLOCK 29 / LOT 6	13637	0.31	0.25%	0%	0	0
BLOCK 29 / LOT 7	12166	0.28	0.22%	0%	0	0
BLOCK 29 / LOT 9	42473	0.98	0.77%	0%	0	0
BLOCK 29 / LOT 10	6050	0.14	0.11%	0%	0	0
BLOCK 29 / LOT 11	25857	0.59	0.47%	100%	25857	0.59

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PROFESSIONAL ENGINEER REGISTERED
No. 8272
STATE OF IDAHO
DAVID A. BAILEY
NOT FOR CONSTRUCTION

CHECKED BY:
DAVID A. BAILEY P.E.

DRAWN BY:
AJD

REVISED

NO.	DATE	DESCRIPTION

OPEN SPACE EXHIBIT

MCALLISTER MANOR SUBDIVISION

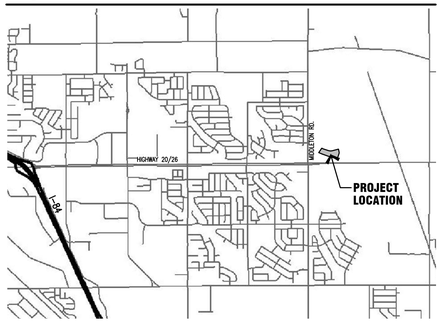
TRILOGY DEVELOPMENT

DATE:
06-24-2026

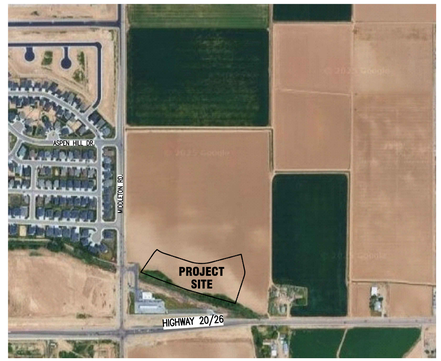
PROJECT:
C2020-034

SHEET
OS2

VICINITY MAP



AERIAL MAP



SITE DATA

LOT NET AREA:..... 243,610 S.F., 5.59 ACRE

CURRENT ZONING:..... COUNTY

PROPOSED ZONING:..... H–C

MULTI–FAMILY LIVING UNITS ALLOWED (25 UNITS/ACRE):..... 140

PROPOSED MULTI–FAMILY LIVING UNITS:..... 88

LIVING UNITS PER ACRE:..... 15.75

H–C ZONING:

BUILDING SETBACKS:	REQUIRED	PROPOSED
FRONT / STREET FRONTAGE:.....	15 FT. (1)	20 FT.
(1) H–C REQUIRES 10 FT. (10–06–04); MULTI FAMILY REQUIRES 15 FT. (10–14–01)		
SIDE:.....	15 FT. (2)	15 FT.
(2) H–C REQUIRES 0 FT. (10–06–04); MULTI FAMILY REQUIRES 15 FT. (10–14–01).		
REAR:.....	20 FT. (3)	35 FT.
(3) H–C REQUIRES 0 FT. (10–06–04); MULTI FAMILY REQUIRES 15 FT. (10–14–01). CANAL EASEMENT IS 20 FT. DUE TO THE PEDESTRIAN PATH, AN ADDITIONAL 15 FT. SETBACK IS PROPOSED.		

PARKING SETBACKS:	REQUIRED	PROPOSED
FRONT:.....	15 FT.	20 FT.
SIDE:.....	5 FT.	15 FT.

DEVELOPMENT DATA

NUMBER / AREA OF CLUBHOUSE BUILDINGS:..... 1 / 400 S.F.

NUMBER OF APARTMENT BUILDINGS / UNITS:..... 22 / 88

TOTAL BUILDING FOOTPRINT AREA (4) (5):..... 47,662 S.F. (20%)

TOTAL HARD SURFACE AREA (5):..... 88,600 S.F. (36%)

TOTAL LANDSCAPE AREA (5):..... 107,348 S.F. (44%)

(4) BUILDING FOOTPRINT INCLUDES COVERED PATIOS AND COVERED STAIRWAYS.

(5) PERCENTAGE IS FROM NET LOT AREA.

ADDITIONAL R.O.W. LANDSCAPE AREA:..... 3,353 S.F.

APARTMENT BUILDING DATA

APARTMENT BUILDINGS

2–STORY, 4 UNITS PER BUILDING x 22 BUILDINGS

BUILDING TYPE 1: (4) 1–BED x 1–BATH (1x1) x 11 BUILDINGS = 44 UNITS

BUILDING TYPE 2.1: (4) 1–BED x 1–BATH (1x1) x 5 BUILDINGS = 20 UNITS

BUILDING TYPE 2.2: (4) 1–BED x 1–BATH (1x1) x 6 BUILDINGS = 24 UNITS

TOTAL UNIT MIX:..... 88 UNITS

1–BED:..... 44 UNITS (50.0%)

2–BED:..... 44 UNITS (50.0%)

PARKING ANALYSIS

OFF–STREET PARKING REQUIRED:..... 142

UNIT TYPE	NUMBER UNITS	PARKING RATIO	PARKING REQUIRED
1–BEDROOM	44	1.5 / UNIT	66
2–BEDROOM	44	1.5 / UNIT	66
VISITOR	88	1.0/10 UNITS	9
CLUBHOUSE OFFICE	400 S.F.	1 / 500 S.F.	1

PARKING TO UNIT RATIO:..... 1.61 PER UNIT

PROPOSED OFF–STREET PARKING SHOWN:..... 180

STANDARD PARKING STALLS (P):..... 86

COMPACT STALLS (C):..... 0

ACCESSIBLE STALLS (A):..... 0

VAN–ACCESSIBLE STALLS (VA):..... 3

CARPORT STALLS (CP):..... 86

CARPORT TYPE A UNIT STALLS (CPA)..... 2

ELECTRIC VEHICLE STALLS (EV):..... 2

ELECTRIC VEHICLE ACCESSIBLE STALLS (EVA):..... 1

PROPOSED PARKING TO UNIT RATIO:..... 2.05 PER UNIT

TOTAL ADJACENT ON–STREET PARKING:..... 24

(RED MOUNTAIN ST. – ONE SIDE)

TOTAL ON–STREET AND OFF–STREET PARKING:..... 204

TOTAL PARKING TO UNIT RATIO:..... 2.32

BICYCLE PARKING

TOTAL BICYCLE PARKING REQUIRED:..... 18

1 BICYCLE PARKING SPACE FOR EVERY 10 VEHICLE SPACES PROPOSED
180 VEHICLE SPACES PROPOSED x 1/10 = 18

TOTAL BICYCLE PARKING SPACES PROPOSED:..... 18

CLUBHOUSE: 1
(2) CARPORT PARKING STALLS DESIGNATED FOR BICYCLE = 9 X 2 = 18
EACH APARTMENT BUILDING GROUND FLOOR: 1 SPACE x 22 BUILDINGS = 22

OPEN SPACE

MINIMUM PRIVATE OPEN SPACE PER UNIT:..... 60 S.F.
PRIVATE OPEN SPACE PROVIDED (PATIO/DECK) PER UNIT:..... 70 S.F.

QUALIFIED COMMON OPEN SPACE:
BASELINE:..... 243,610 S.F. LOT AREA x 10% = 24,361 S.F.
ADDITIONAL PER UNIT:..... 88 UNITS x 250 S.F. PER UNIT = 22,000 S.F.

TOTAL QUALIFIED COMMON OPEN SPACE REQUIRED:..... 46,361 S.F.

QUALIFIED COMMON OPEN SPACE SHALL NOT BE LESS THAN 400 S.F. IN AREA AND SHALL HAVE A MINIMUM LENGTH AND WIDTH DIMENSIONS OF 20 FT. ALL MULTI–FAMILY PROJECTS OF AT LEAST 5 ACRES IN SIZE OR 50 UNITS OR MORE SHALL PROVIDE AT LEAST ONE COMMON GRASSY AREA AT LEAST 10,000 S.F. WITHIN THE COMMON OPEN SPACE.

QUALIFIED COMMON OPEN SPACE PROVIDED:..... 79,629 S.F.

NOTE: CALCULATED AREA IS SCHEMATIC ONLY TO SHOW COMPLIANCE. AREA IS SUBJECT TO CHANGE DURING THE CONSTRUCTION DOCUMENT / PERMIT PHASE, HOWEVER, THE TOTAL QUALIFIED COMMON OPEN SPACE AREA SHALL MEET OR EXCEED THE MINIMUM REQUIRED.

A 10,000 S.F. OPEN GRASSY AREA IS INCLUDED IN THE QUALIFIED COMMON OPEN SPACE.

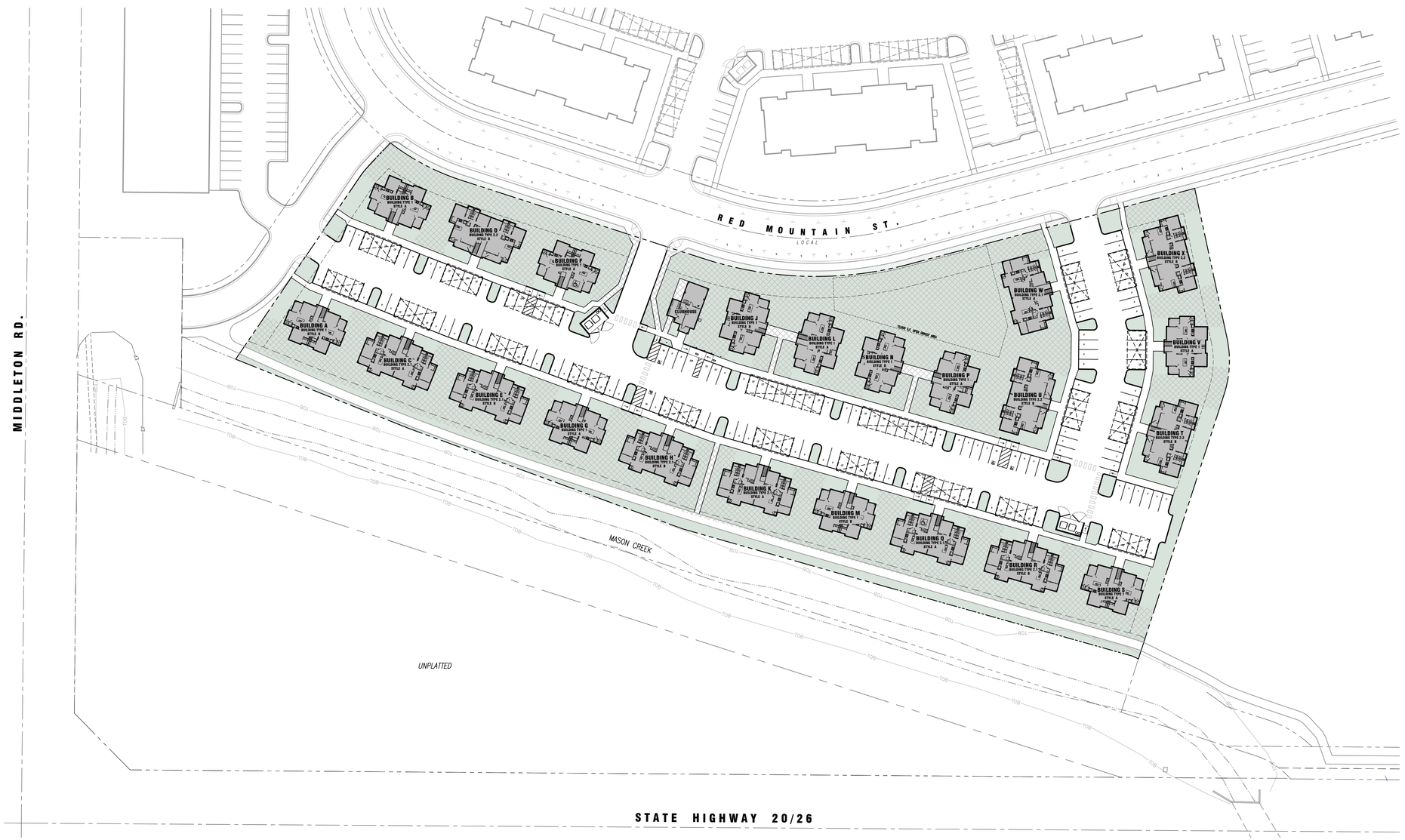
AMENITIES

DEVELOPMENTS SHALL PROVIDE THE FOLLOWING:

1. PROPERTY MANAGEMENT OFFICE (AT CLUBHOUSE)
2. MAINTENANCE STORAGE AREA (AT CLUBHOUSE)
3. CENTRAL MAILBOX (AT CLUBHOUSE)
4. DIRECTORY MAP (AT CLUBHOUSE)

DEVELOPMENT TO PROVIDE THE FOLLOWING AMENITIES:

1. QUALITY OF LIFE
   (a) COMMUNITY ROOM (AT CLUBHOUSE)
2. OPEN SPACE
   (a) COVERED PATIO PICNIC AREA (AT CLUBHOUSE)
4. MULTI–MODAL AMENITY STANDARDS
   (a) BICYCLE REPAIR STATION OR
   (b) CHARGING STATIONS FOR ELECTRIC VEHICLES



1 SITE PLAN

SCALE: 1" = 50'-0"

LEGEND

	EXITING CONSTRUCTION TO REMAIN. (PART OF THE SUBDIVISION PERMIT). NO WORK THIS AREA. PROTECT DURING CONSTRUCTION.
	ADJACENT LANDSCAPE AREA (R.O.W., COMMON LOT OR PUBLIC PARK).
	LANDSCAPE AREA PER LANDSCAPE DRAWINGS.
	ILLUSTRATES QUALIFIED COMMON OPEN SPACE. 20 FT. 20 FT. AREA DOES NOT INCLUDE BUILDING FOOTPRINTS, PARKING STALLS AND DIVE AISLES.

THE ARCHITECTS OFFICE PLLC
RHEES RUBY JOSEPH PUTMAN
499 MAIN STREET (208) 343-2931
BOISE, IDAHO 83702 TAOIDAHO.COM

PROJECT

McALLISTER MANOR VILLAS

CALDWELL, ID 83605

SEAL

LICENSED ARCHITECT AR-2154
PRELIMINARY
Matthew J. Rhees
STATE OF IDAHO

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FILE

DATE
JUNE 22, 2026

FILE NO.
26-509 SD1

DRAWN
MATT RHEES

REVISIONS

SHEET

SD1.0

SCHEMATIC DESIGN SITE PLAN

THE ARCHITECTS OFFICE PLLC
RHEES RUBY JOSEPH PUTMAN
499 MAIN STREET (208) 343-2931
BOISE, IDAHO 83702 TAOIDAHO.COM

1 SITE PLAN
SCALE: 1" = 20'-0"
WEST SIDE
NORTH

PROJECT

McALLISTER MANOR
VILLAS

CALDWELL, ID 83605

SEAL

LICENSED ARCHITECT AR-2154
PRELIMINARY
Matthew J. Rhees
STATE OF IDAHO

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FILE

DATE
JUNE 22, 2026

FILE NO.
26-509 SD1

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MATT RHEES

REVISIONS

SHEET

SD1.1

1 **SITE PLAN** EAST SIDE

SCALE: 1" = 20'-0"

NORTH

THE ARCHITECTS OFFICE PLLC
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BOISE, IDAHO 83702 TAOIDAHO.COM

PROJECT

McALLISTER MANOR
VILLAS

CALDWELL, ID 83605

SEAL

LICENSED ARCHITECT AR-2154
PRELIMINARY
Matthew J. Rhees
STATE OF IDAHO

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FILE

DATE
JUNE 22, 2026

FILE NO.
26-509 SD1

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MATT RHEES

REVISIONS

SHEET

SD1.2

EXTERIOR FINISH SCHEDULE

ALL BUILDINGS

MATERIAL	MFR / COLOR	MATERIAL	FINISH COLOR
ASPHALT SHINGLE	MFR: LINE: COLOR:	TENANT ENTRY DOOR	MFR: NUMBER: COLOR:
PAINTED FIBER-CEMENT FASCIA	MFR: NUMBER: COLOR:	TENANT PATIO DOOR	MFR: NUMBER: COLOR:
PAINTED FIBER-CEMENT SOFFIT	MFR: NUMBER: COLOR:	STORAGE DOOR	MFR: NUMBER: COLOR:
PAINTED HARDBOARD DOOR & WINDOW TRIMS, BELLY BANDS, COLUMNS, CORBELS, ETC.	MFR: NUMBER: COLOR:	VINYL WINDOW FRAME	MANUFACTURER: COLOR: ALMOND
PRE-FINISHED METAL GUTTER & DOWNSPOUT	COLOR TO MATCH FASCIA	WINDOW GLAZING	COLOR: CLEAR INSULATED
STONE VENEER	MFR: STYLE: COLOR:	METAL RAILING	POWDER COAT COLOR: BLACK
EXPOSED METAL FLASHING	FACTORY PRE-FINISHED COLOR: DARK BROWN	METAL STAIRS STRINGERS & RAILING	POWDER COAT COLOR: BLACK

COLOR PALLET A BUILDINGS:

PAINTED FIBER-CEMENT BOARD & BATTEN SIDING / SHINGLE SIDING	MFR: NUMBER: COLOR:	PAINTED HARDBOARD LAP SIDING	MFR: NUMBER: COLOR:

COLOR PALLET B BUILDINGS:

PAINTED FIBER-CEMENT BOARD & BATTEN SIDING / SHINGLE SIDING	MFR: NUMBER: COLOR:	PAINTED HARDBOARD LAP SIDING	MFR: NUMBER: COLOR:

COLOR PALLET C BUILDINGS:

PAINTED FIBER-CEMENT BOARD & BATTEN SIDING / SHINGLE SIDING	MFR: NUMBER: COLOR:	PAINTED HARDBOARD LAP SIDING	MFR: NUMBER: COLOR:

COLOR PALLET D BUILDINGS:

PAINTED FIBER-CEMENT BOARD & BATTEN SIDING / SHINGLE SIDING	MFR: NUMBER: COLOR:	PAINTED HARDBOARD LAP SIDING	MFR: NUMBER: COLOR:

GENERAL NOTES

A. ALL NOTES ON ELEVATIONS ARE TYPICAL AND APPLY TO ALL ELEVATIONS.

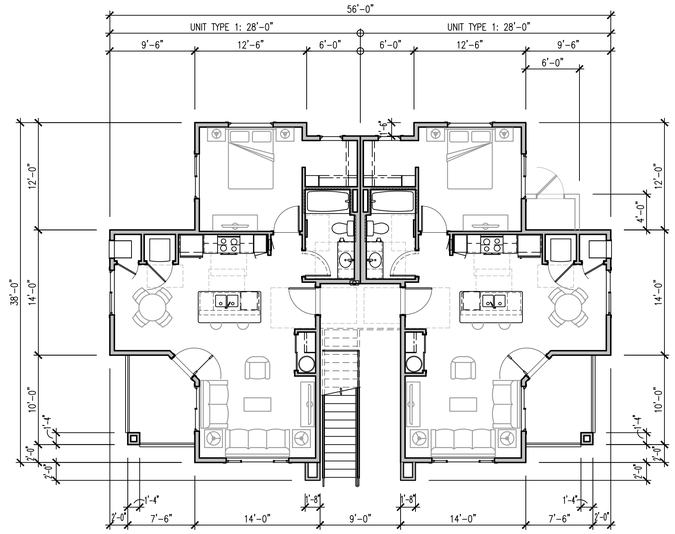
B. REFER TO CONSTRUCTION TYPE DETAILS (SHEETS AA10.0) AND SPECIFICATIONS FOR ADDITIONAL EXTERIOR FINISH MATERIAL NOTES.

C. ALL VISIBLE EXTERIOR FLASHINGS TO BE PRE-FINISHED METAL (DARK BROWN) U.O.N. ALL CONCEALED METAL FLASHING TO BE GALVANIZED METAL OR PRE-FINISHED METAL. ALL CAULKING TO BE APPROVED / RECOMMENDED BY THE MFR IN WHICH THE CAULKING IS IN CONTACT. ALL EXPOSED CAULKING NOT PAINTED TO MATCH ADJACENT MATERIAL FINISH COLOR.

D. VERIFY ALL FINISH MATERIAL SELECTION AND COLORS WITH OWNER PRIOR TO ORDERING AND INSTALLATION. SUB-CONTRACTORS TO PROVIDE 12" X 12" MIN. SAMPLE OF ALL FINISH MATERIALS FOR OWNER'S REVIEW AND ACCEPTANCE PRIOR TO CONSTRUCTION.

E. ALL SIDING TO BE FIBER CEMENT SIDING AND TRIMS AND TO BE INSTALLED PER MFR REQUIREMENTS / STANDARD DETAILS. PROVIDE UNDERLAMENTS, BUILDING WRAP, FLASHING, JOINT FLASHING, SELF-ADHERING WEATHER RESISTANT BARRIERS, CAULKING, ETC. AS REQUIRED BY SIDING MFR. TO FORM A WEATHER-TIGHT EXTERIOR. ALL SIDING AND TRIMS TO BE PRIMED (OR PRE-PRIMED) AND PAINTED.

F. ALL FINISH MATERIALS TO BE INSTALLED PER MANUFACTURER SPECIFICATIONS, 2018 IBC REQUIREMENTS AND PER GENERALLY ACCEPTED CONSTRUCTION PRACTICES.



1 BUILDING TYPE 1 FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

SECOND FLOOR SIM.

BUILDING FOOTPRINT: 1,853 S.F.
UNIT AREA: 742 S.F.

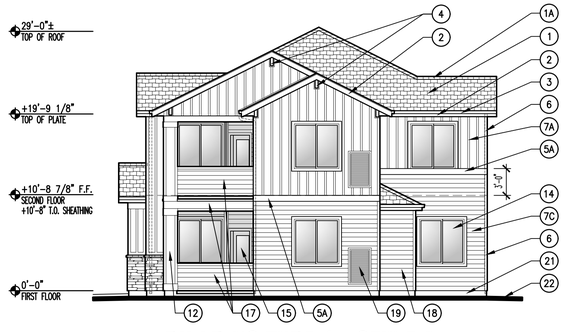
KEYNOTES

1. ARCHITECTURAL LAMINATED FIBERGLASS ROOF SHINGLES.
   A. PROVIDE ASPHALT SHINGLE RIDGE / HIP CAP. SEE ROOF PLAN FOR LOCATION AND TYPES OF ROOF ATTIC VENTING.
2. 1 X 8 PAINTED FIBER-CEMENT FASCIA. PROVIDE PRE-FINISHED METAL DRIP FLASHING. PROVIDE PAINTED FIBER-CEMENT SOFFIT. PROVIDE PAINTED FIBER-CEMENT SOFFIT AT LOWER EAVE.
3. PROVIDE PRE-FINISHED GUTTER AND DOWNSPOUT PER ROOF PLAN. DOWNSPOUT LOCATIONS ARE SHOW SCHEMATIC AND ARE TO BE DESIGN-BUILD BY CONTRACTOR. VERIFY LOCATION OF DOWNSPOUTS WITH GENERAL CONTRACTOR AND COORDINATE WITH CIVIL DRAWINGS FOR DRAINAGE. CONNECT TO UNDERGROUND DRAINAGE SYSTEM PER CIVIL DRAWINGS OR PROVIDE CONCRETE SPLASH BLOCK AT GROUND.
4. 4 X 12 PAINTED WOOD CORBEL. FINAL DESIGN / DETAIL TO BE PER GENERAL CONTRACTOR.
5. PAINTED FIBER-CEMENT SIDING TRIM. PROVIDE 'Z' FLASHING AT TOP PER MFR REQUIREMENTS.
   A. 5/4 X 8 HORIZONTAL ACCENT BAND.
   B. 5/4 X 12 HORIZONTAL ACCENT BAND.
6. 1 X 4 PAINTED FIBER CEMENT SIDING TRIM TYP. AT CORNERS PER MFR DETAILS.
7. PAINTED FIBER CEMENT SIDING OVER BUILDING WRAP PER CONSTRUCTION WALL TYPE. PROVIDE ALL NECESSARY FLASHINGS, WRB AND CAULKING PER MFR STANDARD DETAILS.
   A. VERTICAL BOARD & BATTEN STYLE SIDING: PANTED 4' X 10' X 5/16" FIBER-CEMENT PANELS WITH PAINTED 1 X 3 FIBER-CEMENT BATTENS AT 12" O.C.
   B. SHINGLE STYLE SIDING, 6-INCH EXPOSURE.
   C. HORIZONTAL LAP SIDING, 6-INCH EXPOSURE.
8. PROVIDE HORIZONTAL LAP SIDING AT STAIRWAYS (NOT SHOWN).
9. PROVIDE HORIZONTAL LAP SIDING AT PATIO / DECK (NOT SHOWN).
10. PAINTED FIBER-CEMENT TRIMS AT ENTRY CANOPY PER CANOPY DETAILS.
11. ENTRY CANOPY FAUX COLUMN PER DETAILS. PROVIDE PAINTED FIBER-CEMENT PANELING AND TRIMS ABOVE WITH STOP CAP AND STONE SIDING BELOW.
12. DECK COLUMN PER DECK COLUMN DETAILS. PROVIDE PAINTED FIBER-CEMENT PANELING AND TRIMS.
13. STONE VENEER WALL FINISH PER WALL CONSTRUCTION TYPE. PROVIDE ALL NECESSARY FLASHINGS, WRB AND CAULKING PER MFR STANDARD DETAILS.
    A. STONE VENEER CAP. PROVIDE TRANSITION FLASHING PER DETAIL 12-13/AA4.6.
14. DOUBLE GLAZED VINYL FRAMED WINDOW PER WINDOW SCHEDULE WITH 1" X 4" PAINTED FIBER-CEMENT TRIM. SEE WINDOW SCHEDULE DETAILS FOR FLASHING REQUIREMENTS.
15. EXTERIOR DOOR PER DOOR SCHEDULE WITH 1 X 4 PAINTED FIBER-CEMENT TRIM. SEE DOOR SCHEDULE DETAILS FOR FLASHING REQUIREMENTS.
16. PAINTED STEEL STAIR STRUCTURE WITH PRE-CAST CONCRETE TREADS AND PAINTED STEEL GUARDRAIL AND HANDRAIL PER SHEET AA8.0.
17. DECK STRUCTURE PER DETAIL 1/AA4.4 WITH CONCRETE TOP, PAINTED FIBER-CEMENT CEILING, PAINTED FIBER-CEMENT TRIMS. GUARD WALL IS A FRAMED WALL (3'-6" MIN. HIGH) SPANNING THE OPENING WITH A 3-3/4" MAX. OPENING ABOVE THE DECK AND FINISHED WITH FIBER-CEMENT SIDING AND TRIMS. PROVIDE 3'-0" HIGH GUARD WALL AT FIRST FLOOR PATIO.
18. FIRE SPRINKLER RISER CLOSET WITH ASPHALT SHINGLE ROOF WITH PRE-FINISHED METAL FLASHINGS, 1x PAINTED FIBER-CEMENT FASCIA, SIDING AND TRIMS AND PAINTED INSULATED METAL DOOR. VERIFY WITH SITE PLAN FOR LOCATION OF CLOSET. SOME BUILDINGS HAVE THE RISER CLOSET ON THE OPPOSITE SIDE.
19. THRU-WALL HVAC UNIT GRILLE. COLOR TO MATCH SIDING COLOR.
20. WALL MOUNT ELECTRICAL PANEL LOCATION. VERIFY WITH SITE PLAN FOR LOCATION OF ELECTRICAL PANELS. SOME BUILDINGS HAVE THE ELECTRICAL PANELS ON THE OPPOSITE SIDE.
21. EXPOSED CONCRETE FOUNDATION WALL.
22. FINISH GRADE, SLOPE AWAY FROM BUILDING AT 2% MIN. SEE GRADING PLAN.

2 BUILDING TYPE 1 - STYLE A FRONT ELEVATION

SCALE: 1/8" = 1'-0"

BUILDINGS B, F, G, L P & S



3 BUILDING TYPE 1 - STYLE A RIGHT SIDE ELEVATION

LEFT SIDE SIM.

SCALE: 1/8" = 1'-0"

BUILDINGS B, F, G, L P & S

4 BUILDING TYPE 1 - STYLE A REAR ELEVATION

SCALE: 1/8" = 1'-0"

BUILDINGS B, F, G, L P & S

5 BUILDING TYPE 1 - STYLE B FRONT ELEVATION

SCALE: 1/8" = 1'-0"

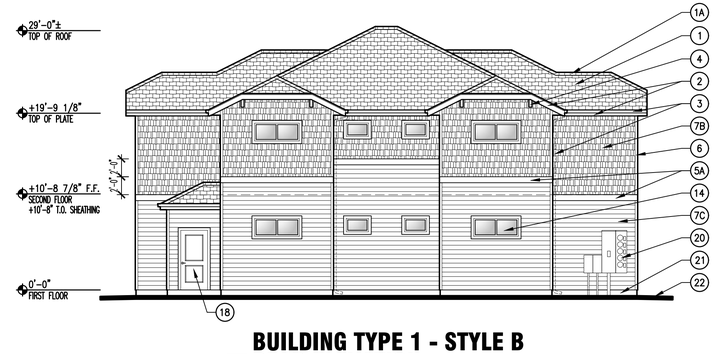
BUILDINGS A, J M, N & V

6 BUILDING TYPE 1 - STYLE B RIGHT SIDE ELEVATION

LEFT SIDE SIM.

SCALE: 1/8" = 1'-0"

BUILDINGS A, J M, N & V



7 BUILDING TYPE 1 - STYLE B REAR ELEVATION

SCALE: 1/8" = 1'-0"

BUILDINGS A, J M, N & V

THE ARCHITECTS OFFICE PLLC
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499 MAIN STREET (208) 343-2931
BOISE, IDAHO 83702 TAOIDAHO.COM

PROJECT

McALLISTER MANOR
VILLAS

CALDWELL, ID 83605

SEAL

LICENSED ARCHITECT AR-2154
PRELIMINARY
Matthew J. Rhees
STATE OF IDAHO

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FILE

DATE
JUNE 22, 2026

FILE NO.
26-509 SD1

DRAWN
MATT RHEES

REVISIONS

SHEET

SD1.3

BUILDING TYPE 1
PLAN & ELEVATIONS

EXTERIOR FINISH SCHEDULE

ALL BUILDINGS

MATERIAL	MFR / COLOR	MATERIAL	FINISH COLOR
ASPHALT SHINGLE	MFR: LINE: COLOR:	TENANT ENTRY DOOR	MFR: NUMBER: COLOR:
PAINTED FIBER-CEMENT FASCIA	MFR: NUMBER: COLOR:	TENANT PATIO DOOR	MFR: NUMBER: COLOR:
PAINTED FIBER-CEMENT SOFFIT	MFR: NUMBER: COLOR:	STORAGE DOOR	MFR: NUMBER: COLOR:
PAINTED HARDBOARD DOOR & WINDOW TRIMS, BELLY BANDS, COLUMNS, CORBELS, ETC.	MFR: NUMBER: COLOR:	VINYL WINDOW FRAME	MANUFACTURER: COLOR: ALMOND
PRE-FINISHED METAL GUTTER & DOWNSPOUT	COLOR TO MATCH FASCIA	WINDOW GLAZING	COLOR: CLEAR INSULATED
STONE VENEER	MFR: STYLE: COLOR:	METAL RAILING	POWDER COAT COLOR: BLACK
EXPOSED METAL FLASHING	FACTORY PRE-FINISHED COLOR: DARK BROWN	METAL STAIRS STRINGERS & RAILING	POWDER COAT COLOR: BLACK

COLOR PALLET A BUILDINGS:

PAINTED FIBER-CEMENT BOARD & BATTEN SIDING / SHINGLE SIDING	MFR: NUMBER: COLOR:	PAINTED HARDBOARD LAP SIDING	MFR: NUMBER: COLOR:

COLOR PALLET B BUILDINGS:

PAINTED FIBER-CEMENT BOARD & BATTEN SIDING / SHINGLE SIDING	MFR: NUMBER: COLOR:	PAINTED HARDBOARD LAP SIDING	MFR: NUMBER: COLOR:

COLOR PALLET C BUILDINGS:

PAINTED FIBER-CEMENT BOARD & BATTEN SIDING / SHINGLE SIDING	MFR: NUMBER: COLOR:	PAINTED HARDBOARD LAP SIDING	MFR: NUMBER: COLOR:

COLOR PALLET D BUILDINGS:

PAINTED FIBER-CEMENT BOARD & BATTEN SIDING / SHINGLE SIDING	MFR: NUMBER: COLOR:	PAINTED HARDBOARD LAP SIDING	MFR: NUMBER: COLOR:

GENERAL NOTES

A. ALL NOTES ON ELEVATIONS ARE TYPICAL AND APPLY TO ALL ELEVATIONS.

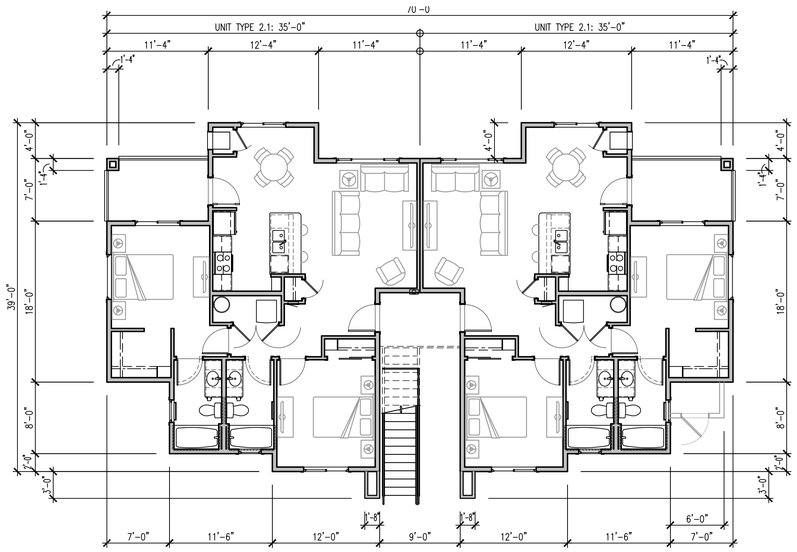
B. REFER TO CONSTRUCTION TYPE DETAILS (SHEETS AA10.0) AND SPECIFICATIONS FOR ADDITIONAL EXTERIOR FINISH MATERIAL NOTES.

C. ALL VISIBLE EXTERIOR FLASHINGS TO BE PRE-FINISHED METAL (DARK BROWN) U.O.N. ALL CONCEALED METAL FLASHING TO BE GALVANIZED METAL OR PRE-FINISHED METAL. ALL CAULKING TO BE APPROVED / RECOMMENDED BY THE MFR IN WHICH THE CAULKING IS IN CONTACT. ALL EXPOSED CAULKING NOT PAINTED TO MATCH ADJACENT MATERIAL FINISH COLOR.

D. VERIFY ALL FINISH MATERIAL SELECTION AND COLORS WITH OWNER PRIOR TO ORDERING AND INSTALLATION. SUB-CONTRACTORS TO PROVIDE 12" X 12" MIN. SAMPLE OF ALL FINISH MATERIALS FOR OWNER'S REVIEW AND ACCEPTANCE PRIOR TO CONSTRUCTION.

E. ALL SIDING TO BE FIBER CEMENT SIDING AND TRIMS AND TO BE INSTALLED PER MFR REQUIREMENTS / STANDARD DETAILS. PROVIDE UNDERLAMENTS, BUILDING WRAP, FLASHING, JOINT FLASHING, SELF-ADHERING WEATHER RESISTANT BARRIERS, CAULKING, ETC. AS REQUIRED BY SIDING MFR. TO FORM A WEATHER-TIGHT EXTERIOR. ALL SIDING AND TRIMS TO BE PRIMED (OR PRE-PRIMED) AND PAINTED.

F. ALL FINISH MATERIALS TO BE INSTALLED PER MANUFACTURER SPECIFICATIONS, 2018 IBC REQUIREMENTS AND PER GENERALLY ACCEPTED CONSTRUCTION PRACTICES.



1 BUILDING TYPE 2.1 FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

SECOND FLOOR SIM.

BUILDING FOOTPRINT: 2,424 S.F.
UNIT AREA: 1,012 S.F.

KEYNOTES

1. ARCHITECTURAL LAMINATED FIBERGLASS ROOF SHINGLES.
   A. PROVIDE ASPHALT SHINGLE RIDGE / HIP CAP. SEE ROOF PLAN FOR LOCATION AND TYPES OF ROOF ATTIC VENTING.
2. 1 X 8 PAINTED FIBER-CEMENT FASCIA. PROVIDE PRE-FINISHED METAL DRIP FLASHING. PROVIDE PAINTED FIBER-CEMENT SOFFIT. PROVIDE PAINTED FIBER-CEMENT SOFFIT AT LOWER EAVE.
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   A. 5/4 X 8 HORIZONTAL ACCENT BAND.
   B. 5/4 X 12 HORIZONTAL ACCENT BAND.
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   C. HORIZONTAL LAP SIDING, 6-INCH EXPOSURE.
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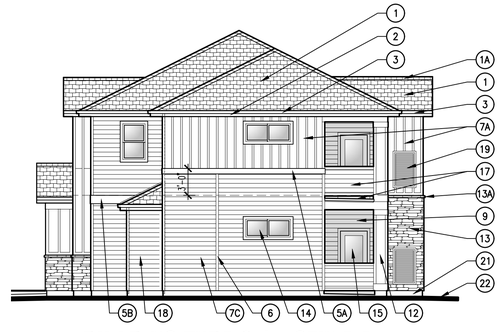
21. EXPOSED CONCRETE FOUNDATION WALL.
22. FINISH GRADE, SLOPE AWAY FROM BUILDING AT 2% MIN. SEE GRADING PLAN.

2 BUILDING TYPE 2.1 - STYLE A FRONT ELEVATION

SCALE: 1/8" = 1'-0"

BUILDINGS C, K, Q & W



3 BUILDING TYPE 2.1 - STYLE A RIGHT SIDE ELEVATION

LEFT SIDE SIM.

SCALE: 1/8" = 1'-0"

BUILDINGS C, K, Q & W

4 BUILDING TYPE 2.1 - STYLE A REAR ELEVATION

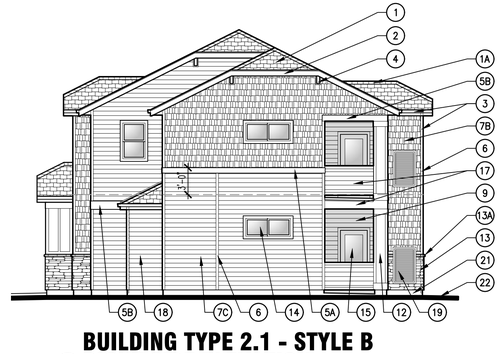
SCALE: 1/8" = 1'-0"

BUILDINGS C, K, Q & W

5 BUILDING TYPE 2.1 - STYLE B FRONT ELEVATION

SCALE: 1/8" = 1'-0"

BUILDINGS E, H & R

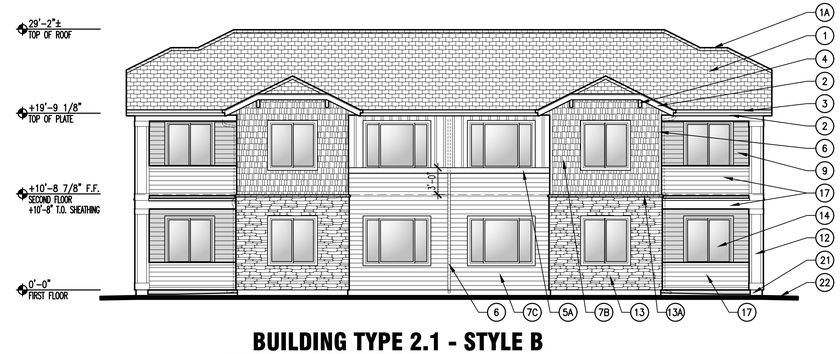


6 BUILDING TYPE 2.1 - STYLE B RIGHT SIDE ELEVATION

LEFT SIDE SIM.

SCALE: 1/8" = 1'-0"

BUILDINGS E, H & R



7 BUILDING TYPE 2.1 - STYLE B REAR ELEVATION

SCALE: 1/8" = 1'-0"

BUILDINGS E, H & R

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PRELIMINARY
Matthew J. Rhees
STATE OF IDAHO

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FILE

DATE
JUNE 22, 2026

FILE NO.
26-509 SD1

DRAWN
MATT RHEES

REVISIONS

SHEET

SD1.4

BUILDING TYPE 2.1
PLAN & ELEVATIONS

EXTERIOR FINISH SCHEDULE

ALL BUILDINGS

MATERIAL	MFR / COLOR	MATERIAL	FINISH COLOR
ASPHALT SHINGLE	MFR: LINE: COLOR:	TENANT ENTRY DOOR	MFR: NUMBER: COLOR:
PAINTED FIBER-CEMENT FASCIA	MFR: NUMBER: COLOR:	TENANT PATIO DOOR	MFR: NUMBER: COLOR:
PAINTED FIBER-CEMENT SOFFIT	MFR: NUMBER: COLOR:	STORAGE DOOR	MFR: NUMBER: COLOR:
PAINTED HARDBOARD DOOR & WINDOW TRIMS, BELLY BANDS, COLUMNS, CORBELS, ETC.	MFR: NUMBER: COLOR:	VINYL WINDOW FRAME	MANUFACTURER: COLOR: ALMOND
PRE-FINISHED METAL GUTTER & DOWNSPOUT	COLOR TO MATCH FASCIA	WINDOW GLAZING	COLOR: CLEAR INSULATED
STONE VENEER	MFR: STYLE: COLOR:	METAL RAILING	POWDER COAT COLOR: BLACK
EXPOSED METAL FLASHING	FACTORY PRE-FINISHED COLOR: DARK BROWN	METAL STAIRS STRINGERS & RAILING	POWDER COAT COLOR: BLACK

COLOR PALLET A BUILDINGS:

PAINTED FIBER-CEMENT BOARD & BATTEN SIDING / SHINGLE SIDING	MFR: NUMBER: COLOR:	PAINTED HARDBOARD LAP SIDING	MFR: NUMBER: COLOR:

COLOR PALLET B BUILDINGS:

PAINTED FIBER-CEMENT BOARD & BATTEN SIDING / SHINGLE SIDING	MFR: NUMBER: COLOR:	PAINTED HARDBOARD LAP SIDING	MFR: NUMBER: COLOR:

COLOR PALLET C BUILDINGS:

PAINTED FIBER-CEMENT BOARD & BATTEN SIDING / SHINGLE SIDING	MFR: NUMBER: COLOR:	PAINTED HARDBOARD LAP SIDING	MFR: NUMBER: COLOR:

COLOR PALLET D BUILDINGS:

PAINTED FIBER-CEMENT BOARD & BATTEN SIDING / SHINGLE SIDING	MFR: NUMBER: COLOR:	PAINTED HARDBOARD LAP SIDING	MFR: NUMBER: COLOR:

GENERAL NOTES

A. ALL NOTES ON ELEVATIONS ARE TYPICAL AND APPLY TO ALL ELEVATIONS.

B. REFER TO CONSTRUCTION TYPE DETAILS (SHEETS AA10.0) AND SPECIFICATIONS FOR ADDITIONAL EXTERIOR FINISH MATERIAL NOTES.

C. ALL VISIBLE EXTERIOR FLASHINGS TO BE PRE-FINISHED METAL (DARK BROWN) U.O.N. ALL CONCEALED METAL FLASHING TO BE GALVANIZED METAL OR PRE-FINISHED METAL. ALL CAULKING TO BE APPROVED / RECOMMENDED BY THE MFR IN WHICH THE CAULKING IS IN CONTACT. ALL EXPOSED CAULKING NOT PAINTED TO MATCH ADJACENT MATERIAL FINISH COLOR.

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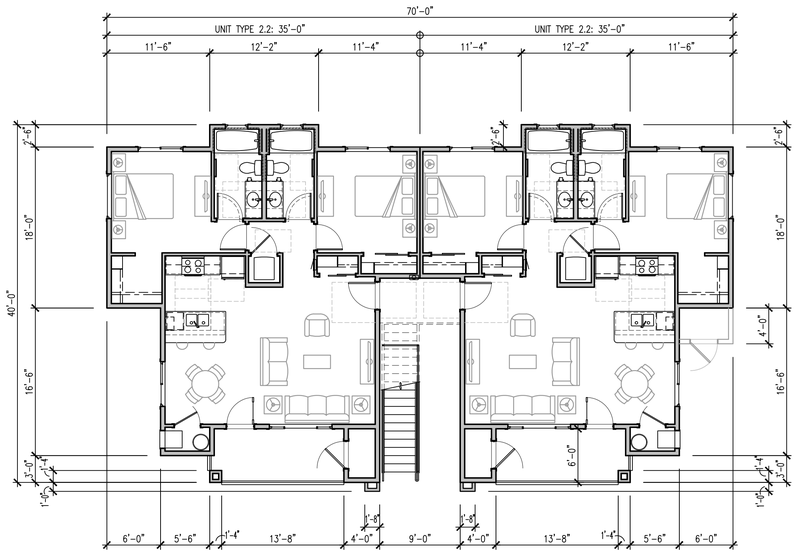
F. ALL FINISH MATERIALS TO BE INSTALLED PER MANUFACTURER SPECIFICATIONS, 2018 IBC REQUIREMENTS AND PER GENERALLY ACCEPTED CONSTRUCTION PRACTICES.



1 BUILDING TYPE 2.2 FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

SECOND FLOOR SIM.

BUILDING FOOTPRINT: 2,455 S.F.
UNIT AREA: 995 S.F.

KEYNOTES

1. ARCHITECTURAL LAMINATED FIBERGLASS ROOF SHINGLES.
   A. PROVIDE ASPHALT SHINGLE RIDGE / HIP CAP. SEE ROOF PLAN FOR LOCATION AND TYPES OF ROOF ATTIC VENTING.
2. 1 X 8 PAINTED FIBER-CEMENT FASCIA. PROVIDE PRE-FINISHED METAL DRIP FLASHING. PROVIDE PAINTED FIBER-CEMENT SOFFIT. PROVIDE PAINTED FIBER-CEMENT SOFFIT AT LOWER EAVE.
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5. PAINTED FIBER-CEMENT SIDING TRIM. PROVIDE 'Z' FLASHING AT TOP PER MFR REQUIREMENTS.
   A. 5/4 X 8 HORIZONTAL ACCENT BAND.
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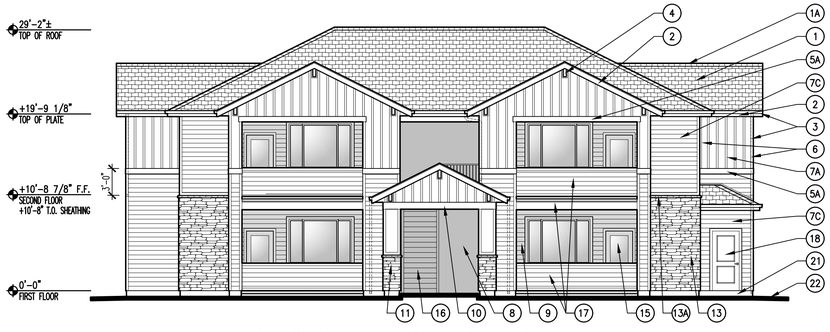
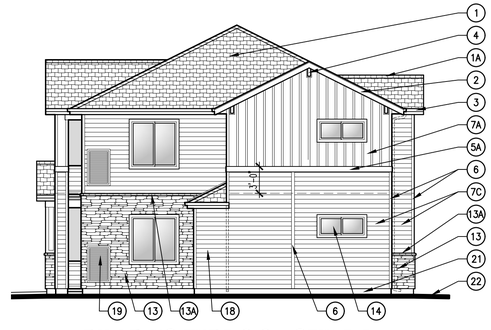
18. FIRE SPRINKLER RISER CLOSET WITH ASPHALT SHINGLE ROOF WITH PRE-FINISHED METAL FLASHINGS, 1x PAINTED FIBER-CEMENT FASCIA, SIDING AND TRIMS AND PAINTED INSULATED METAL DOOR. VERIFY WITH SITE PLAN FOR LOCATION OF CLOSET. SOME BUILDINGS HAVE THE RISER CLOSET ON THE OPPOSITE SIDE.
19. THRU-WALL HVAC UNIT GRILLE. COLOR TO MATCH SIDING COLOR.
20. WALL MOUNT ELECTRICAL PANEL LOCATION. VERIFY WITH SITE PLAN FOR LOCATION OF ELECTRICAL PANELS. SOME BUILDINGS HAVE THE ELECTRICAL PANELS ON THE OPPOSITE SIDE.
21. EXPOSED CONCRETE FOUNDATION WALL.
22. FINISH GRADE, SLOPE AWAY FROM BUILDING AT 2% MIN. SEE GRADING PLAN.



2 BUILDING TYPE 2.2 - STYLE A FRONT ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING T & X



3 BUILDING TYPE 2.2 - STYLE A RIGHT SIDE ELEVATION

SCALE: 1/8" = 1'-0"

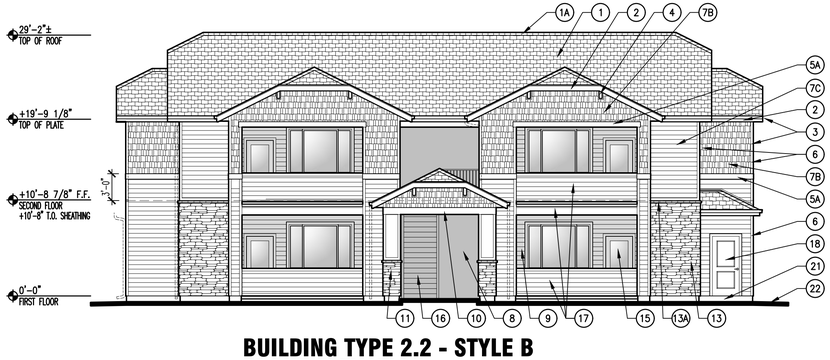
LEFT SIDE SIM.

BUILDING T & X

4 BUILDING TYPE 2.2 - STYLE A REAR ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING T & X



5 BUILDING TYPE 2.2 - STYLE B FRONT ELEVATION

SCALE: 1/8" = 1'-0"

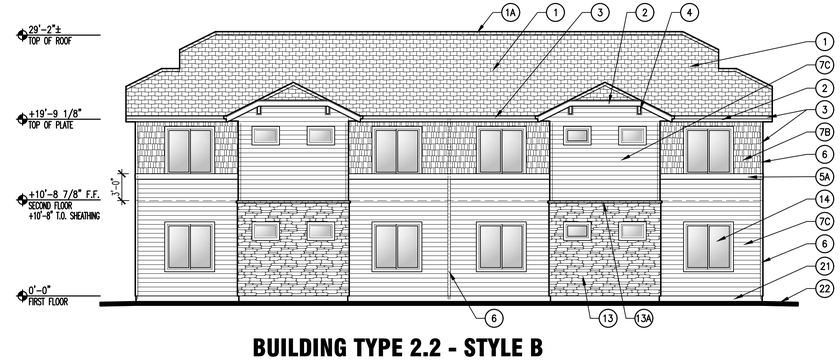
BUILDINGS D & U

6 BUILDING TYPE 2.2 - STYLE B RIGHT SIDE ELEVATION

SCALE: 1/8" = 1'-0"

LEFT SIDE SIM.

BUILDINGS D & U



7 BUILDING TYPE 2.2 - STYLE B REAR ELEVATION

SCALE: 1/8" = 1'-0"

BUILDINGS D & U

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PROJECT

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VILLAS

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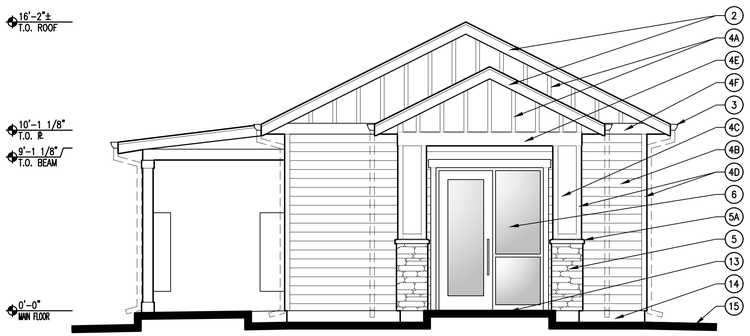
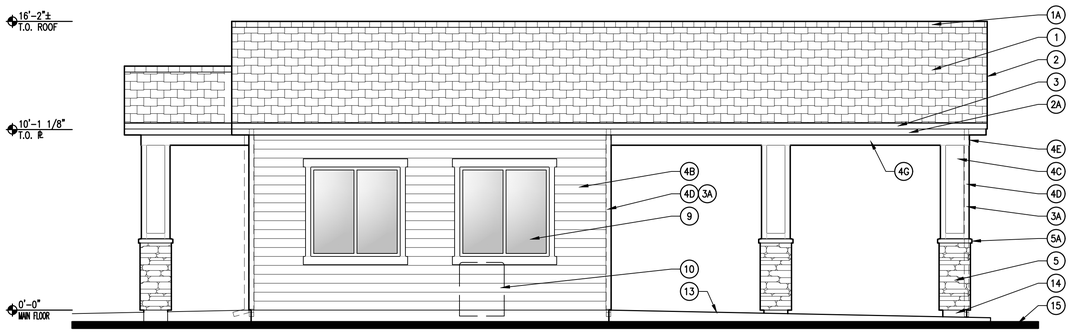
BUILDING TYPE 2.2
PLAN & ELEVATIONS



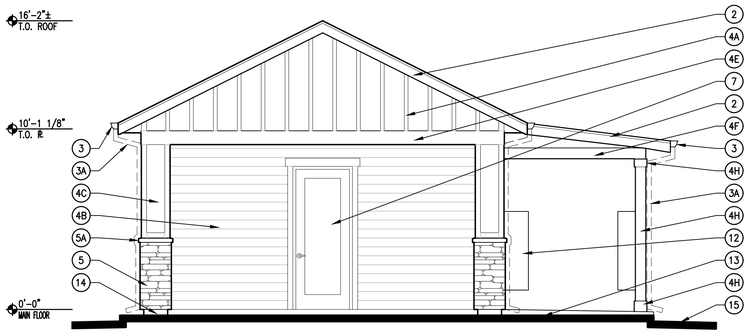
2 FRONT ELEVATION — SOUTH

SCALE: 1/4" = 1'-0"



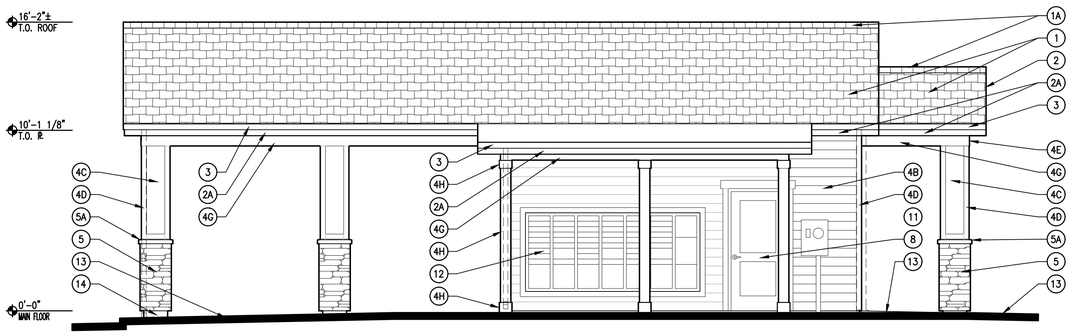
3 SIDE ELEVATION — WEST

SCALE: 1/4" = 1'-0"



4 REAR ELEVATION — NORTH

SCALE: 1/4" = 1'-0"



5 SIDE ELEVATION — EAST

SCALE: 1/4" = 1'-0"

GENERAL NOTES

A. ALL NOTES ON ELEVATIONS ARE TYPICAL AND APPLY TO ALL ELEVATIONS.

B. REFER TO CONSTRUCTION TYPE DETAILS (SHEETS AC2.0) AND SPECIFICATIONS FOR ADDITIONAL EXTERIOR FINISH MATERIAL NOTES.

C. ALL VISIBLE EXTERIOR FLASHINGS TO BE PRE-FINISHED METAL (DARK BROWN) U.O.N. ALL CONCEALED METAL FLASHING TO BE GALVANIZED METAL. ALL EXPOSED CAULKING NOT PAINTED TO MATCH ADJACENT MATERIAL FINISH COLOR.

D. SUB-CONTRACTORS TO PROVIDE 12" X 12" MIN. SAMPLE OF ALL FINISH MATERIALS FOR OWNER'S REVIEW AND ACCEPTANCE PRIOR TO CONSTRUCTION.

E. VERIFY ALL FINISH MATERIAL SELECTION AND COLORS WITH OWNER PRIOR TO ORDERING AND INSTALLATION.

F. SIDING AND TRIMS TO BE ENGINEERED FIBER CEMENT. ALL SIDING AND TRIMS TO BE PROVIDED BACK FLASHING AT SEAMS AND CAULKED PER MFR REQUIREMENTS. SIDING AND TRIMS TO BE PRIMED (OR PRE-PRIMED) AND PAINTED.

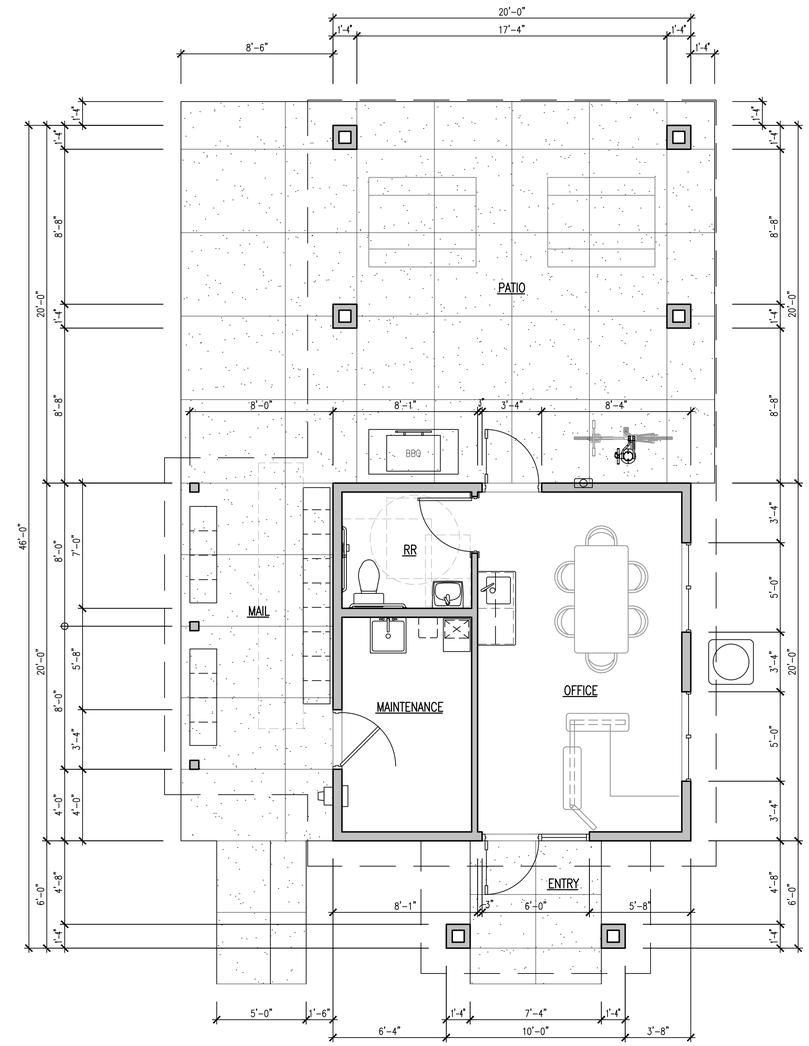
G. VENTILATED SOFFIT MATERIAL TO PROVIDE 5 SQ. IN. NET FREE VENTILATION PER LINEAR FOOT. SEE ROOF VENTILATION NOTED SHEET AC2.1.

H. ALL UTILITIES TO BE SCREENED OR BELOW GRADE. COORDINATE WITH MECHANICAL DRAWINGS AS REQUIRED.

I. ALL FINISH MATERIALS TO BE INSTALLED PER MANUFACTURER SPECIFICATIONS, 2018 IBC REQUIREMENTS AND PER GENERALLY ACCEPTED CONSTRUCTION PRACTICES.

KEYNOTES

1. ARCHITECTURAL LAMINATED FIBERGLASS ROOF SHINGLES.
   A. ASPHALT SHINGLE VENTED RIDGE CAP. SEE ROOF PLAN FOR LOCATION AND TYPES OF ROOF ATTIC VENTING.
2. FASCIA: 1 X 8 PAINTED FIBER-CEMENT FASCIA. PROVIDE PAINTED FIBER-CEMENT SOFFIT.
   A. PROVIDE PAINTED FIBER-CEMENT VENTILATED SOFFIT AT LOWER EAVE SOFFIT
3. PROVIDE PRE-FINISHED METAL GUTTER AND DOWNSPOUT PER ROOF PLAN.
   A. SCHEMATIC LOCATION OF DOWNSPOUT (SHOWN DASHED). TO BE DESIGN-BUILD BY THE GENERAL CONTRACTOR. PROVIDE CONCRETE SPLASH BLOCK AT BASE OR CONNECT TO DRAINAGE PIPE PER CIVIL DRAWINGS.
4. PAINTED FIBER CEMENT SIDING.
   A. VERTICAL BOARD & BATTEN STYLE SIDING: 4' X 10' X 5/16" PANELS WITH PAINTED 1 X 3 BATTENS.
   B. HORIZONTAL LAP SIDING: 5/16" X 7-1/4" X 144" (6" EXPOSURE).
   C. COLUMN PANEL.
   D. 1 x 4 SIDING TRIM.
   E. 1 x 10 BEAM / SOFFIT TRIM. SEE DETAIL 8/AC5.0 SIM.
   F. 1 x 8 TRANSITION TRIM. SEE DETAIL 8/AC5.0.
   G. 1 x AS REQUIRED TO COVER CANOPY BEAM / SOFFIT.
   H. 1 x AS REQUIRED TO COVER 6 X 6 WOOD COLUMN. PROVIDE 1x6 TRIM AT TOP AND 1x8 TRIM A BASE.
5. STONE VENEER SIDING.
   A. STONE VENEER CAP. SEE DETAIL 9/AC5.0.
6. ALUMINUM ENTRY STOREFRONT PER DOOR SCHEDULE WITH PAINTED FIBER-CEMENT TRIM. SEE DOOR SCHEDULE FOR REFERENCED DETAILS.
7. ALUMINUM STOREFRONT DOOR WITH GLASS PER DOOR SCHEDULE WITH PAINTED FIBER-CEMENT TRIM. SEE DOOR SCHEDULE DETAILS FOR REFERENCED DETAILS.
8. PAINTED INSULATED FIBERGLASS DOOR PER DOOR SCHEDULE WITH PAINTED FIBER-CEMENT TRIM. SEE DOOR SCHEDULE FOR REFERENCED DETAILS.
9. DOUBLE GLAZED VINYL FRAMED WINDOW PER WINDOW SCHEDULE WITH PAINTED FIBER-CEMENT TRIM. SEE WINDOW SCHEDULE DETAILS FOR REFERENCED DETAILS.
10. HVAC CONDENSING UNIT. TO BE SCREENED WITH LANDSCAPING.
11. WALL MOUNT ELECTRICAL SERVICE METER HEAD AND DISCONNECT.
12. MAIL BOXES. SEE DETAILS 8-9/AS2.0.
13. CONCRETE WALK / PATIO. TO BE FLUSH AT BUILDING FINISH FLOOR AND SLOPE AWAY FROM THE BUILDING 2" MAX. SLOPE.
14. EXPOSED CONCRETE FOUNDATION WALL.
15. FINISH GRADE, SLOPE AWAY FROM BUILDING AT 2% MIN. SEE GRADING PLAN.



1 FLOOR PLAN

SCALE: 1/4" = 1'-0"

BUILDING FOOTPRINT: 988 S.F.
BUILDING AREA: 400 S.F.

EXTERIOR FINISH SCHEDULE

MATERIAL	MFR / COLOR
ASPHALT SHINGLE	MFR: LINE: COLOR:
PAINTED FIBER-CEMENT FASCIA & SOFFIT	MFR: SHERWIN WILLIAMS NUMBER: COLOR NAME:
PAINTED FIBER-CEMENT BOARD & BATTEN SIDING	MFR: SHERWIN WILLIAMS NUMBER: COLOR NAME:

EXTERIOR FINISH SCHEDULE

MATERIAL	MFR / COLOR
PAINTED FIBER-CEMENT LAP SIDING	MFR: SHERWIN WILLIAMS NUMBER: COLOR NAME:
PAINTED FIBER-CEMENT DOOR & WINDOW TRIMS, BELLY BANDS, COLUMNS, CANOPY BEAMS, ETC.	MFR: SHERWIN WILLIAMS NUMBER: COLOR NAME:
STONE VENEER	MFR: LINE: COLOR:

MATERIAL	MFR / COLOR
EXPOSED METAL FLASHING	FACTORY PRE-FINISHED COLOR: DARK BROWN
PRE-FINISHED METAL GUTTER & DOWNSPOUT	COLOR TO MATCH FASCIA
ALUMINUM STOREFRONT ENTRY	FINISH: ANODIZED COLOR: DARK BRONZE

MATERIAL	MFR / COLOR
METAL DOORS AND FRAMES	FINISH: PAINT COLOR: TRIM COLOR
VINYL WINDOW FRAME	MANUFACTURER: COLOR: ALMOND
WINDOW GLAZING	COLOR: CLEAR INSULATED

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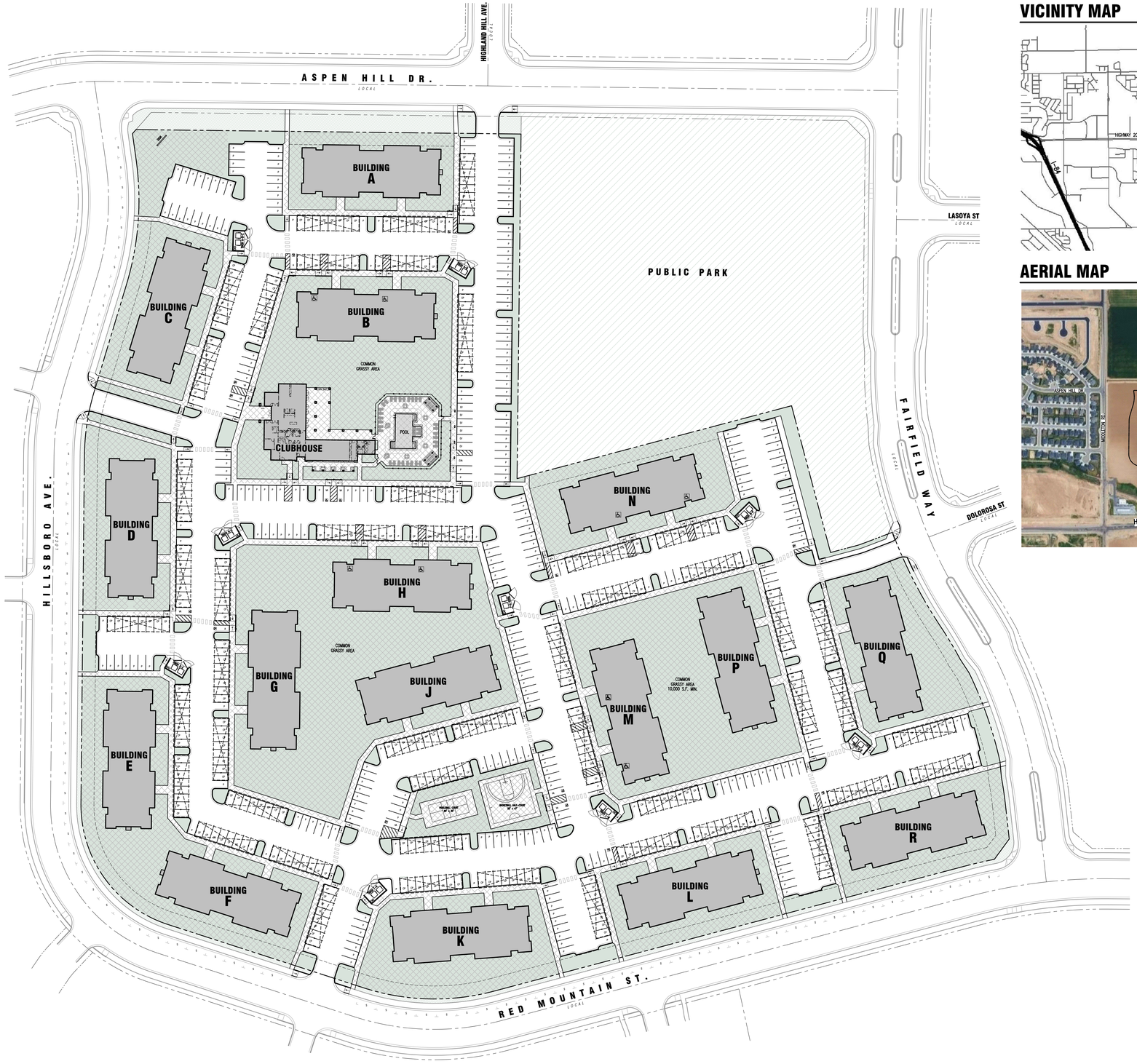
CLUBHOUSE
PLAN & ELEVATIONS

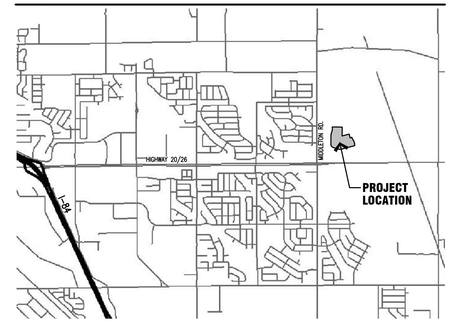


1 SITE PLAN

SCALE: 1" = 60'-0"

NORTH

VICINITY MAP



AERIAL MAP

AMENITIES

DEVELOPMENTS SHALL PROVIDE THE FOLLOWING:

1. PROPERTY MANAGEMENT OFFICE (AT CLUBHOUSE)
2. MAINTENANCE STORAGE AREA (AT CLUBHOUSE)
3. CENTRAL MAILBOX (AT CLUBHOUSE)
4. DIRECTORY MAP (AT CLUBHOUSE)

DEVELOPMENT TO PROVIDE THE FOLLOWING AMENITIES:

1. QUALITY OF LIFE
   - (a) COMMUNITY ROOM (AT CLUBHOUSE)
   - (b) MEETING ROOM (AT CLUBHOUSE)
   - (b) FITNESS FACILITY (AT CLUBHOUSE)
   - (c) OUTDOOR BBQ KITCHEN (AT CLUBHOUSE)
   - (d) ENCLOSED STORAGE (AT EACH UNIT)
2. OPEN SPACE
   - (a) COVERED PATIO PICNIC AREA (AT CLUBHOUSE)
3. RECREATION
   - (a) POOL (AT CLUBHOUSE)
   - (b) SPORTS COURTS (PICKLE BALL COURT)
4. MULTI-MODAL AMENITY STANDARDS
   - (a) BICYCLE REPAIR STATION
   - (b) CHARGING STATIONS FOR ELECTRIC VEHICLES

ADDITIONAL AMENITIES:

1. ADDITIONAL 10 FT. STREET LANDSCAPE BUFFER
2. OUTDOOR FIRE PIT AT CLUBHOUSE PATIO
3. POOL AREA CABANA / GAZEBO
4. ENLARGED TRASH ENCLOSURES FOR RECYCLING
5. ADDITIONAL COVERED BICYCLE PARKING

LEGEND

	EXITING R.O.W. CONSTRUCTION TO REMAIN. (PART OF THE SUBDIVISION PERMIT). NO WORK THIS AREA. PROTECT DURING CONSTRUCTION.
	ADJACENT LANDSCAPE AREA (R.O.W., COMMON LOT OR PUBLIC PARK).
	LANDSCAPE AREA PER LANDSCAPE DRAWINGS.
20 FT. 20 FT.	ILLUSTRATES QUALIFIED COMMON OPEN SPACE. AREA DOES NOT INCLUDE APARTMENT BUILDINGS, PARKING STALLS AND DIVE AISLES.

SITE DATA

LOT NET AREA (1): ..... 731,283 S.F., 16.79 ACRES

(1) DOES NOT INCLUDE COMMON LOT ALONG ASPEN HILL DR.

CURRENT ZONING: ..... COUNTY

PROPOSED ZONING: ..... H-C

MULTI-FAMILY LIVING UNITS ALLOWED (25 UNITS/ACRE): 419

PROPOSED MULTI-FAMILY LIVING UNITS: 384

LIVING UNITS PER ACRE: 22.87

H-C ZONING:

BUILDING SETBACKS:	REQUIRED	PROPOSED
STREET FRONTAGE:	15 FT. (2)	25 FT.
(2) H-C REQUIRES 10 FT. (10-06-04); MULTI FAMILY REQUIRES 15 FT. (10-14-01)		
SIDE / REAR:	15 FT. (3)	15 FT.
(3) H-C REQUIRES 0 FT. (10-06-04); MULTI FAMILY REQUIRES 15 FT. (10-14-01).		
PARKING SETBACKS:	**REQUIRED**	**PROPOSED**
PERIMETER:	5 FT.	5-20 FT.

DEVELOPMENT DATA

NUMBER / AREA OF CLUBHOUSE BUILDINGS: ..... 1 / 6,000 S.F.

NUMBER OF APARTMENT BUILDINGS / UNITS: ..... 16 / 384

TOTAL BUILDING FOOTPRINT AREA (4) (5): ..... 148,178 S.F. (20%)

TOTAL HARD SURFACE AREA (5): ..... 322,435 S.F. (43%)

TOTAL LANDSCAPE AREA (5): ..... 260,670 S.F. (37%)

(4) BUILDING FOOTPRINT INCLUDES COVERED PATIOS AND COVERED STAIRWAYS.

(5) PERCENTAGE IS FROM NET LOT AREA.

ADDITIONAL R.O.W. LANDSCAPE AREA: ..... 21,603 S.F.

APARTMENT BUILDING DATA

APARTMENT BUILDING

3-STORY, 24 UNITS x 16 BUILDINGS = 384 UNITS

1-BED x 1-BATH (1x1): 12 UNITS x 16 BUILDINGS = 192 UNITS

2-BED x 2-BATH (2x2): 12 UNITS x 16 BUILDINGS = 192 UNITS

TOTAL UNIT MIX: ..... 384 UNITS

1-BED: ..... 192 UNITS (50.0%)

2-BED: ..... 192 UNITS (50.0%)

PARKING ANALYSIS

OFF-STREET PARKING REQUIRED: 619

UNIT TYPE	NUMBER UNITS	PARKING RATIO	PARKING REQUIRED
1-BEDROOM	192	1.5 / UNIT	288
2-BEDROOM	192	1.5 / UNIT	288
VISITOR	384	1.0/10 UNITS	39
CLUBHOUSE OFFICE	2,000 S.F.	1 / 500 S.F.	4

PARKING TO UNIT RATIO: ..... 1.61 PER UNIT

MAXIMUM PARKING ALLOWED: 804

PROPOSED OFF-STREET PARKING SHOWN: 721

STANDARD PARKING STALLS (P): 315

COMPACT STALLS (C): 0

ACCESSIBLE STALLS (A): 7

VAN-ACCESSIBLE STALLS (VA): 8

CARPORT STALLS (CP): 376

CARPORT TYPE A UNIT STALLS (CA): 8

ELECTRIC VEHICLE STALLS (EV): 6

ELECTRIC VEHICLE ACCESSIBLE STALLS (EVA): 1

PROPOSED PARKING TO UNIT RATIO: ..... 1.88 PER UNIT

TOTAL ADJACENT ON-STREET PARKING: 77

(HILSBORO AVE. AND RED MOUNTAIN ST. - ONE SIDE)

TOTAL ON-STREET AND OFF-STREET PARKING: 798

TOTAL PARKING TO UNIT RATIO: 2.08

BICYCLE PARKING

TOTAL BICYCLE PARKING REQUIRED: 72

1 BICYCLE PARKING SPACE FOR EVERY 10 VEHICLE SPACES PROPOSED

720 VEHICLE SPACES PROPOSED x 1/10 = 72

TOTAL BICYCLE PARKING SPACES PROPOSED: 164

CLUBHOUSE: 4

EACH APARTMENT BUILDING GROUND FLOOR: 10 SPACES x 16 BUILDINGS = 160

OPEN SPACE

MINIMUM PRIVATE OPEN SPACE PER UNIT: ..... 60 S.F.

PRIVATE OPEN SPACE PROVIDED (PATIO/DECK) PER UNIT: ..... 70 S.F.

QUALIFIED COMMON OPEN SPACE:

BASELINE: ..... 731,283 S.F. LOT AREA x 10% = 73,128 S.F.

ADDITIONAL PER UNIT: ..... 384 UNITS x 250 S.F. PER UNIT = 96,000 S.F.

TOTAL QUALIFIED COMMON OPEN SPACE REQUIRED: ..... 169,128 S.F.

QUALIFIED COMMON OPEN SPACE SHALL NOT BE LESS THAN 400 S.F. IN AREA AND SHALL HAVE A MINIMUM LENGTH AND WIDTH DIMENSIONS OF 20 FT. ALL MULTI-FAMILY PROJECTS OF AT LEAST 5 ACRES IN SIZE OR 50 UNITS OR MORE SHALL PROVIDE AT LEAST ONE COMMON GRASSY AREA AT LEAST 10,000 S.F. WITHIN THE COMMON OPEN SPACE.

QUALIFIED COMMON OPEN SPACE PROVIDED: ..... 287,472 S.F.

NOTE: CALCULATED AREA IS SCHEMATIC ONLY TO SHOW COMPLIANCE. AREA IS SUBJECT TO CHANGE DURING THE CONSTRUCTION DOCUMENT / PERMIT PHASE, HOWEVER, THE TOTAL QUALIFIED COMMON OPEN SPACE AREA SHALL MEET OR EXCEED THE MINIMUM REQUIRED.

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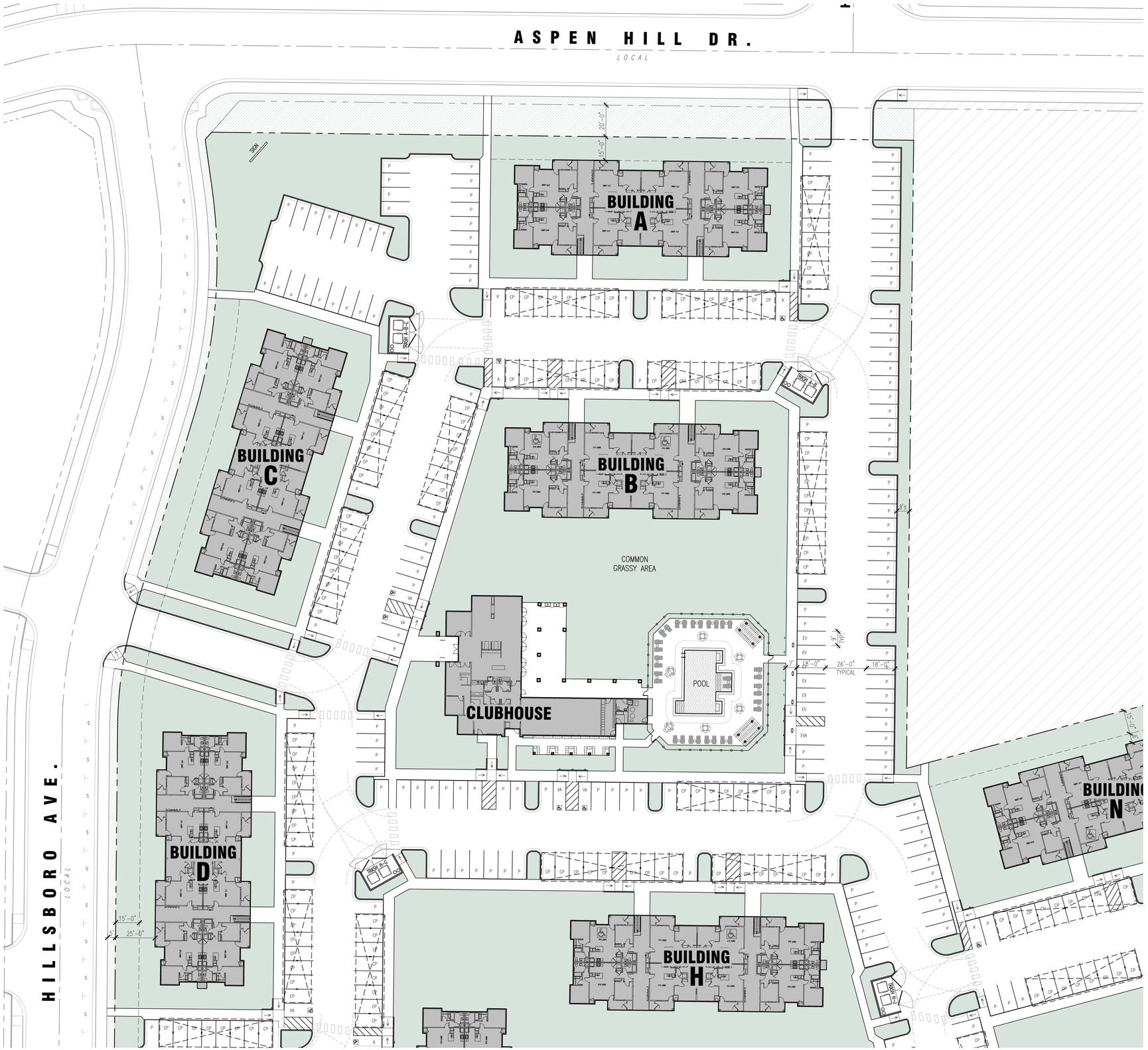
SCHEMATIC DESIGN SITE PLAN



1 **SITE PLAN** NORTHWEST CORNER

SCALE: 1" = 30'-0"

NORTH

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SCHEMATIC DESIGN SITE PLAN

1 SITE PLAN SOUTHWEST CORNER

SCALE: 1" = 30'-0"

NORTH

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SCHEMATIC DESIGN SITE PLAN

1 **SITE PLAN** SOUTHEAST CORNER

SCALE: 1" = 30'-0"

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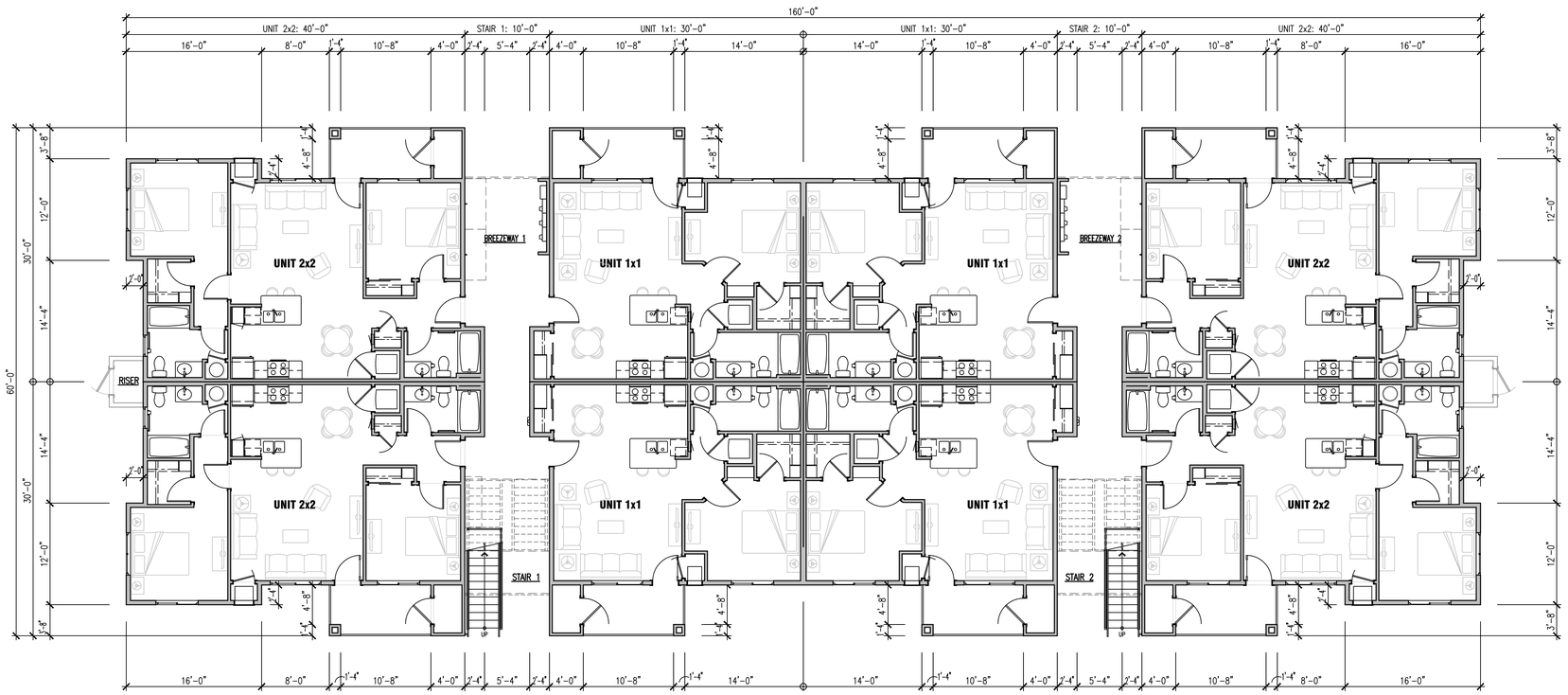
SCHEMATIC DESIGN SITE PLAN



APARTMENT BUILDING
FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

SECOND AND THIRD FLOOR SIMILAR

AREAS

APARTMENT BUILDING FOOTPRINT:..... 8,747 S.F.

UNIT 1x1

FLOOR AREA:..... 687 S.F.

GROSS AREA:..... 832 S.F.

GROSS UNIT AREA:..... 736 S.F.

DECK:..... 72 S.F.

STORAGE:..... 24 S.F.

UNIT 2x2

FLOOR AREA:..... 919 S.F.

GROSS AREA:..... 1,080 S.F.

GROSS UNIT AREA:..... 984 S.F.

DECK:..... 72 S.F.

STORAGE:..... 24 S.F.

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SHEET

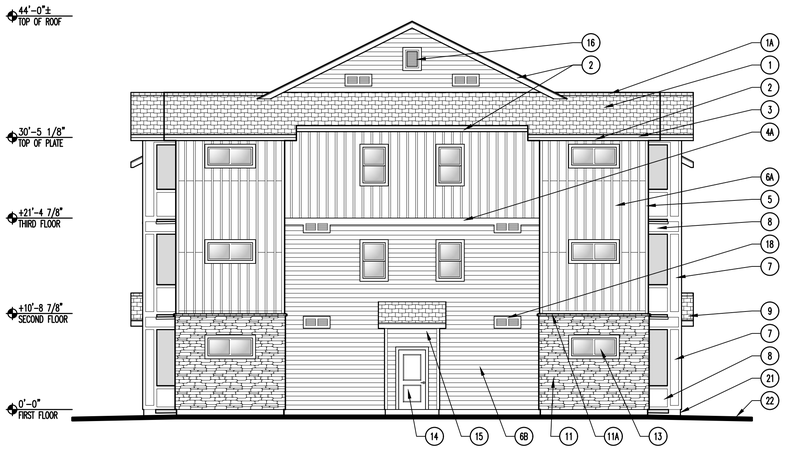
SD2.4

SCHEMATIC DESIGN
APARTMENT BUILDING

1 APARTMENT FRONT ELEVATION

STYLE A

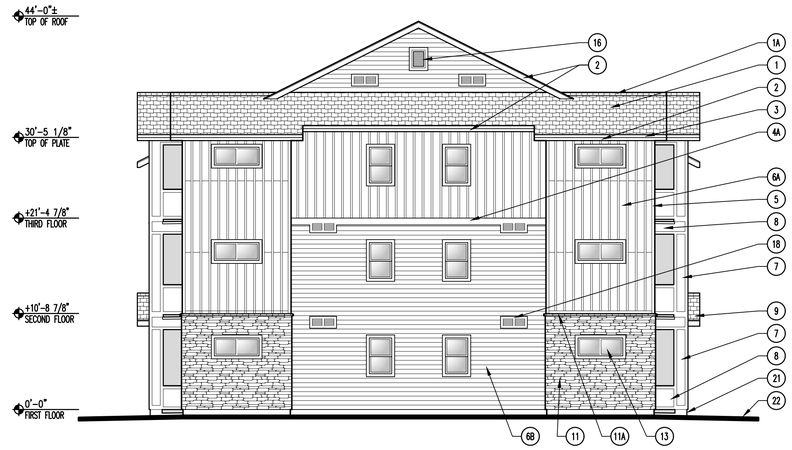
SCALE: 1/8" = 1'-0"



2 APARTMENT LEFT SIDE ELEVATION

STYLE A

SCALE: 1/8" = 1'-0"



3 APARTMENT RIGHT SIDE ELEVATION

STYLE A

SCALE: 1/8" = 1'-0"

4 APARTMENT REAR ELEVATION

STYLE A

SCALE: 1/8" = 1'-0"

KEYNOTES

1. ARCHITECTURAL LAMINATED FIBERGLASS ROOF SHINGLES.
   A. PROVIDE ASPHALT SHINGLE RIDGE / HIP CAP. SEE ROOF PLAN FOR LOCATION AND TYPES OF ROOF ATTIC VENTING.
2. 1 X 8 PAINTED FIBER-CEMENT FASCIA. PROVIDE PRE-FINISHED METAL DRIP FLASHING. PROVIDE PAINTED FIBER-CEMENT SOFFIT.
3. PROVIDE PRE-FINISHED GUTTER AND DOWNSPOUT PER ROOF PLAN. DOWNSPOUT LOCATIONS ARE SHOW SCHEMATIC AND ARE TO BE DESIGN-BUILD BY CONTRACTOR. VERIFY LOCATION OF DOWNSPOUTS WITH GENERAL CONTRACTOR AND COORDINATE WITH CIVIL DRAWINGS FOR DRAINAGE. CONNECT TO UNDERGROUND DRAINAGE SYSTEM PER CIVIL DRAWINGS OR PROVIDE CONCRETE SPLASH BLOCK AT GROUND.
4. PAINTED FIBER-CEMENT SIDING TRIM. PROVIDE 'Z' FLASHING AT TOP PER MFR REQUIREMENTS.
   A. 5/4 X 10 HORIZONTAL ACCENT BAND. SEE DETAIL X/AA4.X.
5. 1 X 4 PAINTED FIBER CEMENT SIDING TRIM TYP. AT CORNERS PER MFR AND PER DETAILS X-X/AA4.X.
6. PAINTED FIBER CEMENT SIDING OVER BUILDING WRAP PER CONSTRUCTION WALL TYPE. PROVIDE ALL NECESSARY FLASHINGS, WRB AND CAULKING PER MFR STANDARD DETAILS.
   A. VERTICAL BOARD & BATTEN STYLE SIDING: PANTED 4' X 10' X 5/16" FIBER-CEMENT PANELS WITH PAINTED 1 X 3 FIBER-CEMENT BATTENS AT 12" O.C.
   B. HORIZONTAL LAP SIDING, 6-INCH EXPOSURE.
7. DECK COLUMN PER DETAIL X/AA4.X. PROVIDE PAINTED FIBER-CEMENT PANELING AND TRIMS.
8. DECK STRUCTURE PER DETAIL X/AA4.X WITH CONCRETE TOP, PAINTED FIBER-CEMENT CEILING, PAINTED HORIZONTAL LAP SIDING AT BUILDING (NOT SHOWN) AND PAINTED FIBER-CEMENT TRIMS. PROVIDE GUARD WALL PER DETAIL X/AA4.X. FINISH WITH PAINTED FIBER-CEMENT PANELING AND TRIMS.
9. PAINTED FIBER-CEMENT SIDING AND TRIMS AT ENTRY CANOPY PER CANOPY DETAILS.
10. PROVIDE PAINTED FIBER-CEMENT HORIZONTAL LAP SIDING AND TRIMS WITH PAINTED FIBER-CEMENT CEILINGS AT STAIRWAY / BREEZEWAY (NOT SHOWN).
11. STONE VENEER WALL FINISH PER WALL CONSTRUCTION TYPE. PROVIDE ALL NECESSARY FLASHINGS, WRB AND CAULKING PER MFR STANDARD DETAILS.
    A. STONE VENEER CAP. PROVIDE TRANSITION FLASHING PER DETAIL X/AA4.X.
12. SEE STAIRWAY BUILDING SECTION AND SHEETS AA8.0-AA8.1 FOR ENLARGED STAIR PLANS, SECTION/ELEVATIONS AND DETAILS. STAIRWAY INTERIOR IS PAINTED FIBER-CEMENT SOFFIT AT CEILING AND PAINTED FIBER-CEMENT HORIZONTAL LAP SIDING (6-INCH EXPOSURE) AND PAINTED 1 x 4 TRIMS AT WALLS. THE STAIR STRUCTURE IS STAINED GLU-LAM STRINGERS WITH PRE-CAST CONCRETE STAIR TREADS AND PAINTED STEEL GUARDS AND HANDRAILS. STAIR LANDINGS AND BREEZEWAY FLOOR CONSTRUCTION IS FINISHED WITH A CONCRETE TOPPING SLAB, PAINTED FIBER-CEMENT TRIMS AND SOFFIT.
13. DOUBLE GLAZED VINYL FRAMED WINDOW PER WINDOW SCHEDULE WITH 1" X 4" PAINTED FIBER-CEMENT TRIM. SEE WINDOW SCHEDULE DETAILS FOR FLASHING REQUIREMENTS.
14. EXTERIOR DOOR PER DOOR SCHEDULE WITH 1 X 4 PAINTED FIBER-CEMENT TRIM. SEE DOOR SCHEDULE DETAILS FOR FLASHING REQUIREMENTS.
15. FIRE SPRINKLER RISER CLOSET WITH ASPHALT SHINGLE ROOF WITH PRE-FINISHED METAL FLASHINGS, PAINTED FIBER-CEMENT FASCIA, SOFFIT, SIDING AND TRIMS WITH PAINTED INSULATED FIBERGLASS DOOR. VERIFY WITH SITE PLAN FOR LOCATION OF CLOSET (SOME BUILDINGS HAVE THE RISER CLOSET ON THE OPPOSITE SIDE). SEE BUILDING FLOOR PLAN SHEET FOR ENLARGED PLAN.
16. GABLE ATTIC VENT. PROVIDE PAINTED FIBER-CEMENT SIDING TRIMS AS REQUIRED.
17. THRU-WALL HVAC UNIT WALL GRILL. PROVIDE PRE-FINISHED METAL WALL GRILL. COLOR TO MATCH WALL COLOR.
18. PRE-FINISHED OR PAINTED CONSOLIDATED EXHAUST GRILLE: X-VENT BOX VENTILATION SYSTEMS (THEB OR TVEB) OR EQUAL. COLOR TO MATCH WALL COLOR. COORDINATE LOCATION WITH SHEET AA7.0-AA7.1 AND MECHANICAL DRAWINGS. COORDINATE LOCATION WITH BOARD & BATTEN STYLE SIDING (WHERE OCCURS) TO CENTER WITHIN BATTENS. LOCATE GRILLE 3 FT. MINIMUM FROM WINDOW OPENINGS PER DETAIL x/AA7.1 AND 10 FEET FROM HVAC FRESH AIR INTAKE. TRIM WITH PAINTED FIBER-CEMENT TRIMS PER DETAIL X/AA7.1.
19. SEE FLOOR PLAN FOR LOCATION OF ELECTRICAL PANELS AND SIDE WALL CONSTRUCTION. FINISH WITH PAINTED FIBER-CEMENT LAP SIDING AND TRIMS.
20. DECORATIVE WALL MOUNT LIGHT SCONCE.
21. EXPOSED CONCRETE FOUNDATION WALL.
22. FINISH GRADE, SLOPE AWAY FROM BUILDING AT 2% MIN. SEE GRADING PLAN.

GENERAL NOTES

A. ALL NOTES ON ELEVATIONS ARE TYPICAL AND APPLY TO ALL ELEVATIONS.

B. REFER TO CONSTRUCTION TYPE DETAILS (SHEETS AA10.0) AND SPECIFICATIONS FOR ADDITIONAL EXTERIOR FINISH MATERIAL NOTES.

C. ALL VISIBLE EXTERIOR FLASHINGS TO BE PRE-FINISHED METAL (DARK BROWN) U.O.N. ALL CONCEALED METAL FLASHING TO BE GALVANIZED METAL. ALL EXPOSED CAULKING NOT PAINTED TO MATCH ADJACENT MATERIAL FINISH COLOR.

D. VERIFY ALL FINISH MATERIAL SELECTION AND COLORS WITH OWNER PRIOR TO ORDERING AND INSTALLATION.

E. SUB-CONTRACTORS TO PROVIDE 12" X 12" MIN. SAMPLE OF ALL FINISH MATERIALS FOR OWNER'S REVIEW AND ACCEPTANCE PRIOR TO CONSTRUCTION.

F. ALL SIDING AND TRIMS TO BE ENGINEERED FIBER-CEMENT PRODUCT. PROVIDE ALL NECESSARY UNDERLAYMENT, SELF-ADHERING BUTYL FLASHING, METAL FLASHING AND CAULKING AT ALL SIDING JOINTS AND TRANSITIONS PER MFR REQUIREMENTS. ALL SIDING TO BE PRIMED (OR PRE-PRIMED) AND PAINTED.

G. ALL FINISH MATERIALS TO BE INSTALLED PER MANUFACTURER SPECIFICATIONS, 2018 IBC REQUIREMENTS AND PER GENERALLY ACCEPTED CONSTRUCTION PRACTICES.

APARTMENT BUILDING FINISH SCHEDULE

MATERIAL	FINISH COLOR
ASPHALT SHINGLE	MFR: LINE: COLOR:
EXPOSED METAL FLASHING	FACTORY PRE-FINISHED COLOR:

MATERIAL	FINISH COLOR
PAINTED FIBER-CEMENT FASCIA	MFR: COLOR NUMBER: COLOR NAME:
EAVE BRACE	MFR: COLOR NUMBER: COLOR NAME:
PAINTED FIBER-CEMENT SOFFIT	MFR: COLOR NUMBER: COLOR NAME:

MATERIAL	FINISH COLOR
PAINTED FIBER-CEMENT BOARD & BATTEN SIDING	MFR: COLOR NUMBER: COLOR NAME:
PAINTED FIBER-CEMENT HORIZONTAL ACCENT BAND	MFR: COLOR NUMBER: COLOR NAME:
PAINTED FIBER-CEMENT HORIZONTAL LAP SIDING	MFR: COLOR NUMBER: NAME:

MATERIAL	FINISH COLOR
HARDBOARD CEILINGS AT DECKS & ENTRY	MFR: COLOR NUMBER: COLOR NAME:
PAINTED HARDBOARD DOOR AND WINDOW TRIMS	MFR: COLOR NUMBER: COLOR NAME:

MATERIAL	FINISH COLOR
STONE VENEER WAINSCOT CAP	MFR: LINE: COLOR:
STONE VENEER WALL FINISH	MFR: LINE: COLOR:

MATERIAL	FINISH COLOR
UNIT ENTRY DOOR AND PATIO DOOR	MFR: COLOR NUMBER: COLOR NAME:
UNIT EXTERIOR STORAGE CLOSET DOOR	MFR: COLOR NUMBER: COLOR NAME:
RISER CLOSET DOOR	MFR: COLOR NUMBER: COLOR NAME:

MATERIAL	FINISH COLOR
VINYL WINDOW FRAME	MFR: COLOR: TAN
WINDOW GLAZING	COLOR: CLEAR INSULATED

MATERIAL	FINISH COLOR
STAIR STRINGERS	MFR: COLOR NUMBER: NAME:
METAL GUARDS & RAILINGS	POWDER COAT COLOR:

MATERIAL	FINISH COLOR
GABLE VENT	MFR: COLOR NUMBER: COLOR NAME:
PRE-FINISHED METAL GUTTER	COLOR TO MATCH FASCIA COLOR:
PRE-FINISHED METAL DOWNSPOUT	COLOR TO MATCH WALL COLOR.

1 SITE PLAN
NORTHWEST CORNER

THE ARCHITECTS OFFICE PLLC
RHEES RUBY JOSEPH PUTMAN
499 MAIN STREET (208) 343-2931
BOISE, IDAHO 83702 TAOIDAHO.COM

PROJECT

McALLISTER MANOR
APARTMENTS

CALDWELL, ID 83605

SEAL

LICENSED ARCHITECT AR-2156
PRELIMINARY
Matthew J. Rhees
STATE OF IDAHO

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FILE

DATE
JUNE 23, 2026

FILE NO.
25-543 SD2

DRAWN
MATT RHEES

REVISIONS

SHEET

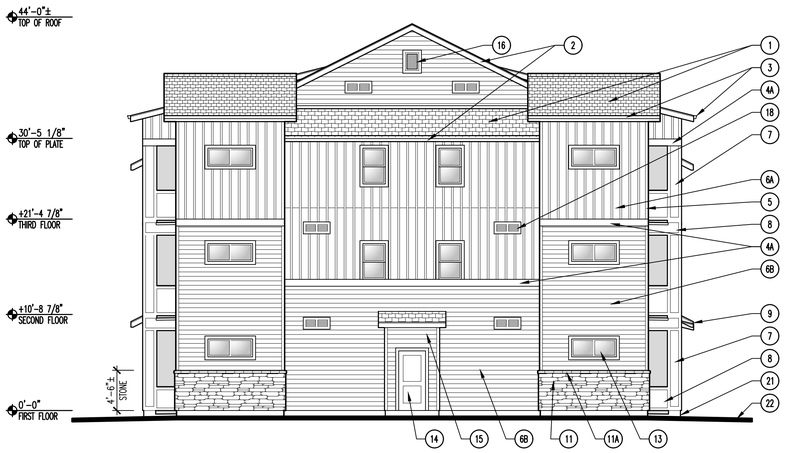
SD2.5

SCHEMATIC DESIGN
APARTMENT BUILDING

1 APARTMENT FRONT ELEVATION

STYLE B

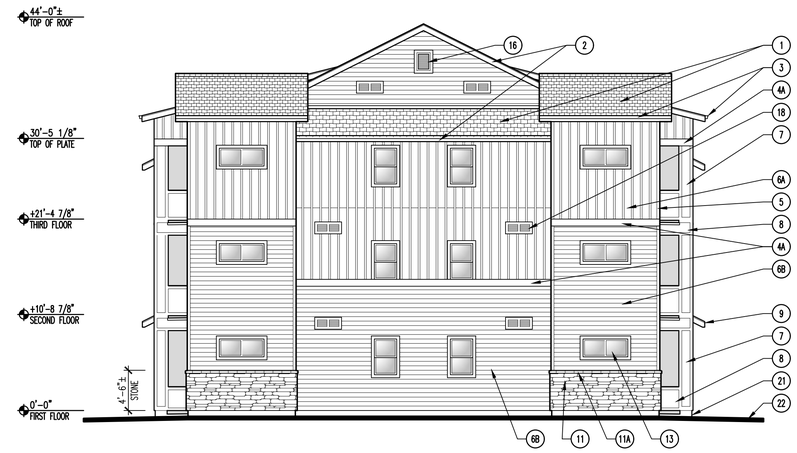
SCALE: 1/8" = 1'-0"



2 APARTMENT LEFT SIDE ELEVATION

STYLE B

SCALE: 1/8" = 1'-0"



3 APARTMENT RIGHT SIDE ELEVATION

STYLE B

SCALE: 1/8" = 1'-0"

4 APARTMENT REAR ELEVATION

STYLE B

SCALE: 1/8" = 1'-0"

APARTMENT BUILDING FINISH SCHEDULE

MATERIAL	FINISH COLOR
ASPHALT SHINGLE	MFR: LINE: COLOR:
EXPOSED METAL FLASHING	FACTORY PRE-FINISHED COLOR:

MATERIAL	FINISH COLOR
PAINTED FIBER-CEMENT FASCIA	MFR: COLOR NUMBER: COLOR NAME:
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MATERIAL	FINISH COLOR
PAINTED FIBER-CEMENT BOARD & BATTEN SIDING	MFR: COLOR NUMBER: COLOR NAME:
PAINTED FIBER-CEMENT HORIZONTAL ACCENT BAND	MFR: COLOR NUMBER: COLOR NAME:
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HARDBOARD CEILINGS AT DECKS & ENTRY	MFR: COLOR NUMBER: COLOR NAME:
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MATERIAL	FINISH COLOR
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METAL GUARDS & RAILINGS	POWDER COAT COLOR:

MATERIAL	FINISH COLOR
GABLE VENT	MFR: COLOR NUMBER: COLOR NAME:
PRE-FINISHED METAL GUTTER	COLOR TO MATCH FASCIA COLOR:
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RHEES RUBY JOSEPH PUTMAN
THE ARCHITECTS OFFICE PLLC
499 MAIN STREET (208) 343-2931
BOISE, IDAHO 83702 TAOIDAHO.COM

PROJECT

McALLISTER MANOR
APARTMENTS

CALDWELL, ID 83605

SEAL

LICENSED ARCHITECT AR-2154
PRELIMINARY
Matthew J. Rhees
STATE OF IDAHO

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FILE

DATE
JUNE 23, 2026

FILE NO.
25-543 SD2

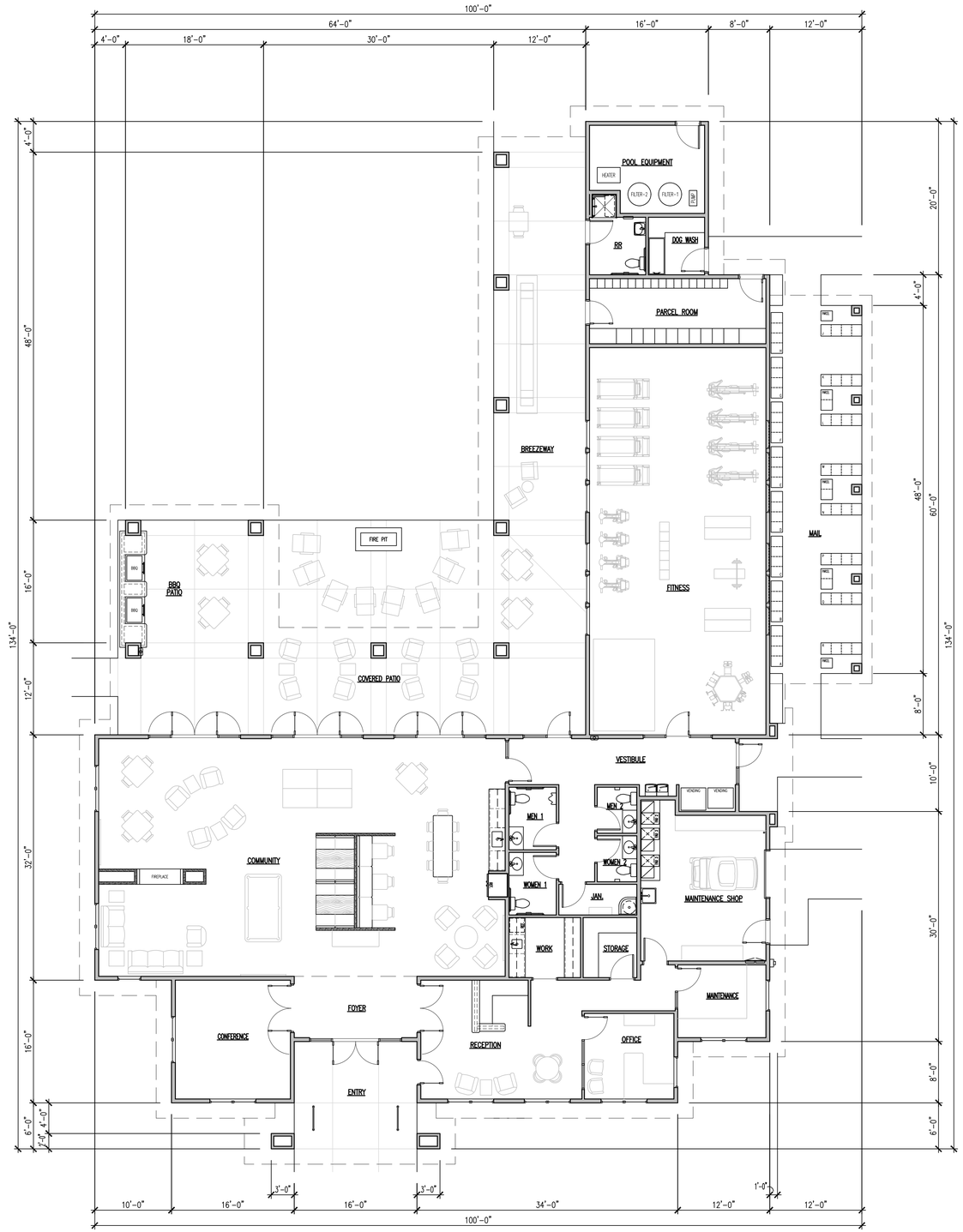
DRAWN
MATT RHEES

REVISIONS

SHEET

SD2.6

SCHEMATIC DESIGN
APARTMENT BUILDING



1 CLUBHOUSE PLAN

SCALE: 1/8" = 1'-0"

5,562 S.F. GROSS INTERIOR AREA
8,226 S.F. GROSS BUILDING AREA

NORTH

RHEES RUBY JOSEPH PUTMAN
THE ARCHITECTS OFFICE PLLC
499 MAIN STREET (208) 343-2931
BOISE, IDAHO 83702 TAOIDAHO.COM

PROJECT

McALLISTER MANOR
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CALDWELL, ID 83605

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FILE

DATE
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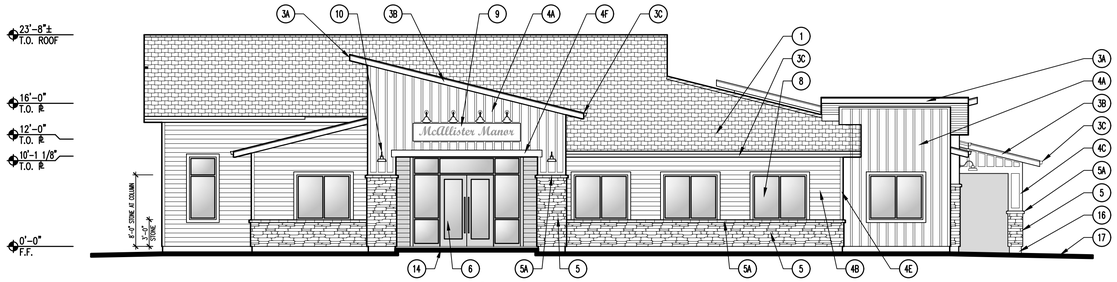
DRAWN
MATT RHEES

REVISIONS

SHEET

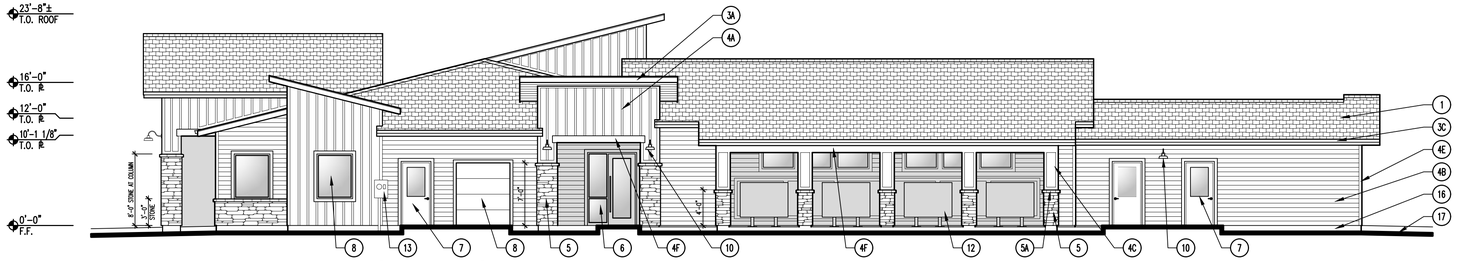
SD2.7

SCHEMATIC DESIGN
CLUBHOUSE



1 BUILDING ELEVATION WEST

SCALE: 1/8" = 1'-0"

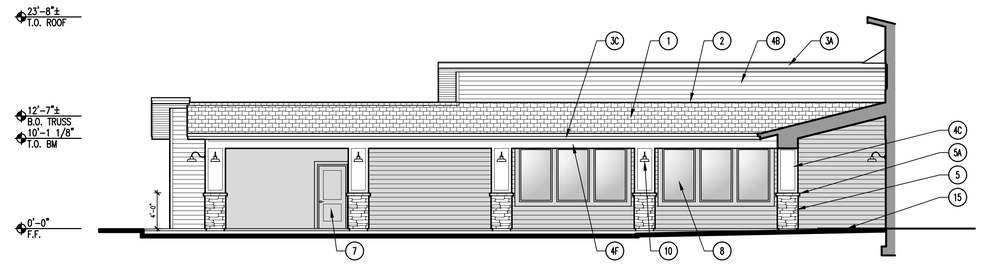


2 BUILDING ELEVATION SOUTH

SCALE: 1/8" = 1'-0"

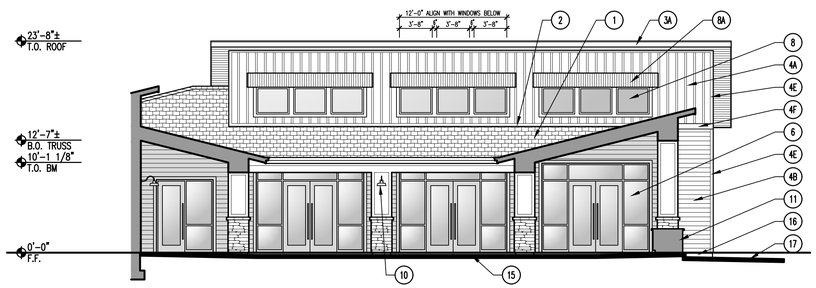
3 BUILDING ELEVATION EAST

SCALE: 1/8" = 1'-0"



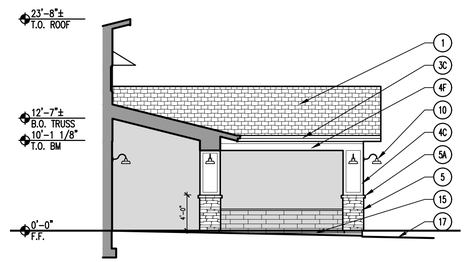
4 PATIO ELEVATION NORTH

SCALE: 1/8" = 1'-0"



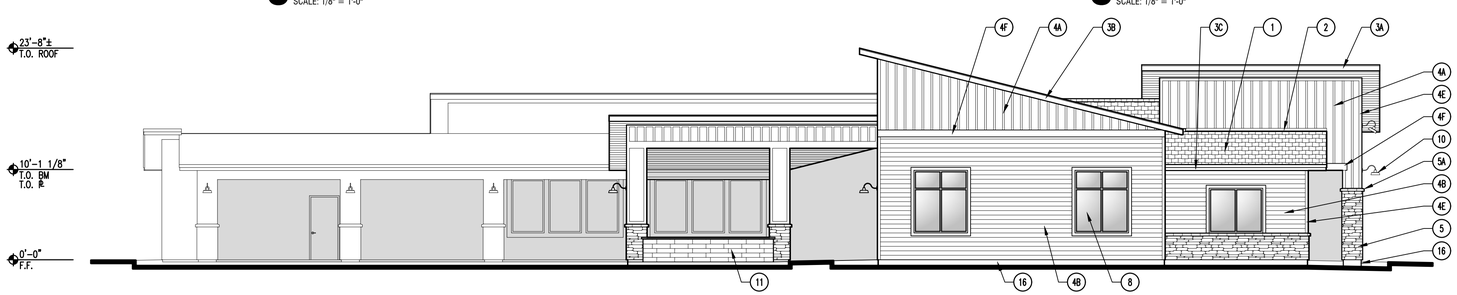
5 PATIO ELEVATION EAST

SCALE: 1/8" = 1'-0"



6 PATIO ELEVATION SOUTH

SCALE: 1/8" = 1'-0"



7 BUILDING ELEVATION NORTH

SCALE: 1/8" = 1'-0"

GENERAL NOTES

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C. VERIFY ALL FINISH MATERIAL SELECTION AND COLORS WITH OWNER PRIOR TO ORDERING AND INSTALLATION.

D. SUB-CONTRACTORS TO PROVIDE 12" x 12" MIN. SAMPLE OF ALL FINISH MATERIALS FOR OWNER'S REVIEW AND ACCEPTANCE PRIOR TO CONSTRUCTION.

E. ALL VISIBLE EXTERIOR FLASHINGS TO BE PRE-FINISHED METAL (DARK BROWN) U.O.N. ALL CONCEALED METAL FLASHING TO BE GALVANIZED METAL. ALL EXPOSED CAULKING NOT PAINTED TO MATCH ADJACENT MATERIAL FINISH COLOR.

F. FIBER CEMENT SIDING AND TRIMS. ALL SIDING AND TRIMS TO BE CAULKED, PRIMED (OR PRE-PRIMED) AND PAINTED.

G. ALL EXTERIOR FINISH MATERIALS (ROOFING AND WALL FINISHES) TO BE INSTALLED PER MANUFACTURER'S STANDARDS DETAILS, SPECIFICATIONS, 2018 IBC REQUIREMENTS AND PER GENERALLY ACCEPTED CONSTRUCTION PRACTICES. PROVIDE SELF-ADHERING BUTYL FLASHING UNDERLAYMENT AT ALL CRITICAL TRANSITION POINTS. PROVIDE ALL UNDERLAYMENT, FLASHINGS AND CAULKING AS REQUIRED TO CREATE A WEATHER-TIGHT BUILDING ENVELOPE.

KEYNOTES (#)

1. ASPHALT ROOFING PER ROOF PLAN / ROOF TYPES.
2. WALL TO ROOF FLASHING PER ROOF PLAN PER DETAIL X/AC4.2
3. PAINTED 1 x 8 FIBER-CEMENT FASCIA WITH PAINTED FIBER-CEMENT SOFFIT.
   - A. UPPER SOFFIT FASCIA PER DETAIL X/AC4.2.
   - B. RAKE FASCIA PER DETAIL X/AC4.2.
   - C. LOWER SOFFIT FASCIA PER DETAIL 3/AC4.2. PROVIDE PRE-FINISHED METAL GUTTER AND DOWNSPOUT (SHOWN SCHEMATIC). FINAL GUTTER AND DOWNSPOUT DESIGN TO BE DESIGN-BUILD BY GUTTER VENDOR.
4. FIBER-CEMENT SIDING FINISH PER WALL TYPE W11. INSTALL WITH FLASHING AND CAULKING PER MANUFACTURER'S REQUIREMENTS / STANDARD DETAILS. RE-PINE AS REQUIRED. PAINT (2) FINISH COATS.
   - A. BOARD AND BATTEN STYLE SIDING. PROVIDE LARGER PANELS TO MINIMIZE HORIZONTAL JOINTS. PROVIDE 1 x 3 BATTENS AT 1'-0" O.C.
   - B. PROVIDE HORIZONTAL LAP SIDING WITH 6-INCH EXPOSURE.
   - C. COLUMN WITH PANEL FINISH AND 1 x 4 CORNER TRIMS. SEE DETAIL X/AC4.2.
   - D. 1 x TRIM.
   - E. 1 x 4 TRIM.
   - F. 1 x 10 TRIM. FLASH TOP PER DETAIL X/AC4.2.
5. STONE VENEER FINISH PER WALL TYPE W11. INSTALL WITH FLASHING AND CAULKING PER MANUFACTURER'S REQUIREMENTS / STANDARD DETAILS.
   - A. STONE VENEER CAP. FLASH TOP PER DETAIL X/AC4.2.
6. STOREFRONT SYSTEM (DOOR AND WINDOW) PER DOOR SCHEDULE.
7. DOOR PER DOOR SCHEDULE.
8. OVERHEAD DOOR PER SCHEDULE.
8. WINDOW PER WINDOW SCHEDULE.
   - A. WINDOW AWNING PER DETAIL X/AC4.2.
9. BUILDING SIGNAGE (SHOWN SCHEMATIC) WITH DECORATIVE LIGHTING.
10. DECORATIVE WALL SCONCE LIGHTING.
11. BARBECUE MILLWORK PER DETAIL 9/AS2.0.
12. MAILBOXES PER DETAIL 9/AS2.0.
13. ELECTRICAL SERVICE METER HEAD.
14. ENTRY WALK PER SITE PLAN.
15. PATIO PER SITE PLAN.
16. EXPOSED CONCRETE FOUNDATION
17. FINISH GRADE.

CLUBHOUSE EXTERIOR FINISH SCHEDULE

MATERIAL	FINISH COLOR	MATERIAL	FINISH COLOR
ASPHALT SHINGLE	MANUFACTURER: LINE: COLOR:	EXPOSED METAL FLASHING	FACTORY PRE-FINISHED COLOR: DARK BROWN
STANDING SEAM METAL ROOF	MANUFACTURER: LINE: COLOR:	PRE-FINISHED METAL GUTTER & DOWNSPOUT	
PAINTED FIBER-CEMENT FASCIA	MFR: SHERWIN WILLIAMS PAINT NUMBER: COLOR NAME:	ENTRY STOREFRONT	
PAINTED FIBER-CEMENT SOFFIT	MFR: SHERWIN WILLIAMS PAINT NUMBER: COLOR NAME:	EXTERIOR DOOR	
PAINTED HARDBOARD BOARD & BATTEN SIDING	MFR: SHERWIN WILLIAMS PAINT NUMBER: COLOR NAME:	VINYL WINDOW FRAME	MANUFACTURER: COLOR:
PAINTED HARDBOARD DOOR & WINDOW TRIMS, BELLY BANDS, COLUMNS, CORBELS, ETC.	MFR: SHERWIN WILLIAMS PAINT NUMBER: COLOR NAME:	WINDOW GLAZING	COLOR: CLEAR INSULATED
STUCCO / CEMENT PLASTER	MFR: PAINT NUMBER: COLOR NAME:	METAL FENCE / GATE	POWDER COAT COLOR: BLACK
STUCCO / CEMENT PLASTER DOOR & WINDOW ACCENT TRIM	MFR: PAINT NUMBER: COLOR NAME:		
STONE VENEER	MFR: LINE: COLOR: ASPEN		

THE ARCHITECTS OFFICE PLLC
RHEES RUBY JOSEPH PUTMAN
499 MAIN STREET (208) 343-2931
BOISE, IDAHO 83702 TAOIDAHO.COM

PROJECT

McALLISTER MANOR
APARTMENTS

CALDWELL, ID 83605

SEAL

LICENSED ARCHITECT AR-2154
PRELIMINARY
Matthew J. Rhees
STATE OF IDAHO

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FILE

DATE
JUNE 23, 2026

FILE NO.
25-543 SD2

DRAWN
MATT RHEES

REVISIONS

SHEET

SD2.8

SCHEMATIC DESIGN
CLUBHOUSE

Single Family Detached Homes

Front Loaded Townhomes

4-Plex Residential Homes

Multifamily Homes

EXECUTIVE SUMMARY

McAllister Manor Subdivision is a proposed mixed-use development located north of US 20/26 between Middleton Road and Midland Boulevard in Caldwell, Idaho, as shown in **Figure 1.1**. The original traffic impact study (TIS) for the proposed development was completed and accepted by the City of Caldwell (City) and Idaho Transportation Department (ITD) in 2022. The original site plan has been revised, increasing the proposed residential and commercial uses. CR Engineering, Inc. has been retained to prepare a TIS update to reflect the revised site plan. The scope of this TIS update remains the same as the original TIS, which was determined through coordination with the City, ITD, and Highway District No. 4 (HD4).

The TIS update evaluated the potential traffic impacts resulting from background traffic growth, in-process developments, and the proposed development, and recommended the improvements to mitigate the impacts if needed. Traffic impacts were evaluated under weekday AM and PM peak hour traffic conditions. **Table 1** summarizes the improvements needed to mitigate the traffic impacts for the following analysis years' traffic conditions:

- 2026 Existing traffic
- 2033 Build-out year background traffic
- 2033 Build-out year total traffic
- 2040 Horizon year background traffic
- 2040 Horizon year total traffic

1.0 Proposed Development

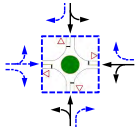
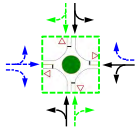
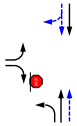
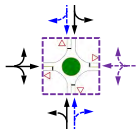
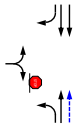
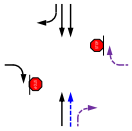
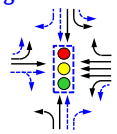
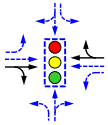
1.1 McAllister Manor Subdivision is a proposed mixed-use development anticipated to contain the following land uses at 2033 full build-out:

- 352 single-family lots
- 88 townhouse dwelling units
- 384 multifamily dwelling units
- Approximately 137,000 square feet of mixed commercial use

1.2 Site trip generation was estimated based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 12th Edition*:

- At full build-out, McAllister Manor Subdivision is estimated to generate approximately 14,923 trips per weekday, 643 trips during the AM peak hour, and 1,192 trips during the PM peak hour
  - Based on the ITE methodologies, the development is estimated to retain 10 AM peak hour trips and 238 PM peak hour trips within the site
  - The commercial land uses are estimated to generate 214 pass-by trips during the PM peak hour
- All trips generated by the site were assumed to be made by personal and commercial vehicles
- The estimated site traffic distribution patterns are:
  - 15% north of the site traveling on Middleton Road
  - 20% south of the site traveling on Middleton Road
  - 25% west of the site traveling on US 20/26
  - 40% east of the site traveling on US 20/26

Table 1 – Proposed Intersection Improvements Summary

Intersection		2026 Existing	2033 Build-Out Year		2040 Horizon Year	
			Background	Total	Background	Total
Prior mitigation improvements included in the analysis		*NA*	*2026 Existing*	*2026 Existing* *2033 Background*	*2026 Existing* *2033 Background*	*2026 Existing* *2033 Background* *2033 Total* *2040 Background*
1	N Lincoln Rd and Middleton Rd	**NBL and SBR turn lanes**	**Realign N Lincoln Road and combine intersections as a modified single-lane roundabout** 	No additional mitigations beyond the 2033 background mitigations	**Expand to a multilane roundabout** 	No additional mitigations beyond the 2033 and 2040 background mitigations
2	S Lincoln Rd and Middleton Rd	**SBL turn lane**				
3	Joplin Rd and Middleton Rd	None	**Widen Middleton Road to five lanes** 	**Multilane roundabout** 	No additional mitigations beyond the 2033 background mitigations	No additional mitigations beyond the 2033 background and 2033 total mitigations
4	Aspen Hill Dr and Middleton Rd	None	**Widen Middleton Road to five lanes** 	**Restrict to RIRO and NBR turn lane** 	No additional mitigations beyond the 2033 background mitigations	No additional mitigations beyond the 2033 background and 2033 total mitigations
5	Middleton Rd and US 20/26	None	**Widen intersection and signal modifications** 	No additional mitigations beyond the 2033 background mitigations	No additional mitigations beyond the 2033 background mitigation	No additional mitigations beyond the 2033 background mitigation
6	Santa Ana Ave and US 20/26	Future intersection	**Widen intersection and install traffic signal** 	No additional mitigations beyond the 2033 background mitigations	No additional mitigations beyond the 2033 background mitigations	No additional mitigations beyond the 2033 background mitigations

1.3 The development is proposing two full-movement accesses on Middleton Road:

- **Joplin Road on Middleton Road**
  - Joplin Road corresponds to the planned future mid-mile collector street
    - Should be designed and constructed to collector street standards as required by the City and HD4
  - A roundabout is planned at the Joplin Road and Middleton Road intersection per the *Caldwell Area Transportation System Plan* and the *Middleton Road Corridor Plan*
  - Anticipated to exceed minimum operational thresholds as an unsignalized intersection under the 2033 build-out year total traffic conditions
  - The following improvements are needed to mitigate the 2033 and 2040 total traffic conditions:
    - Reconstruct the intersection as a multilane roundabout with the following lanes:
      - Two entering and exiting lanes on the Middleton Road approaches
      - One entering lane on the Joplin Road approaches
- **Aspen Hill Drive on Middleton Road**
  - Planned as a collector street east of Middleton Road
    - Should be designed and constructed to collector street standards as required by the City and HD4
  - The Aspen Hill Drive and Middleton Road intersection is planned to be restricted to right-in and right-out (RIRO) movements only per the *Middleton Road Corridor Plan*
  - Anticipated to meet minimum operational thresholds under 2033 and 2040 total traffic conditions as an RIRO intersection

1.4 Based on coordination between the developer and Caldwell Fire Department, an emergency-only access is required on US 20/26 to serve the site. The proposed location for the emergency-only access is at the southeastern corner of the site, through the commercial portion. This emergency-only access is needed in the interim until Santa Ana Avenue north of US20/26 is constructed and the site connection to Santa Ana Avenue is available

2.0 2026 Existing Traffic Conditions

2.1 With the 2026 existing traffic, one study area intersection currently exceeds the minimum operational thresholds analyzed with the existing intersection control and lane configuration. The intersection and proposed mitigation improvements are:

- **N Lincoln Road and Middleton Road intersection**
  - Northbound left-turn lane
  - Southbound right-turn lane

2.2 With the 2026 existing traffic, one study area intersection warrants a turn lane based on NCHRP Report 457 turn lane guidelines:

- **S Lincoln Road and Middleton Road intersection**
  - Southbound left-turn lane

3.0 2033 Build-Out Year Background Traffic Conditions

3.1 With the 2033 background traffic, all six study area intersections are anticipated to exceed minimum operational thresholds analyzed with the existing intersection control and lane configuration or with the mitigation improvements needed under 2026 existing traffic conditions. The intersections and proposed mitigation improvements are:

- **N Lincoln Road / S Lincoln Road intersections on Middleton Road**
  - Realign N Lincoln Road
  - Combine and reconstruct the intersection as a modified single-lane roundabout with one shared through/left-turn lane and one right-turn lane on all approaches
    - The roundabout should be designed and constructed to be expandable to a multilane roundabout with two entering and exiting lanes on the Middleton Road approaches per the Middleton Road corridor plan
- **Joplin Road and Middleton Road intersection**
  - Construct one additional through lane on the northbound and southbound approaches
    - With the improvements needed at the adjacent intersections, Middleton Road is expected to be improved and widened to five lanes between Lincoln Road and US 20/26
- **Aspen Hill Drive and Middleton Road intersection**
  - Construct one additional through lane on the northbound approach
- **Middleton Road and US 20/26 intersection**
  - Widen and reconstruct the intersection with the following lanes:
    - Eastbound approach: Two left-turn lanes, one through lane, and one shared through/right-turn lane
    - Westbound approach: Two left-turn lanes, three through lanes, and one right-turn lane
    - Northbound approach: One left-turn lane, two through lanes, and one right-turn lane
    - Southbound approach: Two left-turn lanes, two through lanes, and one right-turn lane
  - Signal modifications
- **Santa Ana Avenue and US 20/26 intersection**
  - Widen and reconstruct the intersection with the following lanes:
    - Eastbound approach: One left-turn, one through, and one shared through/right-turn lane
    - Westbound approach: One left-turn, one through, and one shared through/right-turn lane
    - Northbound approach: One left-turn and one shared through/one right-turn lane
    - Southbound approach: One left-turn and one shared through/one right-turn lane
  - Install a traffic signal
    - The signal poles should be located for the ultimate intersection design footprint if feasible

4.0 2033 Build-Out Year Total Traffic Conditions

4.1 With the 2033 total traffic, two study area intersections are anticipated to exceed minimum operational thresholds analyzed with the existing intersection control and lane configuration or with the mitigation improvements needed under the 2026 existing and 2033 background traffic conditions. The intersections and proposed mitigation improvements are:

- **Joplin Road and Middleton Road intersection**
  - Reconstruct the intersection as a multilane roundabout with the following lanes:
    - Two entering and exiting lanes on the Middleton Road approaches
    - One entering lane on the Joplin Road approaches
  - No additional improvements are needed if Aspen Hill Drive is restricted to RIRO movements

- **Aspen Hill Drive and Middleton Road intersection**
  - Restrict the intersection to RIRO
  - Northbound right-turn lane

4.2 The estimated site traffic as a percentage of the 2033 build-out year total traffic is as follows:

- S Lincoln Road and Middleton Road intersection : AM Peak = 4.2%, PM Peak = 5.1%
- Joplin Road and Middleton Road intersection : AM Peak = 16.4%, PM Peak = 15.8%
- Aspen Hill Drive and Middleton Road intersection : AM Peak = 9.4%, PM Peak = 10.1%
- Middleton Road and US 20/26 intersection : AM Peak = 10.7%, PM Peak = 13.2%
- Santa Ana Avenue and US 20/26 intersection : AM Peak = 20.7%, PM Peak = 26.4%

5.0 2040 Horizon Year Background Traffic Conditions

5.1 With the 2040 background traffic, one study area intersection is anticipated to exceed minimum operational thresholds analyzed with the existing intersection control and lane configuration or with the mitigation improvements needed under prior analysis years' traffic conditions. The intersection and proposed mitigation improvements are:

- **S Lincoln Road intersections on Middleton Road**
  - Expand to a multilane roundabout with the following lanes:
    - Two entering and exiting lanes on the Middleton approaches
    - One shared through/left-turn and one right-turn lane on the Lincoln Road approaches

6.0 2040 Horizon Year Total Traffic Conditions

6.1 With the 2040 total traffic, all study area intersections are anticipated to meet minimum operational thresholds analyzed with the existing intersection control and lane configuration or with the mitigation improvements needed under prior analysis years' traffic conditions. As a result, no additional improvements are needed to mitigate the 2040 total traffic operations

6.2 The estimated site traffic as a percentage of the 2040 horizon year total traffic is as follows:

- S Lincoln Road and Middleton Road intersection : AM Peak = 3.8%, PM Peak = 4.5%
- Joplin Road and Middleton Road intersection : AM Peak = 14.9%, PM Peak = 14.3%
- Aspen Hill Drive and Middleton Road intersection : AM Peak = 8.5%, PM Peak = 9.1%
- Middleton Road and US 20/26 intersection : AM Peak = 9.8%, PM Peak = 12.1%
- Santa Ana Avenue and US 20/26 intersection : AM Peak = 19.0%, PM Peak = 24.2%

McAllister Manor
9/10/25

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

Start Time of Neighborhood Meeting: 6:00 pm

End Time of Neighborhood Meeting: 6:30 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.	Joe Tronti	11109 Red Mountain, Caldwell 83605
2.	Bob Parenti	11138 RED MOUNTAIN ST. " "
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		

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: Annexation, Pre-Plat & Special Use Permit for 126.98 acres. Mixed use project w/ Commercial & residential lots

Date of Round Table meeting: 4/3/25

Notice sent to neighbors on: 8/25/25

Date & time of the neighborhood meeting: 9/10/25 6pm

Location of the neighborhood meeting: Caldwell Public Library 1010 Dearborn Street, Caldwell, ID 83605

Developer/Applicant:

Name: NVS - Bonnie Layton

Address, City, State, Zip: 690 S. Industry Way, Suite 10, Meridian, ID

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

DATE 9/11/25

August 25, 2025

RE: Neighborhood Meeting Notice for McAllister Manor – Annexation, Zoning & Preliminary Plat and Special Use Permit for 0 Middleton Road, Canyon County, Idaho (Parcel Numbers R34136010A0, R3413601000, R34136010B0, R3413400000, R3413300000)

Dear Neighbor,

You are invited to a neighborhood meeting to discuss our proposed McAllister Manor Subdivision we are proposing near your property. The purpose of the meeting is to discuss the project, answer any questions, and listen to your feedback and suggestions.

Meeting Date: September 10, 2025
Meeting Time: 6pm
Meeting Location: Caldwell Public Library - 1010 Dearborn St., Caldwell, ID 83605

Project Summary*:*
The project includes an Annexation, Preliminary Plat and Special Use Permit for the parcels located near the northeast corner of Highway 20/26 and Middleton Road in Canyon County, Idaho. The project area contains five parcels and is approximately 126.98 acres in size. The project proposes H-C Highway Corridor zoning with a mixture of 801 residential dwelling units, 5 commercial lots and over 20 acres of open space with required amenities.

If you would like to contact us ahead of the meeting, please feel free to reach us at *Bonnie Layton 208-342-5400* or *bonnie.layton@nv5.com*.

Thank you,

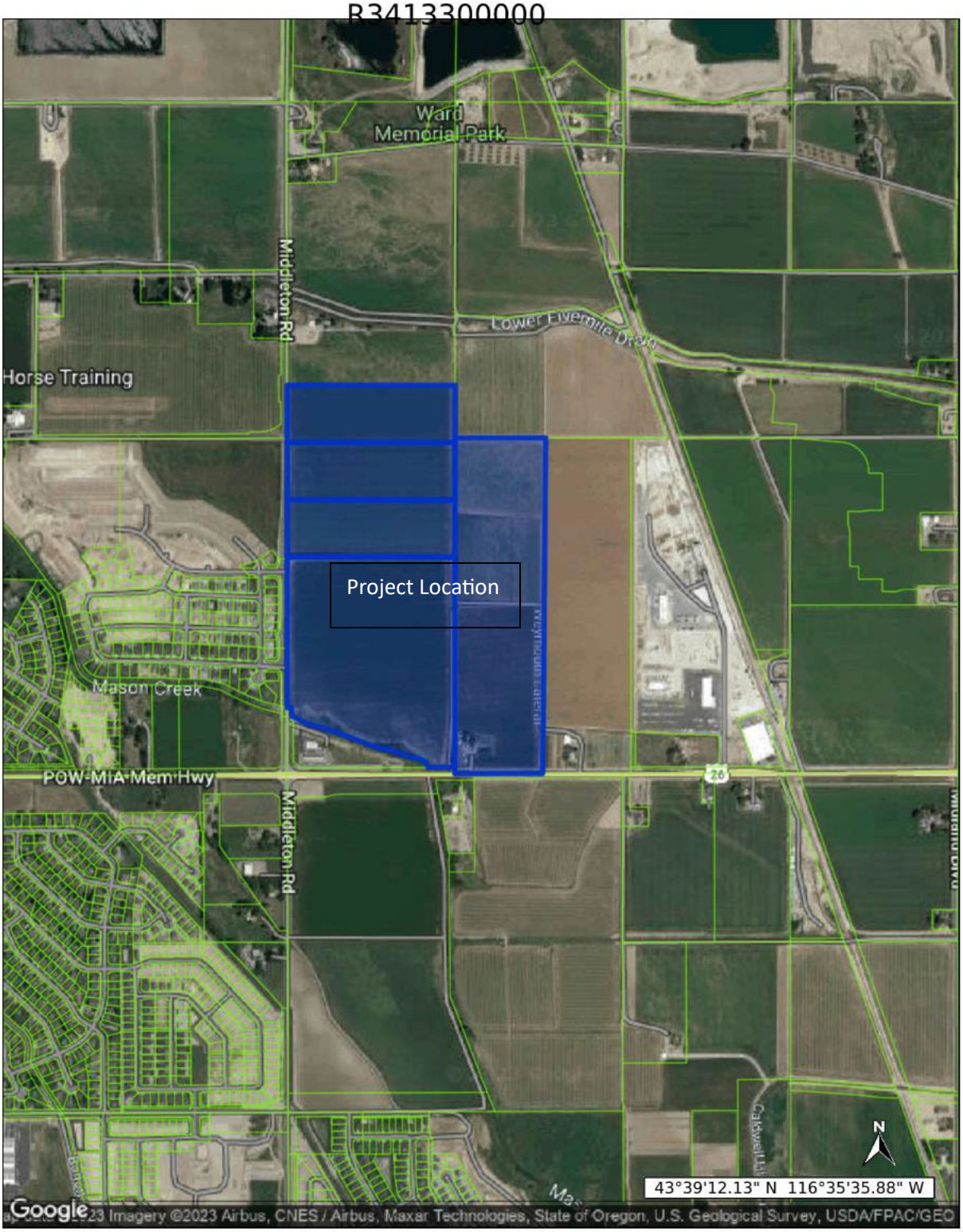
Bonnie Layton

landproDATA

MCALLISTER MANOR PARCELS

NV5

R34136010A0; R3413601000; R34136010B0; R3413400000; R3413300000



Jan 18, 2023 - landproDATA.com
Scale: 1 inch approx 1000 feet

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R34087011	ROEDEL STEVE D		11077 MARBLE FRONT RD	CALDWELL	ID	83605
R34088183	KB HOME IDAHO LLC		1299 N ORCHARD ST STE 201	BOISE	ID	83706
R34089100	DICKSON FAMILY TRUST		20146 CARBONDALE AVE	CALDWELL	ID	83605
R34089101	MANDALAY RANCH HOMEOWNERS ASSOCIATION INC	DEVELOPMENT SERVICES INC=	9601 W STATE ST STE 203	GARDEN CITY	ID	83714
R34089102	WHITE FAMILY TRUST		20138 CARBONDALE AVE	CALDWELL	ID	83605
R34089103	WALP ELIZABETH		20132 CARBONDALE AVE	CALDWELL	ID	83605
R34089104	HOLLINGSWORTH DARCI K		20139 CARBONDALE AVE	CALDWELL	ID	83605
R34089105	BAKER JASON EDWARD		20151 CARBONDALE AVE	CALDWELL	ID	83605
R34089106	BEHRENS STACEY		11081 RED MOUNTAIN ST	CALDWELL	ID	83605
R34089107	MYERS ELLIOT MICHAEL		11095 RED MOUNTAIN ST	CALDWELL	ID	83605
R34089124	WISELEY JODI		1500 MARK THOMAS DR	MONTEREY	CA	93940
R34089125	URENO GREGORY R		11054 RED MOUNTAIN ST	CALDWELL	ID	83605
R34089126	DRAKE MATT		11068 RED MOUNTAIN ST	CALDWELL	ID	83605
R34089127	RAY SPENCER D		11082 RED MOUNTAIN ST	CALDWELL	ID	83605
R34089128	DRESNEK GEORGE		11096 RED MOUNTAIN ST	CALDWELL	ID	83605
R34089142	JORGENSEN LISA		20194 CARBONDALE AVE	CALDWELL	ID	83605
R34089143	VANPATTEN TRACY		20206 CARBONDALE AVE	CALDWELL	ID	83605
R34089144	SHAW KELLY DON AND LAUNETTE RAY SHAW FAMILY REVOCABLE TRUST		2545 N CONSTANCE PL	EAGLE	ID	83616
R34089145	RANDOLPH MICHAEL W		20232 CARBONDALE AVE	CALDWELL	ID	83605
R34089146	DARCY TRACI		20244 CARBONDALE AVE	CALDWELL	ID	83605
R34089147	CASTILLON ASHLEY		20258 CARBONDALE AVE	CALDWELL	ID	83605
R34089148	KOLISNYK VITALII		20270 CARBONDALE AVE	CALDWELL	ID	83605
R34089149	JOHNSON JEFFERY L		20284 CARBONDALE AVE	CALDWELL	ID	83605
R34089150	MANDALAY RANCH HOMEOWNERS ASSOCIATION INC		2318 S EAGLE RD	MERIDIAN	ID	83642
R34089154	SALAS SOSA LUIS		11101 WHITE RIVER ST	CALDWELL	ID	83605
R34089155	NOVIKOFF IVAN		11089 WHITE RIVER ST	CALDWELL	ID	83605
R34089156	RAY RYAN S		11077 WHITE RIVER ST	CALDWELL	ID	83605
R34089157	HOLLINGSWORTH BRIAN D		11065 WHITE RIVER ST	CALDWELL	ID	83605
R34089158	JEANNEL KANIKA		11053 WHITE RIVER ST	CALDWELL	ID	83605
R34089162	CUSHMAN REVOCABLE FAMILY TRUST		11054 WHITE RIVER ST	CALDWELL	ID	83605
R34089163	PHARISS FAMILY TRUST		11066 WHITE RIVER ST	CALDWELL	ID	83605
R34089164	HOWELL MARC		11078 WHITE RIVER ST	CALDWELL	ID	83605
R34089165	HELZER GARTH E		11090 WHITE RIVER ST	CALDWELL	ID	83605
R34089166	COOPER GARRETT LEE		11102 WHITE RIVER ST	CALDWELL	ID	83605
R34089172	SERGIO RODERICK SORITA		11099 ROARING FORK ST	CALDWELL	ID	83605
R34089173	DAVENPORT KRIS		11087 ROARING FORK ST	CALDWELL	ID	83605
R34089174	SMITH MELISSA ANNE		11079 ROARING FORK ST	CALDWELL	ID	83605
R34089175	GULER CLARK		11067 ROARING FORK ST	CALDWELL	ID	83605
R34089176	WILSON BRANDON KURT		11055 ROARING FORK ST	CALDWELL	ID	83605
R34089177	KAISER KRISTIN		11056 ROARING FORK ST	CALDWELL	ID	83605
R34089178	LEMMON PHILLIP S		11068 ROARING FORK ST	CALDWELL	ID	83605
R34089179	ELLIS MARY CATHERINE		11080 ROARING FORK ST	CALDWELL	ID	83605
R34089180	KOONS JOSEPH GLENN		11092 ROARING FORK ST	CALDWELL	ID	83605
R34089181	HEINZMAN PAUL FRANCIS		11104 ROARING FORK ST	CALDWELL	ID	83605
R34089186	KELL JORDAN MICHAEL		11034 MAROON BELLS DR	CALDWELL	ID	83605
R34089236	MANDALAY RANCH HOMEOWNERS ASSOCIATION INC		2318 S EAGLE RD	MERIDIAN	ID	83642
R34089238	SINGLETON FAMILY TRUST		11106 ASPEN HILL DR	CALDWELL	ID	83605
R34089239	CONWAY TERRY EUGENE JR		11114 ASPEN HILL DR	CALDWELL	ID	83605
R34089275	HERRINGTON LOGAN KYLE		11046 MAROON BELLS DR	CALDWELL	ID	83605
R34089276	LENNAR HOMES OF IDAHO LLC		408 S EAGLE RD STE 100	EAGLE	ID	83616
R34089284	BROWN HARLEY BILL		11097 MAROON BELLS DR	CALDWELL	ID	83605
R34089285	PETERS MICHAEL DEAN		11085 MAROON BELLS DR	CALDWELL	ID	83605
R34089286	BURNS JOSHUA KADISON		11073 MAROON BELLS DR	CALDWELL	ID	83605
R34089287	FEHT ARIE CHASE		11065 MAROON BELLS DR	CALDWELL	ID	83605
R34089288	ROBERTS SHAWN ALLAN		11053 MAROON BELLS DR	CALDWELL	ID	83605
R34089289	CHERNI BRETT C		11076 MAROON BELLS DR	CALDWELL	ID	83605
R34089290	BROWN SCOTT		11084 MAROON BELLS DR	CALDWELL	ID	83605
R34089291	KELLEY NICHOLAS CHARLES		11096 MAROON BELLS DR	CALDWELL	ID	83605
R34089292	TE LAI FONG		11104 MAROON BELLS DR	CALDWELL	ID	83605
R34089375	MANDALAY RANCH HOMEOWNERS ASSOCIATION INC		2318 S EAGLE RD	MERIDIAN	ID	83642
R34089376	LENNAR HOMES OF IDAHO LLC		408 S EAGLE RD STE 100	EAGLE	ID	83616
R34089377	LONDONO LUIS		1650 N 1650 W	PLEASANT GROVE	UT	84062
R34089378	SOTO YESICA VIANEY QUINTERO		20384 OWL CREEK AVE	CALDWELL	ID	83605
R34089379	FLESHMAN SHILOAH EUGENE		20396 OWL CREEK AVE	CALDWELL	ID	83605
R34089380	GEORGE KELLIE ZITA		20408 OWL CREEK AVE	CALDWELL	ID	83605
R34089381	WESTENSEE EVAN RAY		1622 GLENCOE ST	MIDDLETON	ID	83644
R34089382	LENNAR HOMES OF IDAHO LLC		408 S EAGLE RD STE 100	EAGLE	ID	83616
R34089383	BARRAGAN ELIZABETH		20444 OWL CREEK AVE	CALDWELL	ID	83605
R34089384	LENNAR HOMES OF IDAHO LLC		408 S EAGLE RD STE 100	EAGLE	ID	83616
R34089385	WESEL JANA LIVING TRUST		4511 N EAGLE POINT PL	STAR	ID	83669
R34089386	MONEY DENNIS LEE		5555 EL PASO RD	CALDWELL	ID	83607
R34089387	MILLER JACOB MICHAEL		11050 BARN RANCH ST	CALDWELL	ID	83605
R34089388	PEPPARD BRITTANY		11062 BARN RANCH ST	CALDWELL	ID	83605
R34089389	MACDANNALD KAYLEE A		11074 BARN RANCH ST	CALDWELL	ID	83605
R34089390	BLODGETT JOSEPH ALLEN		11086 BARN RANCH ST	CALDWELL	ID	83605
R34089391	SORENSON-ESLICK ALAINA K		11098 BARN RANCH ST	CALDWELL	ID	83605
R34089410	BROWN DOUGLAS FRANKLIN		20418 RAMBLER PL	CALDWELL	ID	83605
R34089411	LENNAR HOMES OF IDAHO LLC		408 S EAGLE RD STE 100	EAGLE	ID	83616
R34089414	ELWOOD DELBERT L		20453 OWL CREEK AVE	CALDWELL	ID	83605
R34089415	CISNEROS MATTHEW DAVID		20441 OWL CREEK AVE	CALDWELL	ID	83605
R34089416	SANCHEZ MARGARITO HERNANDEZ		20429 OWL CREEK AVE	CALDWELL	ID	83605
R34089417	AZZAD JESUS ERNESTO SANCHEZ		20417 OWL CREEK AVE	CALDWELL	ID	83605
R34089418	GONZALEZ MANUEL JR		20405 OWL CREEK AVE	CALDWELL	ID	83605
R34089419	HART ROBERT ALLEN		20393 OWL CREEK AVE	CALDWELL	ID	83605
R34089420	BITNER DANIEL		20379 OWL CREEK AVE	CALDWELL	ID	83605
R34090	ALTITUDE DEVELOPMENT LLC		1224 11TH AVE N	NAMPA	ID	83687
R34090010	LENNAR HOMES OF IDAHO LLC		408 S EAGLE RD STE 100	EAGLE	ID	83616
R34132	SUNROC CORPORATION		3468 N 1150 W	SPANISH FORK	UT	84660
R34133	ENDURANCE HOLDINGS LLC		1977 E OVERLAND RD	MERIDIAN	ID	83642
R34135	JACKSONS FOOD STORES INC		3450 E COMMERCIAL CT	MERIDIAN	ID	83642

R34136011	K2CR LEGACY LLC		16815 GOOD LIFE LN	CALDWELL	ID	83607
R34140	SUNROC CORPORATION		3468 N 1150 W	SPANISH FORK	UT	84660
R34309	CROSIAR JOHN ALVIN	GERALD GEIER	10741 HWY 20 26	CALDWELL	ID	83605
R34309010	GEIER GERALD		26401 HIDDEN VALLEY LN	MIDDLETON	ID	83644

EXHIBIT S-1

Vicinity Map

Middleton Rd
Lincoln Rd

EXHIBIT S-2

Zoning Map

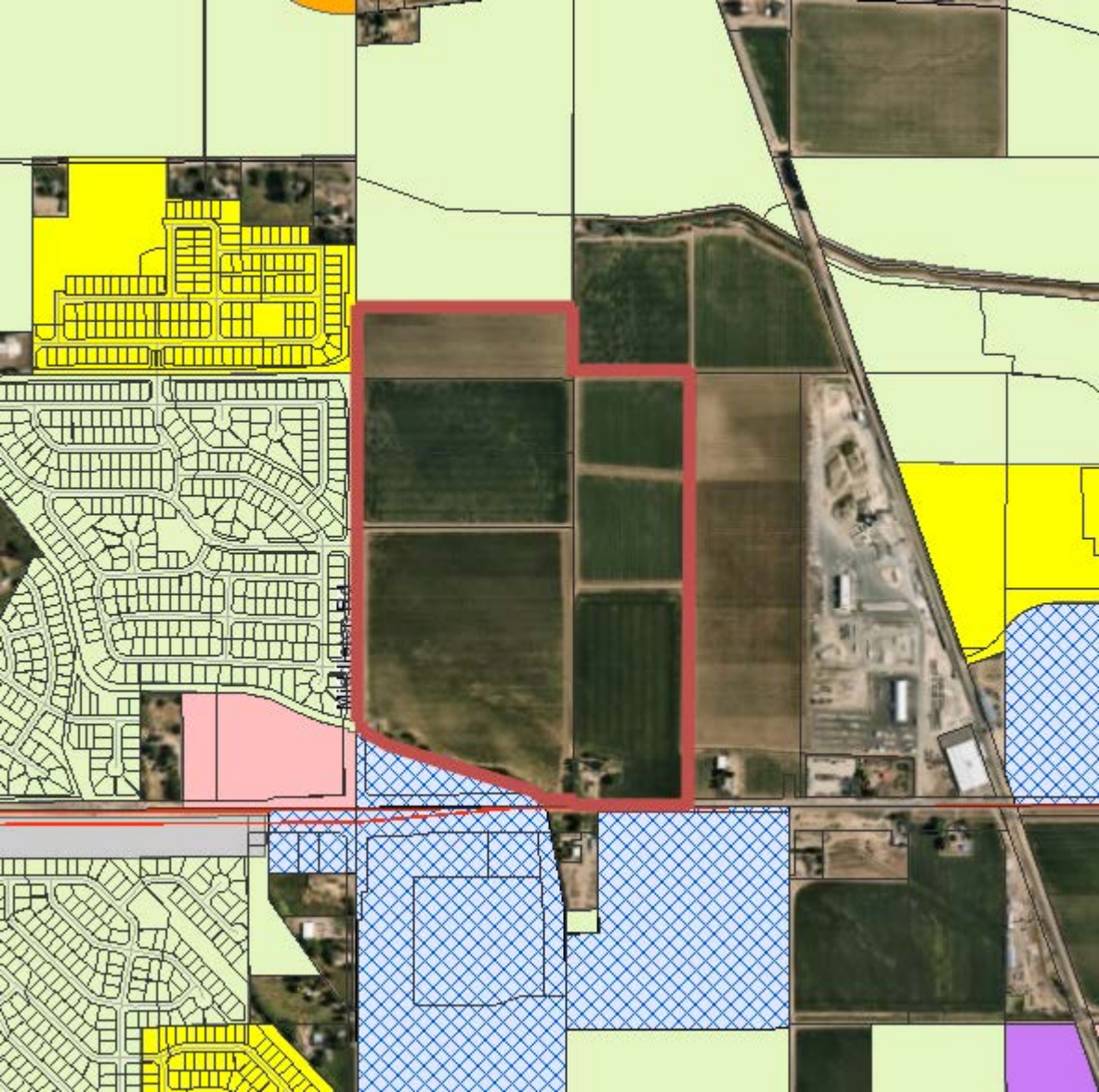

MILLIGAN RD

EXHIBIT S-3

Future Land Use Map

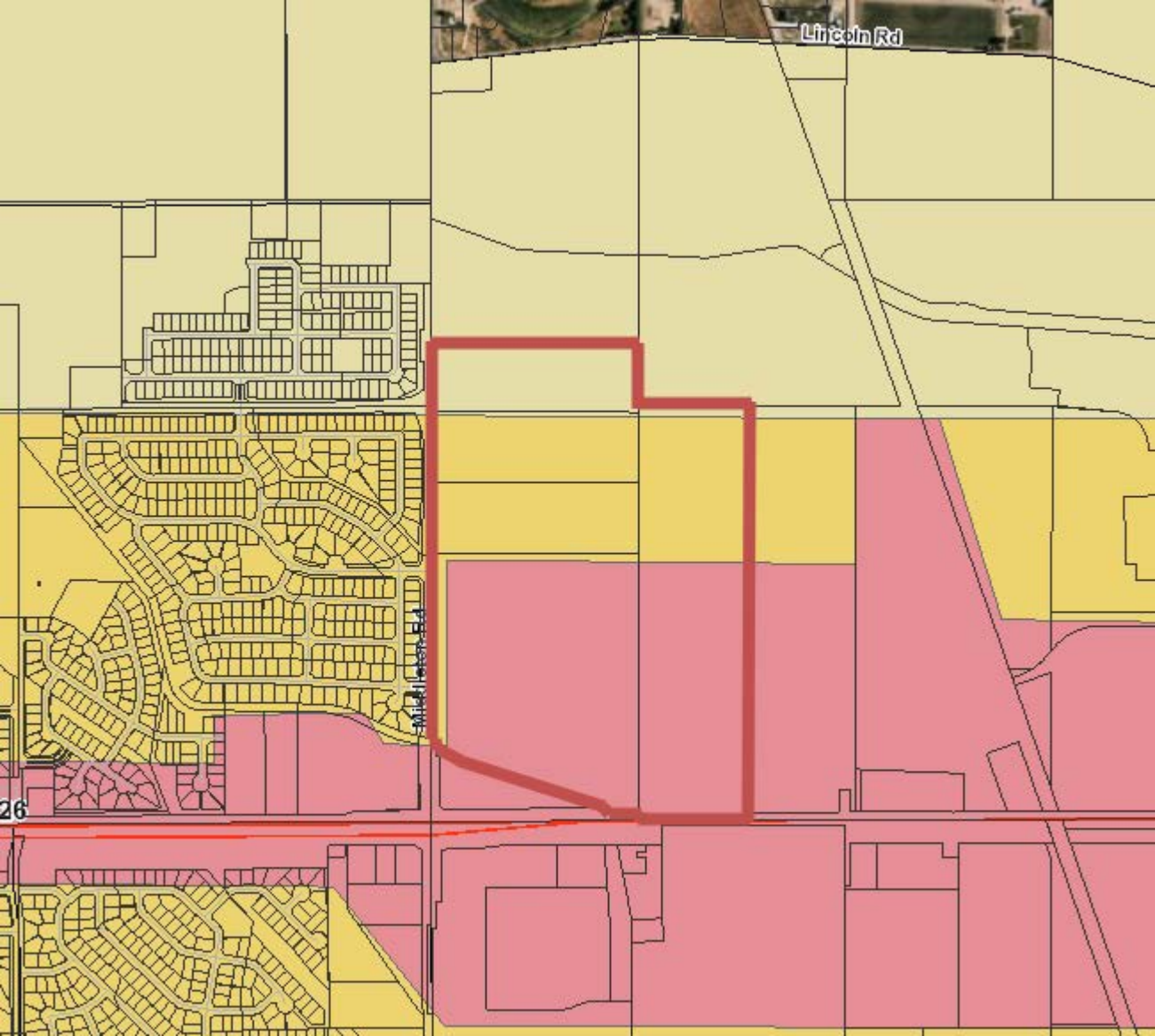

Lincoln Rd
26

EXHIBIT S-4

Public Agency Notification List

PUBLIC AGENCY NOTIFICATION LIST

The following political subdivisions, including schools, were notified of the application requests. A link to the full application packet was provided to each agency.

City of Caldwell Engineering Department
City of Caldwell Engineering Inspections
City of Caldwell Fire Chief
City of Caldwell Fire Marshall
City of Caldwell Building Department
City of Caldwell Police Chief
City of Caldwell Lieutenant Wright
City of Caldwell Mapping Department
City of Caldwell Code Compliance Division
City of Caldwell Economic Development
City of Caldwell Airport
City of Caldwell Water Department
Vallivue School District #139
Caldwell School District #132
Pioneer Irrigation District
Riverside Irrigation District
Canyon Hill Irrigation
Franklin Ditch Co.
Nampa-Meridian Irrigation Dist.
Black Canyon Irrigation District
Golden Gate Irrigation
Caldwell Lateral Irrigation
Wilder Irrigation District
Compass Idaho
Hilty, Bower, Haws & Seable

Caldwell Transportation
Brown Bus Company
Canyon Highway District #4
Nampa Highway District #1
Idaho Transportation Department
Valley Regional Transit
Canyon County Development Services
Canyon County Plat Room
City of Nampa Planning and Zoning
Boise Project Board of Control
Southwest District Health
Idaho Power
Intermountain Gas
DTG Maps (only for final plats)
Boise River Flood Control Dist. #10
Bureau of Land Management
Bureau of Reclamation - Snake River Area Office
Corps of Engineers
Idaho Fish and Game
Department of Water Resources
College of Idaho
Department of Lands
USPS Caldwell
Union Pacific Railroad

EXHIBIT S-5

Draft Development Agreement

This will be updated prior to Council

EXHIBIT S-6

Draft Bill and Ordinance and Ordinance Summary

This will be updated prior to Council

EXHIBIT S-7

Commission Draft Meeting Minutes

This will be updated prior to Council

PC – EXHIBITS

Public Comments

No Comments at time of Staff Report

PA-EXHIBITS

Public Agency Comments

To: Katie Wright, Planner III
Caldwell P & Z Department

From: Steven Pendleton, Land Development Manager
John Prebonick, City Engineer

Re: ANN25-000015, SPP25-000017, SUP25-000019 (McAllister Manor Sub.)

Date: July 8, 2026

The Engineering Department provides the following comments on a request by Bonnie Layton, on behalf of Endurance Holdings LLC, is requesting annexation of five (5) parcels (R34134, R3413601, R34136010B0, R34133, and R34136010A0) with proposed zonings of R-2 (Community Residential), R-3 (Urban Residential), and H-C (Mixed-Use/Regional Commercial) with a development agreement. Concurrently, the applicant is requesting approval of a preliminary plat for McAllister Manor, a mixed-use subdivision with 301 single-family detached lots, 52 single-family attached lots, eighty-eight (88) 4-plex units, and 360 multi-family units with a special-use permit for the multi-family portion of the project. The current City comprehensive plan future land use designation includes mixed-use, urban residential, and neighborhood 2. The 127 acre development is located on the east side of Middleton Rd., approximately 425 feet north of the intersection with Hwy 20/26, in Caldwell, Idaho.

Development Plans

1. Development Plans – Prior to commencing construction and applying for building permits, plans must be prepared by the developer's engineer and approved by the City Engineering Department which shall include the following items:

    a. Street section and alignment (including curb and gutter);

    b. Sidewalk (sidewalk width based on street classification);

    c. Sanitary sewer (per City and DEQ requirements);

    d. Potable water (per City and DEQ requirements);

    e. Pressure Irrigation (per CMID requirements);

    f. Stormwater facilities (per City requirements/storm water manual);

    g. Street lighting (per City standards);

    h. Street signage (per City and MUTCD requirements);

    i. Vertical Datum based on NAVD 88 Datum.

General

1. Applicant shall follow the requirements and processes of the subdivision ordinance for the development of this project. For the purposes of this project, all conditions outlined in the subdivision ordinance pertaining to receiving the City Engineers signature on, or the recordation of, a final plat shall be applied to the submission of building permits.

2. The proportionate share of frontage improvements along classified roadways adjacent to the preliminary plat shall be completed prior to the signature of the final plat for each phase development regardless of the location of the phase being developed or bonding. To be determined at the time of civil construction drawing approval.

3. Easements for public utilities outside of the public right-of-way shall be as listed below. Easements will be required to be larger if deemed necessary by the City Engineer in order to facilitate future maintenance operations of utilities.
    a. 10 feet wide minimum.
    b. Domestic water only,15 feet wide minimum
    c. Sanitary sewer only, 20 feet wide minimum
    d. Sewer and water combined; 30 feet wide minimum with 12' separation.

4. Appropriate easements for emergency access, transmission lines and/or other utilities shall be clearly indicated, with recorded instrument numbers provided for said easements, on the construction drawings.

5. All utilities on and within the boundaries of the subdivision shall be located and/or relocated underground.

6. All public streets, sewer, water, pressure irrigation fire protection, and street light facilities must be dedicated to the City. Some conveyance facilities for stormwater drainage may be eligible for dedication to the City.

7. Construction of facilities to be dedicated and/or within public right-of-way shall be performed by an appropriately licensed Idaho public works contractor and shall be inspected by and constructed to City of Caldwell specifications.

8. Prior to commencement of construction in any dedicated right-of-way, or construction of any improvement intended for dedication to the City or connected to a City facility, the City Engineering staff is to be notified. This preferably will take place in a pre-construction conference scheduled by the engineer of record in which all appropriate personnel and utilities are present. Appropriate City personnel are to be notified in advance of all testing (including compaction, pressure and coliform, etc.) and given opportunity to be present during conduct of the testing. The engineer of record or his designated representative is to witness all tests (not covered by City inspectors) and a log of inspection visits and testing results is to be kept by the engineer of record or his representative.

9. The developer is to employ a responsible design professional, preferably the engineer of record, to oversee and inspect construction, to perform and/or observe all requisite testing of

completed facilities, and to certify that improvements have been constructed according to approved plans and in compliance with applicable City, State, and Federal standards.

10. The engineer of record shall be held responsible to ensure that improvements are in compliance with said engineer's design. Following the construction of the improvements, the developers engineer shall provide the City of Caldwell Engineering Department with electronic (.dwg) format record drawings spatially referenced to the Idaho State Plane Coordinate System-West Zone, North America Datum (NAD) 83. Vertical control shall be referenced to the North America Datum (NAVD) 88 for future reference and to establish that the engineer of record has caused construction to occur in substantial compliance with the design of said engineer of record.

11. Any note, item or drawing element on the plats, construction drawings, engineering drawings and/or design drawings related to the property inconsistent with City Codes, Policies and/or Ordinances shall not be construed as approved unless specifically addressed and granted by City Council.

Rights-of-Way

1. State Highway 20/26 is an expressway owned by the Idaho Transportation Department (ITD). Applicant shall work with ITD directly to establish the required right-of-way along the frontage of the subject parcel and shall provide said right-of-way to ITD upon approval of this development. Applicant shall provide the City with written documentation outlining all ITD requirements during civil plan review.

2. Middleton Rd. is classified as a Principal Arterial roadway. The applicant shall dedicate as public right-of-way a minimum of forty-eight (48') foot half width right-of-way along the entire Middleton Rd.. alignment (per City Standard Detail R-810 A).

3. Applicant shall dedicate necessary right-of-way for the construction of a roundabout at the intersection of Joplin Rd.

4. Applicant shall dedicate necessary right-of-way for the construction of a turning loon proposed as part of the Ustick/Middleton Corridor Policy.

5. Applicant shall dedicate necessary right-of-way for the construction of a northbound right hand turn lane on Middleton Rd. at the intersection of Aspen Hill Dr.

6. Applicant shall dedicate necessary right-of-way for the construction of a west bound right-hand turn lane on Aspen Hills Dr. at the intersection of Middleton Rd.

7. Joplin Rd. is classified as a Collector roadway. The applicant shall dedicate as public right-of-way a minimum of seventy (70') foot full width right-of-way along the entire Joplin Rd.. alignment (per City Standard Detail R-810 C).

8. Proposed Red Mountain St./Hillsboro Ave. within the development shall be classified as a Collector roadway. The applicant shall dedicate as public right-of-way a minimum of seventy

(70"') foot full width right-of-way along the entire Red Mountain St./Hillboro Ave. alignment (per City Standard Detail R-810 C).

9. Proposed Aspen Hill Dr. within the development shall be classified as a Collector roadway. The applicant shall dedicate as public right-of-way a minimum of seventy (70"') foot full width right-of-way along the entire Aspen Hill Dr. alignment (per City Standard Detail R-810 C).

10. All interior local streets classified as residential shall be dedicated to the City. The applicant shall dedicate as public right-of-way a minimum fifty-three (53') foot full width right-of-way (per City Standard R-810-E).

11. Applicant shall dedicate to the City of Caldwell, Highway District #4 or ITD any required right-of-way along all classified roadways within 30 days of written request.

12. *All right-of-way details and street exhibits provided as part of the preliminary plat that do not meet current City code standards are not approved as part of the preliminary plat entitlements process. This shall be determined at the time of civil construction drawing review.*

<u>Street</u>

1. Full half street frontage improvements shall be completed to all classified roads adjacent to the proposed project including (State Hwy 20/26, Middleton Rd., and Joplin Rd.) in accordance with all City of Caldwell, and Highway District 4, and ITD standards and specifications, improvements shall include (but are not limited to) curb, gutter, sidewalk, asphalt, streetlights, joint trench, spare communication conduit along classified roadways, storm drainage facilities, etc.

2. Developer to coordinate safe school crossings with school district to determine location of necessary RRFB crosswalks and ensure crossings along classified roadways are approved by Traffic Commission. Final locations to be determined at time of civil construction drawing review.

3. The proportionate share of frontage improvements along classified roadways adjacent to the preliminary plat shall be completed prior to the signature of the final plat for each phase development regardless of the location of the phase being developed or bonding. To be determined at the time of civil construction drawing approval.

4. Applicant shall construct the proposed roundabout at the intersection of Middleton Rd. and Joplin Rd. per the Ustick Middleton Rd. Corridor Plan with the following provisions.

    - City will provide completed design construction drawings and special provisions to developer.
    - Developer will be required to pay for and construct RAB and maintain two-lane open traffic of Middleton Rd during construction.
    - RAB is required to be fully functional at the time of final plat signature for the first phase of development.

5. Applicant shall construct a northbound right-hand turn lane on Middleton Rd. at the intersection of Aspen Hill Dr.

6. Aspen Hills Dr. shall be restricted to a right in right out access only.

7. Applicant shall construct a westbound right-hand turn lane on Aspen Hills Dr. at the intersection of Middleton Rd.

8. Applicant shall construct a turning loon as proposed as part of the Middleton Rd. corridor policy.

9. Applicant shall construct the raised center median between State Hwy 20/26 and the Joplin Rd. roundabout per the Ustick Middleton Corridor Plan.

10. All gravity irrigation facilities within the alignment of any proposed roadways shall be relocated out side of any master planned right-of-way.

11. All private driveways, alleys or internal circulation routes shall fully comply with City of Caldwell standards and be approved by the Fire Marshall.

12. Applicant shall be responsible for the west half of the bridge widening surface improvements and understructure on proposed Hillsboro Ave./Red Mountain St. at the Weymouth Lateral crossing.

13. No lot or building shall have access to/ from State Hwy 20/26, Middleton Rd. Joplin Rd. proposed Aspen Hill Dr. and Hillsboro Ave./Red Mountain St.

14. Applicant shall meet all emergency access requirements for each phase of development to be determined by the Fire Dept. at the time of civil plan review.

13. All new or proposed utilities adjacent to or within the boundary of the development shall be located underground.

14. Applicant shall coordinate with the United States Postal System to determine a cluster mailbox unit locations. Said locations shall be interior to the site and shall be located in a manner that will not impact, or cause queuing onto any roadways classifies as a State Hwy, Arterial or Collector.

Traffic Impact Fees

City of Caldwell has adopted the “Caldwell Area Capital Improvements Plan & Impact Fee Program”. The applicant will be required to pay traffic impact fees per table 7 of the Impact Fee Schedule to be assessed to the building permit/s when applied for.

All accesses proposed within this preliminary plat shall meet City Of Caldwell, Idaho Transportation Dept. and Highway District 4 spacing requirements. Any deviations proposed within this development shall be reviewed and approved on a case by case basis to be determined by the governing agency at time of plan review.

Any proposed traffic mitigation as proposed adjacent to the site by the traffic impact study shall be evaluated for required improvements or access by the governing agency at the time of plan review.

Water

Applicant shall complete a water analysis study for the availability of domestic water to service the site by the cities outside consultant overseeing the water master plan prior to City Council.

- *City of Caldwell Public Works Department has reviewed the recently adopted Caldwell Water Facility Plan System and determined that certain shortfalls exist in water pressure zone 2 south of Interstate 84, zones 3 and 4. While these shortfalls are being remediated, the Engineering Dept. doesn't contest the approval of the Preliminary Plat and the construction of onsite infrastructure, but reserves the right to hold any phase of final plat and associated building permits until adequate water is obtained within the affected zone. The QLPE for this development will be granted at the City Engineer's discretion to determine available capacity to serve the development. The Applicant is encouraged to work closely with the Engineering Department to determine potential construction timing and impacts.*

1. All on site water mains will need to be looped into existing mains for fire flow and water quality purposes. Internal main sizing and construction plan approval, will be dependent upon the availability of fire flow. This development will be required to comply with the most current Water Master Plan.

    a. Applicant shall construct a 16" master planned water mainline within Middleton Rd. through the entire frontage of this development.
    b. Applicant shall construct a 12" master planned water mainline within Joplin Rd. through the entire frontage of the site.

2. Each buildable lot shall be supplied with potable water. If buildings are constructed to include individual units that could feasibly or will be sold separately, each unit shall be serviced separately

3. Each phase of development shall have a redundant/secondary supply of domestic water.

4. The location of water service, including sizing of mains, providing of easements, frontage construction, and offsite construction are to be decided during review of improvement plans.

Sanitary Sewer

*Currently the City of Caldwell does **not** have capacity within the existing sanitary sewer system to serve this project. Staff is actively working on a solution to improve the capacity of our system. Applicant shall be aware that no construction drawings will be accepted for review until the system is capable of serving the proposed project with sanitary sewer service. The exact timing of serviceability is unknown. Caldwell will require some cost participation of these improvements from developments that are benefiting from said improvements.*

1. It shall be the responsibility of the applicant's engineer to verify that specific connection to existing sewer mainlines will not exceed the functional capacity of said mainlines. Provision for connectivity by future developments shall be met in accordance with current City standards.

2. The location of sewer service, including sizing of mains, providing of easements, frontage construction, and offsite construction are to be decided during review of improvement plans. This development will be required to comply with the most current Sewer Master Plan.

3. The Developer will be required (where applicable) to extend all sewer and water mainlines to the center of adjacent roadways for connectivity by future developments. Locations of said extensions will be decided during the review of the improvement plans.

4. Each buildable lot shall be supplied with a sewer service. If buildings are constructed to include individual units that could feasibly or will be sold separately, each unit shall be serviced separately

5. Any easements for sewer lines not in the right-of-way should be at a width sufficient to construct same and not less than 20 feet in width. Easements for adjacent sewer and water lines separated by 12' not in the right-of-way shall be at a width sufficient to construct the same and shall be no less than 30 feet in width.

6. A 20' wide all-weather surfaces may be required to be constructed over mainlines that fall outside the public right-of-way. All weather surfaces shall be constructed sufficiently to support heavy equipment necessary to construct and maintain sewer under all seasonal weather conditions.

Irrigation

1. Existing easements and/or rights-of-way for any irrigation facility shall be determined and clearly indicated on the construction plans. Construction across or re-routing of these facilities is subject to approval by the governing irrigation district and at their discretion or their assigns.

2. The Developer shall maintain any existing upstream drainage rights and downstream irrigation rights across the property. During the design phase of this project, the developer or his engineer is to contact the appropriate irrigation district to help ascertain these rights. Appropriate facilities shall be provided by the developer to convey irrigation and drainage water across the property to take care of these offsite needs. There is to be no discharge of gravity/pressure irrigation return water into the projects storm water system.

2. The development is to include a non-potable water pressure irrigation system. The design of this pressure irrigation system is to be reviewed and approved by the Caldwell Municipal Irrigation District prior to construction plan approval. It shall be required that the system will be operated and maintained by the Caldwell Municipal Irrigation District.

3. Each lot, or building area, shall be provided with a pressure irrigation service in compliance with Caldwell Municipal Irrigation District standards.

4. All pressure irrigation mainlines shall be located in the public right-of-way or within a public utility easement, with a minimum width of 10 feet, centered over said mainlines as per current City standards.

5. Applicant shall place the pump station in an area that is easily accessible with a recorded perpetual easement sufficient for convenient access and maintenance of said pump station. The lot shall be owned and maintained by the homeowners association.

6. The applicant shall ensure that an adequate continuous irrigation supply flow is available to meet the pressure irrigation system requirements of CMID.

7. The applicant shall transfer a proportionate share of any existing water right(s), except those held in trust by an irrigation district, to the City of Caldwell for both irrigation and domestic water supply for the subject development. If this should occur, The City shall assist in registering the transfer.

8. Applicant shall pipe the pump station delivery ditch from the source point (head gate) to the pump station. Pump station overflow shall be piped from the pump station to the point of discharge into an irrigation facility/canal/drain/etc. maintained by an irrigation district.

9. Upon Applicants connection to or use of the existing irrigation pump station, should they choose to do so and CMID deems it appropriate to connect to, the applicant shall:
    a) Supply the City of Caldwell with a water model of the whole pressurized irrigation system including the piped overflow showing the system design meets all Caldwell Municipal Irrigation District standards.
    b) Applicant shall complete all upgrades to the system as required by CMID. Said upgrades will be determined during plan review"

10. All plans and construction drawings submitted to the City of Caldwell for review and approval for any out-of-season irrigation work to be performed within or across facilities located within (or owned by) irrigation districts other than CMID shall be submitted to the Caldwell Engineering Department no later than August 15th. Submittal of plans after this date may result in Applicant not receiving plan approval in time to complete out-of-season work.

<u>Storm Drain</u>

1. As noted previously, provision is to be made for the disposal of stormwater drainage in accordance with the City Stormwater Management Manual and any updates adopted subsequent to this application. A copy of this policy is available upon request. The engineer of record is to provide calculations, which indicate that the assumptions in his stormwater drainage plan comply with the requirements of the stormwater manual. In this case, if a storm water system is existing, the burden of proof is on the developer to verify the capacity is sufficient for the proposed development.

2. The applicant shall identify and retain all historical drainage discharge points from the property for the purpose of draining on-site storm water detention facilities.

3. Storm water detention basins are required to remain on-site within a common lot outside any right-of-way or proposed private streets consistent with public roadways to be operated and maintained by the Homeowners Association/etc.

4. There is to be no discharge of storm water overflow into any irrigation water return/discharge facility/ditch/pipe/etc.

Plat

1. Prior to approval of the final plat, subdivision facilities must be completed or an appropriate construction security provided. There may be temporary restrictions to the obtaining of building permits, even with acceptable construction security, depending on fire protection, emergency service requirements, City approval of the sanitary sewer system and fully functional pressure irrigation system. A 20% temporary restriction to obtaining of building permits will be enforced until all facility construction has been completed, inspected and certified by the applicants engineer including all punch list items.

2. A note shall be added to the final plat stating that no lot shall have direct access to/from State Hwy 20/26, Middleton Rd. Joplin Rd. proposed Aspen Hill Dr. and Hillsboro Ave./Red Mountain St.

3. Upon recordation of the plat, the Engineering Department is to be provided with a PDF copy of the recorded final plat.

4. An electronic (dwg.) copy of the Final Plat suitable for mapping and addressing purposes will be required with Final Plat application submittal.

Date 07/15/2026

Caldwell City – Planning and Zoning
Re: Case Number: SPP25-000017, SUP25-000019

Dear, Planning & Zoning

The Caldwell City Fire Department District has reviewed and can approve the application subject to compliance with all the following code requirements and conditions of approval. Any deviation from this plan is subject to Fire Department approval. Please note that unless stated otherwise, this memo represents the requirements of the 2018 International Fire Code (IFC) as adopted by the Idaho State Fire Marshal's Office.

Caldwell Fire Department Details

Station 13 11925 Skyway St. Caldwell

National Standards for Travel Time (90% of time) for first arriving unit:	4 minutes
Nearest Fire Station:	Station 13
Closest fire station (in miles) to site:	1.7 Miles
Approximate response time to site:	4 minutes
Will this development have other significant impacts on the ability to provide services?	No
Will this development necessitate additional fire resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".* • Our department is currently operating with high resource utilization, and continued growth is contributing to increased service demand. Aligning staffing and resources with that demand will help maintain our current level of service.	No

Distance from Station	Service Expectation	Staffing & Apparatus	Typical Response Time Goal
0–1 mile	Immediate—high-priority	First-due company (engine)	≤4min travel, ≤5min total
1–2 miles	Very rapid—high-priority	First-due company, backup	≤4min travel, ≤5min total
2–3 miles	Rapid—standard coverage	First-due w/ backup	≤6min travel, ≤9min total (full alarm)
3–4 miles	Slower—moderate	Closest available, limited	6–8min travel
4–5 miles	Extended	Closest company, delayed	>8min travel, variable

Properties located 3–4 miles from a fire station are at the limit of effective coverage and may experience service delays.

Developments beyond 5 miles are generally not recognized by ISO as having fire protection, and response to these areas will be significantly delayed.

Conditions:

1. Fire hydrants, capable of producing the required fire flow, shall be located along approved fire lanes. Fire hydrant spacing shall meet the requirements of IFC table C105.1.1 (IFC 507.3, IFC B105.2, IFC C105).

2. Roadway serving a fire hydrant shall be a minimum of 26-feet in width. (IFC D103.1)

3. Dead-end fire apparatus access roads exceeding 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus. (IFC 503.2.5)

4. Fire apparatus access roads shall extend to within 150 feet of all portions of the exterior walls of the first story of a building measured by an approved route around the exterior of the building or facility. (IFC 503.1.1)

5. Monument signage for addressing will be required at the entrance and at all intersections within the project. (IFC 505.1) Phase 3 and Phase 6 areas will require wayfinding signage.

6. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches. (IFC 503.2.1)

7. The minimum outside turning radius of a fire apparatus access road shall be 48 feet. The minimum inside turning radius shall be 28 feet. (IFC 503.2.4)

8. Fire apparatus access roads shall have an approved driving surface of asphalt, concrete or other approved driving surface and can support the imposed load of fire apparatus weighing at least 80,000 pounds. Please provide documentation the road surface meets this standard. (IFC D102.1)

9. Fire apparatus access roads shall not exceed 10 percent in grade. (IFC D103.2)

10. For streets having a width less than 33 feet back of curb to back of curb parking shall be restricted on one side; for streets having a width less than 27 feet back of curb to back of curb parking shall be restricted on both sides. A note on the face of the final plat is required noting the parking restriction prior to signing of the final plat. In addition, No Parking signs shall be installed in accordance with the requirements of the IFC. (IFC 503.8)

11. Approved secondary access roads shall be provided per section D106 of the 2018 IFC.

12. *An automatic fire sprinkler system installed per NFPA 13R may be required.*

13. Fire hydrants serving building FDC's (R2 Multiple-family structures) shall be located not more than 150'away

14. A phasing plan shall be included in documentation to city at time of submittal in accordance with infrastructure 2018 IFC.

15. Where fire apparatus access roads or a water supply for fire protection are required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except where approved alternative methods of protection are provided. Temporary street signs shall be installed at each street intersection where construction of new roadways allows passage by vehicles in accordance with (IFC Section 505.2.

16. **SECTION D107 ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS D107.1** One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.

    Exceptions: 1. Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3, access from two directions shall not be required.

17. **SECTION D104 COMMERCIAL AND INDUSTRIAL DEVELOPMENTS D104.1** Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have not fewer than two means of fire apparatus access for each structure.

18. D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

19. D105.1 Where required. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

20. D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 ft. (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

21. D105.3 Proximity to building. One or more of the required access routes meeting this condition shall be located not less than 15 feet (4572 mm) and not greater than 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building

on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

22. When bollards are required they should be MaxiForce Collapsible Bollards

23. In addition to the Fire Sprinkler System outlined by the building code a Standpipe(s) system may be required based on the occupancy type and evaluation of hazards within the structure. Located based on the final occupancy of the building. 901.4.4

24. An Automatic Fire Detection System and Fire Alarm System may be required based on the occupancy type and evaluation of hazards with the structure. 901.4.4

25. An eKnox lock box, shall be installed on the outside of the building by the main entrance and by the sprinkler room. Additional eKnox Key boxes may be required based on occupancy and proximity of other Boxes. Each eKnox Box shall have labeled master keys to every lock within the structure. The final number and location shall be with the approval of the Caldwell Fire Marshal or designee. 506.1

General Requirement:
Fire Department required fire hydrants, access, and street identification shall be installed prior to construction or storage of combustible materials on site. Provisions may be made for temporary access and identification measures.

Specific building construction requirements of the International Building Code, International Fire Code and City of Caldwell Code will apply. However, these provisions are best addressed by a licensed Architect at time of building permit application.

Regards,

Joseph Bongiorno
Fire Prevention Office
Caldwell Rural Fire Protection District
jbongiorno@cityofcaldwell.org

Memorandum

To: Katie Wright, Planner III
Caldwell P & Z Department

From: Trevor Farris, GIS Technician

Re: ANN25-000015, SPP25-000017, SUP25-000019 – McAllister Manor Subdivision

Date: July 14th, 2026.

The Mapping Department provides the following comments on a request by Bonnie Layton, on behalf of Endurance Holdings LLC, is requesting annexation of five (5) parcels (R34134, R3413601, R34136010B0, R34133, and R34136010A0) with proposed zonings of R-2 (Community Residential), R-3 (Urban Residential), and H-C (Mixed-Use/Regional Commercial) with a development agreement. Concurrently, the applicant is requesting approval of a preliminary plat for McAllister Manor, a mixed-use subdivision with 301 single-family detached lots, 52 single-family attached lots, eighty-eight (88) 4-plex units, and 360 multi-family units with a special-use permit for the multi-family portion of the project. The current City comprehensive plan future land use designation includes mixed-use, urban residential, and neighborhood 2. The 127 acre development is located on the east side of Middleton Rd., approximately 425 feet north of the intersection with Hwy 20/26, in Caldwell, Idaho.

Address Number

1. Please contact the Mapping Department prior to permitting.

Subdivision Name

1. Approved.

Lots & Blocks

1. Not approved. Lots & blocks shall increase as introduced by phase, starting with lot 1, block 1 in phase 1.
2. Lot 1 block 15 in phase 1 is not correct. Change block 15 to block 5 & reorganize blocks from this point.
3. Adjust lots from phase 4 to phase 5 should be increasing as introduce. (Current Block 23)

Street Names

1. Change Lacklund St to Lackund Ct east of Highland Hill Ave
2. Prickly Pear Ave is considered duplicate. Please resubmit a new name.
3. Phases 3 & 6 will need internal street names for addressing.

Phasing

1. Resubmit a phasing plan that clearly labels blocks & includes street names.

Other comments:

1. Any changes to street names, lots or blocks shall be approved by the Mapping Department prior to construction drawing approval for the phase where changes are intended.

TO: PLANNING AND ZONING

FROM: Marlon Leslie, Crime Analyst
CALDWELL POLICE DEPARTMENT

DATE: 2/19/2026

SUBJECT: McAllister Manor Subdivision

The Caldwell Police Department (CPD) has reviewed the following development request.

REQUEST SUMMARY: The applicant, Bonnie Layton, on behalf of Endurance Holdings LLC, is requesting annexation of five (5) parcels (R34134, R3413601, R34136010B0, R34133, and R34136010A0) with proposed zonings of R-2 (Community Residential), R-3 (Urban Residential), and H-C (Mixed-Use/Regional Commercial) with a development agreement. Concurrently, the applicant is requesting approval of a preliminary plat for McAllister Manor, a mixed-use subdivision with 301 single-family detached lots, 52 single-family attached lots, eighty-eight (88) 4-plex units, and 360 multi-family units with a special-use permit for the multi-family portion of the project. The current City comprehensive plan future land use designation includes mixed-use, urban residential, and neighborhood 2. The 127 acre development is located on the east side of Middleton Rd., approximately 425 feet north of the intersection with Hwy 20/26, in Caldwell, Idaho.

Review Comments:

CPD projects future service needs based on overall population, population density and development type.

Development Analysis and Impacts:

# of new residential units:	801
Projected population created by development: ***(# of SF units X 3) and (# of MF units X 2)***	1,955
Proposed industrial acreage:	127

POLICE DEPARTMENT ANALYSIS AND SERVICE IMPACT:

CPD projects future service needs based on demand, risk, community expectations, response performances, population, density, and development type.

Development Analysis and Impacts:

Demand for Service in this area (Total calls for service YTD)	Adjacent reporting districts have an average of 1019.75 calls for service each, year to date (Jan 1st – July 1st). The nearby RDs (1G, 1H, 1I, 1K) have a combined total of 45128 reactive CFS from January 1st to July 1st, 2026.
Call types within this area	
Workload saturation in area (%)	Reporting districts 1G, 1H, 1I, 1K account for (year to date) reactive CFS compared to a total of 45128 total YTD. These RD's account for 9.04% of all reactive CFS YTD.

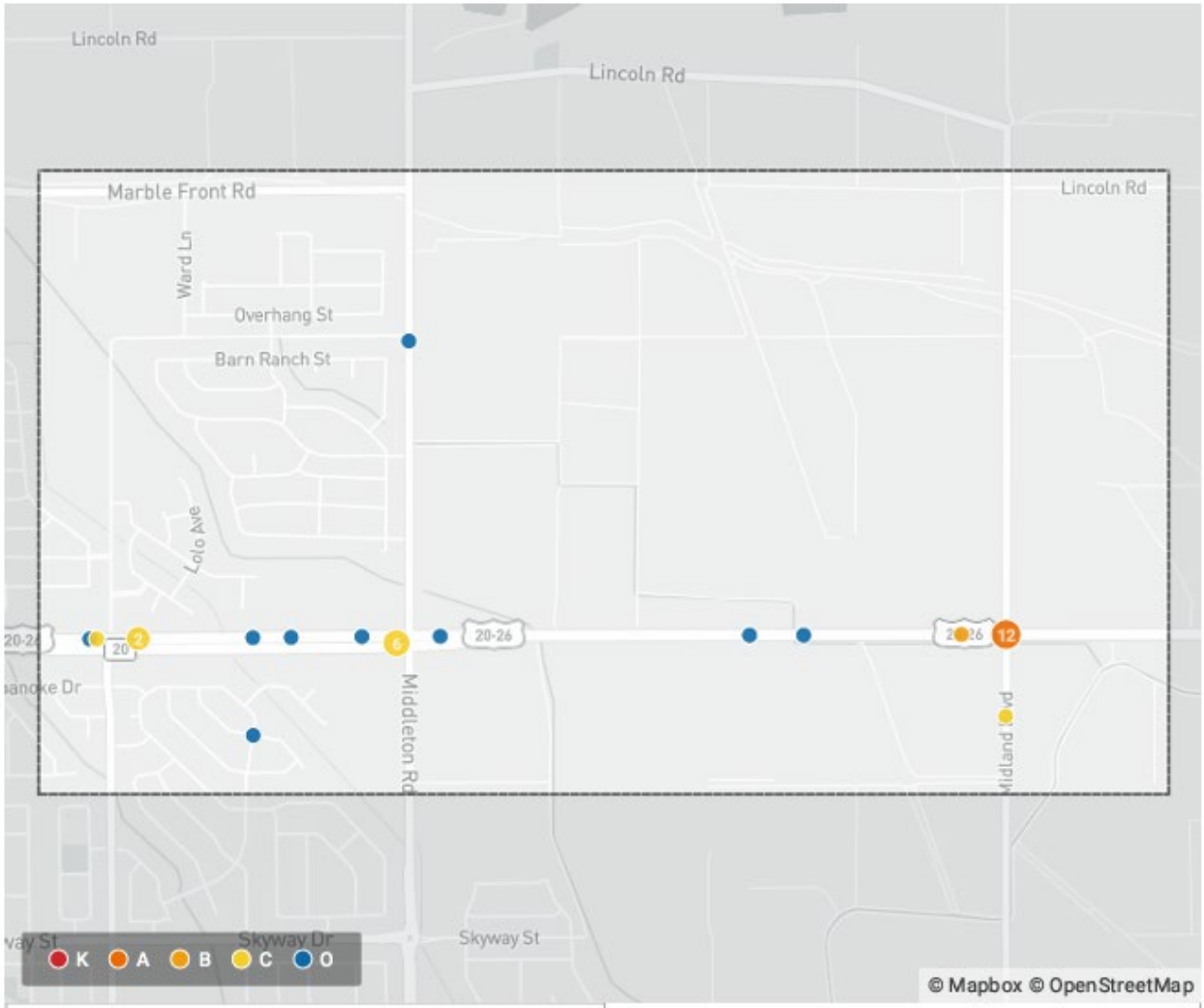
Top 20 Reactive Calls for Service in the Area

Nature	#	%
Follow Up	147	5.46%
Welfare Check	144	5.35%
AC Animal at Large	122	4.54%
Suspicious	111	4.13%
Abandoned Vehicle	98	3.64%
Attempt-Locate	95	3.53%
Citizen Assist	95	3.53%
PD Accident	86	3.20%
911 Cell Open Line	79	2.94%
Juvenile Problem	75	2.79%
Disturbance	73	2.71%
Noise Complaint	72	2.68%
Parking Problem	72	2.68%
911 Disconnected Cell	64	2.38%
Agency Assist	60	2.23%
AC Barking Dog	59	2.19%
AC Stray/Contained	58	2.16%
VIN Inspection	52	1.93%
Alarm-Residential	50	1.86%
Reckless Driver	49	1.82%

Will this development have other significant impacts on the ability to provide services?	☐ Yes ☒ No
Will this development necessitate additional police resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".*	☒ Yes ☐ No

Traffic Crash Data for Area:

Provide comments below for crash data in area surrounding development.

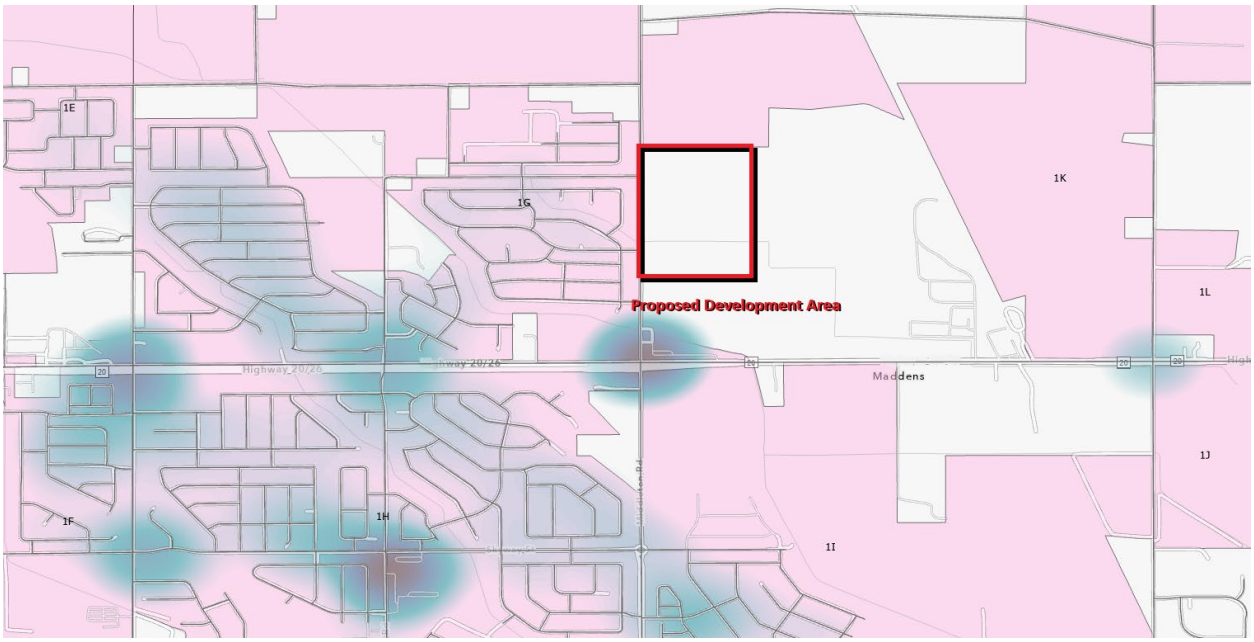


Total Crashes	32	Fatal Crashes	0

Year to date, there have been 32 crashes in this area. Highway 20/26 already sees a higher rate of traffic accidents due to high traffic flow especially during common transit times. Additional traffic crash statistics can be found in the attached traffic study.

Hot Spot Mapping (if applicable):

Please attach a map of hot spots and provide comments here to explain such attached mapping.



The darker shaded areas represent a higher reactive call for service volume/density. Year to date this area has seen relatively fewer reactive calls.

Adverse Impact Comments, Recommendations and Fiscal Impact:

Provide any comments below on the adverse impact this will or could have on the police department facilities, services or staffing, and any proposed recommendations for additional needs and fiscal impact.

Currently, Caldwell has a ratio of 1.21 officers to 1000 citizens, well below the national average (in 2019) of 2.4 officers to 1000 citizens. To accommodate the additional 1,955 citizens, would necessitate an increase of sworn officers by an additional 2.4 officers to maintain our current 1.21 officers to 1000 citizens ratio.

CRASH SUMMARY REPORT

McAllister Manors Crash Study

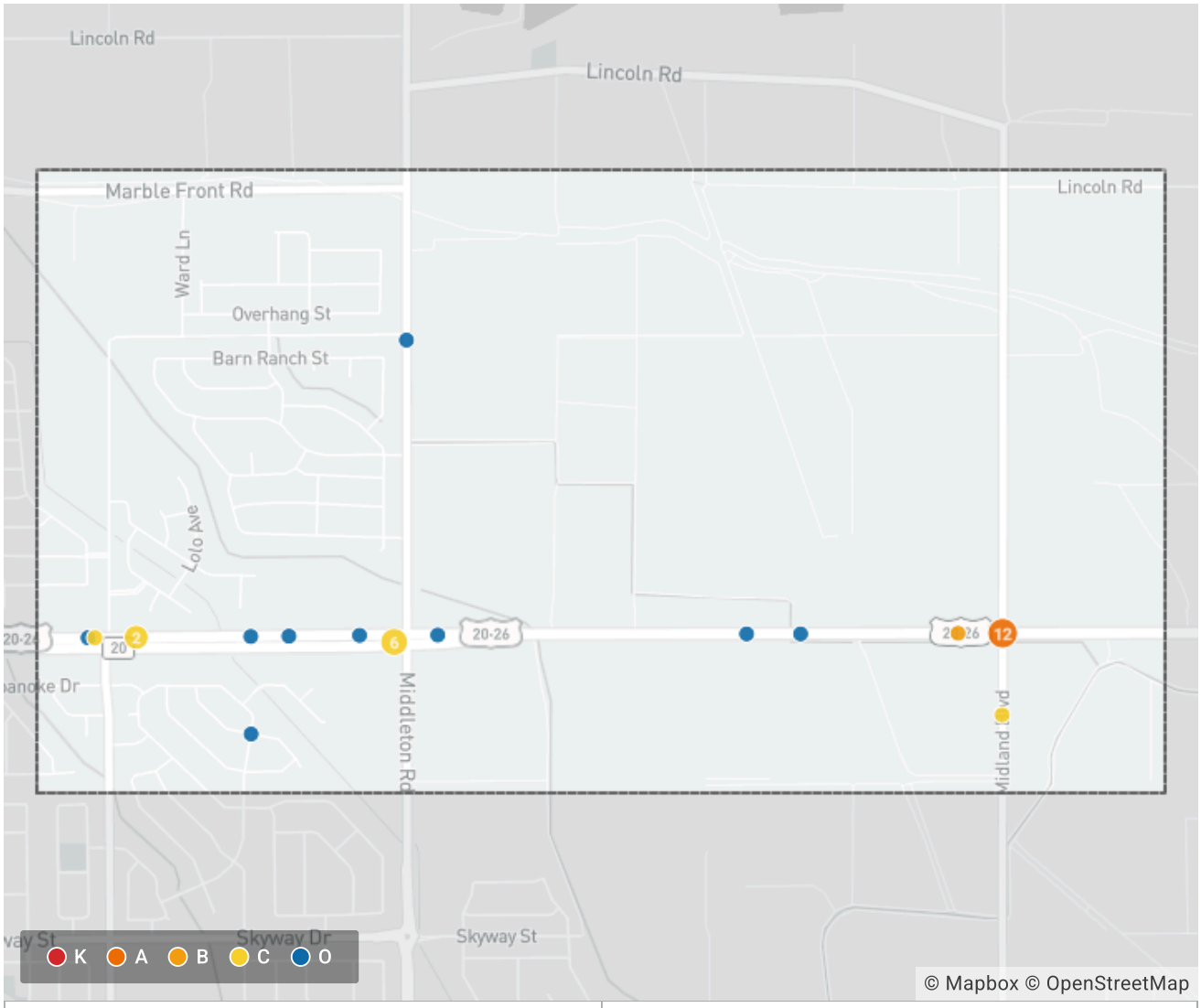
Created on July 15, 2026

Created by Marlon Leslie

Data extents: January 1, 2026 to July 15, 2026

Applied Filters

Shape: Polygon 1



Total Crashes	32	Fatal Crashes	0

ITD Crash Summary		Crash
Total Crashes	32	100.00%
Intersection Related	26	81.25%
Distracted Driver Related	8	25.00%

CMV Related	3	9.38%
Fixed Object	2	6.25%
Work Zone Related	1	3.13%
+ 7 more	0	0%

Date & Time (Year)		Crash
2026	32	100.00%
+ 18 more	0	0%

Crash Severity (# of Crashes)		Crash
(O) Property Damage Report	17	53.13%
(C) Possible Injury/Complaint	10	31.25%
(B) Suspected Minor/Visible Injury	4	12.50%
(A) Suspected Serious Injury	1	3.13%
(K) Fatal Injury	0	0.00%

Injury Name		Person
No Apparent Injury	76	73.08%
Possible Injury	22	21.15%
Suspected Minor Injury	5	4.81%
Suspected Serious Injury	1	0.96%
Fatal Injury	0	0.00%

Intersection Related		Crash
Yes	26	81.25%
No	6	18.75%

Date & Time (Day of Week)		Crash
Monday	5	15.63%
Tuesday	4	12.50%
Wednesday	9	28.13%
Thursday	5	15.63%
Friday	4	12.50%
Saturday	4	12.50%
Sunday	1	3.13%

County		Crash
Canyon	32	100.00%
+ 43 more	0	0%

Operator Action		Unit
Going Straight	38	54.29%
Stopped in Traffic	13	18.57%
Turning Left	6	8.57%
Slowing in Traffic	5	7.14%
Starting in Traffic	4	5.71%
Changing Lanes	1	1.43%
Turning Right	1	1.43%
U-Turn	1	1.43%
+ 48 more	0	0%

Unit Type		Unit
Car	27	38.57%
SUV/Crossover	21	30.00%
Pickup	16	22.86%
Van - 1 to 8 seats	3	4.29%
Tractor - 1 Trailer	1	1.43%
Tractor - 2 Trailers	1	1.43%
Truck - 2 Axle/6 Tires	1	1.43%
+ 23 more	0	0%

Urban / Rural		Crash
Urban	32	100.00%
Rural	0	0.00%

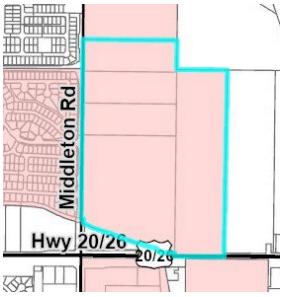
Contributing Circumstances (All)		Crash
None	31	96.88%
Following Too Close	10	31.25%
Inattention	8	25.00%
Failed to Yield	6	18.75%
Improper Turn	3	9.38%
Distracted IN or ON Vehicle	1	3.13%
Other	1	3.13%
Too Slow for Traffic	1	3.13%
+ 33 more	1	3.13%

Most Harmful Event		Crash
Rear-End	14	43.75%
Angle	7	21.88%

Angle Turning	2	6.25%
Side Swipe Opposite	2	6.25%
Side Swipe Same	2	6.25%
Concrete Traffic Barrier	1	3.13%
Culvert	1	3.13%
Ditch	1	3.13%
+ 56 more	5	15.65%

Communities in Motion (CIM) Development Review Checklist

Development Name:	McAllister Manor		
CIM Vision Category:	Future Neighborhood		
Consistent with CIM Vision?	YES		
New Households:	801	**New Jobs:**	±370



Safety
How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

Middleton Road

Pedestrian level of stress	✗
Bicycle level of stress	✗

Economic Vitality
To what extent does the project enable people, government, and businesses to prosper?

Economic Activity Center Access	✓
Impact on Existing Surrounding Farmland	✗
Net Fiscal Impact	✓

Convenience
What services are available within 0.5 miles (green) or 1 mile (yellow) of the project?

Nearest bus stop	✓
Nearest public school	✓
Nearest public park	✗

Quality of Life
Checked boxes indicate that additional information is attached.

Active Transportation	✓
Automobile Transportation	✓
Public Transportation	✓
Roadway Projects	✓

✓ **Improves performance** ✓ **Does not improve or reduce performance** ✗ **Reduces performance**

Comments:
An improved pathway along Middleton Road could improve the "Safety" checkmarks above to green "Improves performance". Consider using the *Regional Safety Action Plan Countermeasure Toolkit*" for safety solutions to crossing Middleton Road along proposed pathways.

Who we are: *The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization for Ada and Canyon Counties. This review evaluates whether land developments are consistent with Communities in Motion, the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document. Past checklists are available online. See the Development Review User Guide* for more information on the red, yellow, and green checklist thresholds.

Sent: 3/6/26

https://compassidaho.org/
info@compassidaho.org
COMPASS COMMUNITY PLANNING ASSOCIATION of Southwest Idaho

Complete Network Appendix

Checkmarks (✓) below indicate suggested changes to a site plan, based on the COMPASS Complete Network Policy (No. 2022-01). Both the Complete Network Policy and site-specific suggestions are intended to better align land use with identified transportation uses in the corridor. Please see the Complete Network map for primary and secondary uses for roadways (minor arterial and above) in Ada and Canyon Counties.

Corridor Name:	Middleton Road
Primary Use:	N/A
Secondary Use:	Freight

Land Uses to Support Bicycle and Pedestrian Transportation

✓ Provide sidewalks and pathways between horizontal mixed use areas to promote walking and biking between areas.

Bicycle and Pedestrian Infrastructure

✓ Provide sidewalks, crosswalks, and micropaths to connect destinations

✓ Provide an improved pathway along a canal as a transportation and recreational option

✓ Site pathways and sidewalks as directly as conditions allow or provide wayfinding signs

✓ Apply traffic calming measures to discourage speeding on local roads

✓ Provide sufficient and covered bike parking near destinations

✓ Reduce street lengths to discourage speeding on local roads

Access Management

✓ Space access points (driveways or cross streets) to increase the distance between potential conflict points

✓ Provide more access on lower functionally classified roads, such as collectors, and less on arterials, to facilitate efficient and safe through movement

✓ Provide cross or shared access to reduce the need for excessive access on major roads

More information is available in the *COMPASS Access Management Toolkit* and the *COMPASS Access Management Business Guide*.

Fiscal Impact Analysis

Below are the expected revenues and costs to local governments from this project. The purpose of this analysis is to help the public, stakeholders, and the decision-makers better manage growth.

Capital and operating expenditures are determined based on service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

Net Fiscal Impact by Agency

✗ City	✗ County
✓ Highway District	✓ School District

Breakeven point across all agencies: Does not break even

Disclaimer*: This tool only looks out 20 years and does not include replacement costs for infrastructure, public utilities, or unfunded transportation needs in the project area. More information about the COMPASS Fiscal Impact Tool is available at: https://compassidaho.org/fiscal-impact-tool/*

Short-Term Funded Capital Projects

US 20/26, Middleton Road to Star Road, Canyon County

Regionally Significant: ☑ ☑ **Inflated**

Key # : 24309

Requesting Agency: ITD

Project Year: 2026

Total Previous Allocations: $0

Total Programmed Budget: $112,517

Total Cost (Prev. + Prog.): $112,517

TIP Achievement:

System Performance

NHS-LOTTR

Safety

Project Description

Widen US 20/26 from Middleton Road near the City of Caldwell to Star Road near the City of Star. Improvements include two travel lanes in each direction and a center turn lane with two way left turns. Intersection improvements at the mile will include signalization.

Funding Source NHPP **Program** State Hwy - Safety & Capacity (Capacity) **Local Match** 7.34%

Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	5,100	63,200	68,300	63,287	5,013
Fund Totals:	0	0	0	0	5,100	63,200	68,300	63,287	5,013

Funding Source TECM **Program** State Hwy - Safety & Capacity (Capacity) **Local Match** 100.00%

Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2026	0	0	0	0	3,417	40,800	44,217	0	44,217
Fund Totals:	0	0	0	0	3,417	40,800	44,217	0	44,217

Middleton Road, Lincoln Road to Bass Lane, Canyon County

Regionally Significant: ☑ ☐ **Inflated**

Key # : NEW02

Requesting Agency: City of Middleton

Project Year: 2027

Total Previous Allocations: $0

Total Programmed Budget: $5,700

Total Cost (Prev. + Prog.): $5,700

TIP Achievement:

System Performance

Active Transportation

Safety

Project Description

Widen Middleton Road from the northern leg of Lincoln Road to Bass Lane in the Cities of Caldwell and Middleton. Work includes a 12-foot multi-use pathway along the western side of Middleton Road. A developer has already widened the western side of Middleton Road on the northern end of this segment from Bass Road to the western service road to the south. Future projects include intersection improvements at Quarry East Road (across from the Idaho Power service road) and a roundabout at the southern leg of Lincoln Road. The intersection improvements will not be reflected in this document. This project is developer funded through a Cooperative Agreement. Construction costs for all projects are expected to total approximately $5.7 million, plus design and right-of-way acquisition, which is currently unknown.

Funding Source Private Developer **Program** Hwy - Local Partnerships **Local Match** 100.00%

Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way	Utilities	Construction Engineering	Construction	Total	Federal Share	Local Share
2027	0	0	0	0	0	5,700	5,700	0	5,700
Fund Totals:	0	0	0	0	0	5,700	5,700	0	5,700

Source: *The* COMPASS Transportation Improvement Program (TIP)*. The TIP is a short-range (seven-year) budget of transportation projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant and is available at:*
https://compassidaho.org/transportation-improvement-program/

Katie Wright

From: Kendra Conder <Kendra.Conder@itd.idaho.gov>
Sent: Thursday, August 27, 2026 12:57 PM
To: Katie Wright
Subject: McAllister Manor - Updated Comments

Hi Katie,

ITD has reviewed and accepted the updated traffic impact study for McAllister Manor. Although proportionate share was discussed as an option, ITD cannot require this since the developer is not requesting any direct access to US 20/26.

Please let me know if there are any questions.

Thank you!

Kendra Conder | Senior Planner
Idaho Transportation Department | Development Services
Office: 208-334-8377
Cell: 208-972-3190

YOUR *Safety* • • • ▶ YOUR *Mobility* • • • ▶ YOUR *Economic Opportunity*

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Katie Wright

From: Doug Critchfield <critchfieldd@cityofnampa.us>
Sent: Thursday, February 19, 2026 8:51 AM
To: Katie Wright
Subject: FW: Request for agency comments - McAllister Manor

Katie – Nampa has no comments on this proposal. Thank you – Doug

Doug Critchfield (ASLA)
Principal Planner | Planning & Zoning Department
Office: (208) 468-5442 | Cell: (208) 606-5799
500 12th Ave S | Nampa, ID 83651
cityofnampa.us | Stay Connected
Citizen's Guide to Planning – Learn More About Planning!
cityofnampa.us/2050 – Help us plan Nampa's future

From: Morgan Bessaw <mbessaw@cityofcaldwell.org>
Sent: Wednesday, February 18, 2026 6:27 PM
To: Alan Perry <aperry@cityofcaldwell.org>; Angelica Gomez <agomez@cityofcaldwell.org>; Anita Means (Caldwell Transportation Co) <anita@ctcbus.com>; Bill Pastoor <wpastoor@republicservices.com>; Black Canyon Irrigation Dist. (bcid@blackcanyonirrigation.com) <bcid@blackcanyonirrigation.com>; Black Canyon Irrigation District <developmentreview@blackcanyonirrigation.com>; Boise Project Board of Control (tritthaler@boiseproject.org) <tritthaler@boiseproject.org>; Boise River Food Control Dist. #10 (projectmgr@boiseriver.org) <projectmgr@boiseriver.org>; 'brandon.flack@idfg.idaho.gov' <brandon.flack@idfg.idaho.gov>; Brian Courtright <bcourtright@republicservices.com>; Brown Bus Company (brent.carpenter@brownbuscompany.com) <brent.carpenter@brownbuscompany.com>; Bureau of Land Management (jsullivan@blm.org) <jsullivan@blm.org>; Bureau of Land Management 2 (jcartwright@blm.org) <jcartwright@blm.org>; Bureau of Reclamation <bor-sha-msforealty@usbr.gov>; Cache Olson <colson@cityofcaldwell.org>; Caldwell Lateral Irrigation (amandacild@qwestoffice.net) <amandacild@qwestoffice.net>; Caldwell School District #132 (Nfrench@caldwellschools.org) <Nfrench@caldwellschools.org>; Canyon County Development Services - Jennifer Almeida (jennifer.almeida@canyoncounty.id.gov) <jennifer.almeida@canyoncounty.id.gov>; Canyon County Plat Room - DeAnn France (deann.gerthung@canyoncounty.id.gov) <deann.gerthung@canyoncounty.id.gov>; Canyon Hill Irrigation District (office@idcpas.com) <office@idcpas.com>; Chris Hopper HD4 <chopper@hwydistrict4.org>; Christin Wendelsdorf <Christine.Wendelsdorf@canyoncounty.id.gov>; College of Idaho (rerne@collegeofidaho.edu) <rerne@collegeofidaho.edu>; Corps of Engineers (greg.j.martinez@usace.army.mil) <greg.j.martinez@usace.army.mil>; Damon Rice <drice@cityofcaldwell.org>; Dave Marston <dmarston@cityofcaldwell.org>; Deer Flats <deerflat@fws.gov>; Department of Lands (IDL_jurisdictional@idl.idaho.gov) <IDL_jurisdictional@idl.idaho.gov>; Doug Critchfield <critchfieldd@cityofnampa.us>; Erika Olvera (eolvera@nmid.org) <eolvera@nmid.org>; Genna Ashlet - Boise Project Board of Control <gashley@boiseproject.org>; 'gis@compassidaho.org' <gis@compassidaho.org>; Golden Gate Irrigation Districts - Ripley Doorn (lbuckner@rdcpa.com) <lbuckner@rdcpa.com>; HD4 - Lenny Ricco <lriccio@hwydistrict4.org>; Idaho Dept of Water Recources <file@idwr.idaho.gov>; Idaho Power (easements@idahopower.com) <easements@idahopower.com>; Idaho Transportation Department (d3development.services@itd.idaho.gov) <d3development.services@itd.idaho.gov>; Jene Price <jprice@cityofcaldwell.org>; Kayla Valle <kvalle@cityofcaldwell.org>; Kirk (kirk@pioneerirrigation.com) <kirk@pioneerirrigation.com>; Konrad McDannel <KMcDanner@republicservices.com>; Laura Wilder (wilders04@msn.com) <wilders04@msn.com>; Lorina Herb <lherb@cityofcaldwell.org>; Lynn Troxel - Notus Parma HD <lynntroxel@nphd.net>; Michael Comeskey (nmid@nmid.org) <nmid@nmid.org>; Monica Taylor, Intermountain Gas <monica.taylor@intgas.com>; Nampa Highway District #1 (eddy@nampahighway1.com) <eddy@nampahighway1.com>;

Vallivue School District #139

Lisa Boyd, Superintendent

5207 S. Montana Avenue
Caldwell, ID 83607
Phone (208) 454-0445
Fax (208) 454-0293

February 19, 2026

Re: McAllister Manor Subdivision (ANN25-000015, SPP25-000017, SUP25-000019)

Dear Caldwell Planning and Zoning Commission and City Council,

If approved, students residing in McAllister Manor would attend Warhawk Elementary School, Summitvue Middle School, and Ridgevue High School.

The proposed McAllister Manor development would add 301 single-family detached lots, 52 single-family attached lots, eighty-eight (88) 4-plex units, and 360 multi-family units to an already extensive list of projects at various stages of approval and construction impacting the above schools:

- Aviary Heights: 305 single-family detached units
- Brentwood Village: 24 single-family lots
- Cambridge Estates (Canyon County): 29 residential lots
- Cherry Grove: 271 single-family detached units
- Conner Crossing: 3 single-family lots, 18 townhomes/duplexes
- East Canyon: 1,153 single-family homes, 593 multifamily units
- Franklin Village North No. 3: 54 single-family detached units
- Haltom Heritage: 286 single-family homes
- Highline Estates: 355 residential units
- Lekeitio Village No. 5: 36 single-family detached units
- Midland Meadows: 242 single-family detached units
- Murphy: 1,492 multifamily units
- Northland: 226 single-family homes
- East Ridgevue Estate No. 3: 54 single-family detached units
- Spring Shores Commons: 63 townhouse units and 5 single family residential units
- Ridgevue North: 235 single-family detached/attached units
- Trestle Creek: 235 single-family homes
- Vassar Heights: 156 residential lots
- Prescott Creek: 1,140 housing units

We hope the City of Caldwell will consider the cumulative impact of its decision, particularly in combination with development decisions made by the City of Nampa. Our greatest concerns are Ridgevue High School, which is rapidly approaching capacity, and Warhawk Elementary School, which is projected to exceed capacity as the proposed housing units are constructed.

Sincerely,

Joseph Palmer
Assistant Superintendent

PH- EXHIBITS

Public Hearing Late Exhibits

This includes materials and documents submitted during the hearing as late exhibits

COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division

COVER SHEET

Staff Planner: Garline Davis, Assistant Planner

DOCKET NUMBER/CASE NUMBER	PROJECT NAME / TITLE
ANN26-000008; SPP26-000009	North Celeste Subdivision
PUBLIC HEARING DATE	**PROPERTY /LOCATION**
9/9/2026	12479 Moss St and 12411 Moss St

BRIEF SUMMARY OF APPLICATION REQUESTS:

☒ Annexation and Zoning ☐ Rezone ☐ Comp Plan Amendment ☐ Zoning Ordinance Text Amendment
☐ Special Use Permit ☒ Preliminary Plat ☐ Planned Unit Development ☐Development Agreement Mod

IMPACT ANALYSIS SUMMARY

NOTE: This cover sheet summarizes potential development impacts that may result in the approval of the proposed development at full build-out. **This summary does not constitute a complete assessment**. The official staff report and department memorandums should be reviewed for a complete and comprehensive analysis of the project and findings for the project.

LAND USE SUMMARY			ESTIMATED POPULATION INCREASE	
# Proposed Single Family Units:	104		Population = (DU * 3):	312
# Proposed Duplex & Multifamily Units:	n/a		Population = (DU * 2):	
Proposed Commercial Acreage:	n/a		**TOTAL estimated population increase** (based on census data)**:**	312
# PROPOSED PHASES FOR DEVELOPMENT			**ESTIMATED DEVELOPMENT TIMELINE**	
Total # of Phases in Development:	2		Approximate timeline for full build-out of development (all phases):	2030

FIRE SERVICES*	
FIRE DEPARTMENT REVIEW STATUS:	The proposed application(s) have been reviewed by the Fire Department and ☒ Approved, subject to the conditions within the fire department memorandum ☐ Denied
*** See the Fire Department staff report included in the Exhibits of this Staff Report for full analysis, findings, and recommended conditions.**	
Fire department t travel response time Goals:	90% within 4 min.
Closest Fire Station (in miles):	4 miles
Est. Response Time to Site:	9 minutes
Will this development have other significant impacts on the ability to provide services at full build-out of development:	☐ Yes ☒ No
Will this development necessitate additional fire resources and/or	☐ Yes ☒ No

equipment beyond current levels at full build-out of development:	
Will the development pay development impact fees?	☒ Yes ☐ No
Additional Fire Comments:	Nampa Fire station 4 2112 W Flamingo Ave is closer to the project currently – 2.7 miles at a 6 minute response time. Caldwell fire station 14 is in design at this time. It will be closest when constructed and staffed.

POLICE SERVICES

POLICE DEPARTMENT REVIEW STATUS:	The proposed application(s) have been reviewed by the Police Department and ☒ Yes ☐ No
*** See the Police Department data included in the Exhibits of this Staff Report for full analysis and findings.**	
Calls for Service in Area (YTD):	Adjacent reporting districts have an average of 2,362 calls for service each, year to date (Jan 1st – July 1st). The nearby RDs (2E, 2H, 2M, 2N) have a combined total of 45128 reactive CFS from January 1st to July 1st, 2026.
Call Types within Area:	

Top 20 Reactive Calls for Service in the Area

Nature	#	%
Follow Up	344	6.36%
Welfare Check	296	5.47%
Suspicious	236	4.36%
Citizen Assist	192	3.55%
PD Accident	192	3.55%
Attempt-Locate	179	3.31%
Disturbance	170	3.14%
Noise Complaint	167	3.09%
911 Cell OpnLn	157	2.90%
AC Animal at Lg	154	2.85%
911 Disc Cell	124	2.29%
Abandoned Veh	117	2.16%
Agency Assist	113	2.09%
Alarm-Comm	105	1.94%
Juvenile Prob	93	1.72%
Parking Problem	92	1.70%
Traffic Hazard	81	1.50%
Theft	80	1.48%
AC Stray/Contnd	79	1.46%
VIN Inspection	79	1.46%

Workload Saturation (%):	Reporting districts 2E, 2H, 2M, 2N account for (year to date) reactive CFS compared to a total of 45,128 total YTD. These RD's account for 20.94% of all reactive CFS YTD.
Traffic Crash Data:	**See Exhibits**
Will this development have other significant impacts on the ability to	☐ Yes ☒ No

provide services at full build-out of development:	
Will this development necessitate additional police resources and/or equipment beyond current levels at full build-out of development:	☒ Yes ☐ No Explain:
Additional Police Comments:	Currently, Caldwell has a ratio of 1.21 officers to 1000 citizens, well below the national average (in 2019) of 2.4 officers to 1000 citizens. To accommodate the additional 312 citizens, would necessitate an increase of sworn officers by an additional 0.37 officers to maintain our current 1.21 officers to 1000 citizens ratio.
PUBLIC SCHOOLS	
School District	Vallivue
Capacity to Serve *(Based on Response from District)*	☐Yes ☐No ☒ School was not specific in their response ☐No response received from District
Schools that will Serve Development Vallivue Map Caldwell Nampa	Vallivue High School Lakevue Elementary Summitvue Middle School

UTILITIES AND INFRASTRUCTURE	
Adequate public utilities and services, including water, wastewater, stormwater, and other necessary infrastructure, are available or can be reasonably extended to serve the proposed development. Utilities shall have sufficient capacity to accommodate the proposed development at building permit issuance. Where necessary, the applicant shall construct or extend required facilities in accordance with City standards as a condition of approval.	☒To be determined following submittal and review of the domestic water study ☐No
Traffic Impact Study Completed?	☒Yes, but revisions are required. ☐No ☐Not Required
Are Traffic Improvements Required for Development?	☒ To be determined following submittal and review of the revised TIS ☐No

Are All Traffic Improvements Listed as Conditions of Approval?	☐Yes ☐No

REQUIRED INFRASTRUCTURE IMPROVEMENTS

☒ Curb and Gutter ☒ Sidewalk ☒ Street Widening ☐ Construction of Roundabout ☐ Traffic Signals ☐ Turn Lanes

☐ Well ☐ Lift Station ☒ Utility Main Line Extensions ☐ Public Pathways ☐ Crosswalks ☐ School Crossing Beacons

☐ Transit Stop ☐ School Bus Stop ☐ Public Pathways ☐ Landscaping / Open Space ☐ Land Use Buffering / Screening

☐ Other:

DEVELOPMENT AGREEMENT

Does the subject parcel(s) have an existing Development Agreement in place?	☐Yes ☒No
If not, is staff recommending the development be subject to a Development Agreement?	☐Yes ☒No

OTHER SUBSTANTIAL ADVERSE AND DEMONSTRABLE IMPACTS

City of Caldwell
COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division

STAFF REPORT

Staff Planner: Garline Davis, Assistant Planner

DOCKET NUMBER/CASE NUMBER	PROJECT NAME / TITLE
ANN26-000008; SPP26-000009	North Celeste Subdivision
PUBLIC HEARING DATE	**PROPERTY /LOCATION**
9/9/2026	12479 Moss St and 12411 Moss St

BRIEF SUMMARY OF APPLICATION REQUESTS:

☒Annexation w/Initial Zoning ☐Comp Plan Map Amendment ☐Comp Plan Text Amendment
☐Development Agreement ☐Development Agreement Modification ☐Planned Unit Development
☐Special Use Permit ☒Subdivision Preliminary Plan ☐Subdivision Short Plat ☐Variance ☐Vacation
☐Zoning Ordinance Map Amendment (Rezone) ☐Zoning Ordinance Text Amendment

RECOMMENDATION TO CITY COUNCIL

Recommended for Choose an item. to be forwarded to City Council for consideration.

This will be filled out after the public hearing action

I. APPLICATION INTRODUCTION

File Number (s):	ANN26-000008; SPP26-000009
Application Type(s):	Annexation with Initial Zoning; Subdivision Preliminary Plat
Project Name:	North Celeste Subdivision
Applicant:	Wendy Shrief – KB Home
Property Owner:	Paula Carter (R3276401100); Eldridge Marlow and Audrey Living Trust (R32764012A0)
Project Site Address:	12479 Moss St. Nampa, ID 83651 and 12411 Moss St. Nampa, ID 83651
Project Site Parcel(s):	R32764012A0 & R3276401100
Project Site Acres:	19.53 ac
Current Zoning:	Canyon County Agricultural
Comprehensive Plan Designation:	Neighborhood 2

II. HEARING BODY REVIEW AND APPROVAL CRITERIA

The requirements for application submission, review, public hearing processes, and approval criteria are in accordance with the following statutes, codes, regulations, standards and policies.

Land Use Action	Applicable Regulations
Annexations w/ Initial Zoning (Legislative)	Idaho Code §50-222 and §67-6525 Caldwell Municipal Code 10-03-01
Subdivision Preliminary Plat (Quasi-judicial)	Idaho Code §67-6513 and Caldwell Municipal Code 11-02-03
Zoning Ordinance Map Amendments (Quasi-judicial)	Idaho Code §67-6511 and Caldwell Municipal Code 10-03-02 (7)

III. SITE BACKGROUND AND HISTORY

The subject site is zoned Agricultural and located within Canyon County jurisdiction. A review of City records found two prior entitlement applications associated with the property.

In November 2022, City Council denied the annexation and preliminary plat applications for Banner Ridge Subdivision (ANN22-000013/SUB22-000024).

In 2025, the annexation and preliminary plat applications for High Pine Subdivision (ANN24-000016/SPP24-000007) were withdrawn by the applicant after the Planning and Zoning Commission recommended denial to City Council.

IV. SITE FEATURES AND CHARACTERISTICS

The city utilizes their GIS, FEMA, the applicants' provided information, and NEPAssist for site analysis.

Floodplain:	The property is not within a floodplain.
Mature Trees:	Several mature trees exist on the property. The development will require removing the trees, some of which will be mitigated.
Streams & Creeks:	The property has no existing streams or creeks.
Wildlife Habitat:	N/A
Riparian Habitat:	N/A
Steep Slopes & Hillsides:	N/A
Canals, Ditches & Drains:	N/A
Other Site Features:	None
Outparcels; describe:	There are three (3) outparcels directly west of the subject site.

V. PUBLIC SERVICES

The following political subdivisions, including school districts, provide services to the subject site.

Fire Service Provider:	Caldwell Fire
Police Service Provider:	Caldwell Police
School District:	Vallivue School District
Water Provider:	City of Caldwell (Municipal Water)
Sewer Provider:	City of Caldwell (Municipal Sewer)
Trash Provider:	Republic Services
Irrigation Service:	City of Caldwell (Pressurized Irrigation)
Irrigation District:	Pioneer Irrigation District
Other Providers:	N/A

VI. SITE AND SURROUNDING LAND USE INFORMATION

Land Uses:	*Site:*	Residential (County)
	North of Site:	Residential (County); Residential Subdivision (City of Caldwell)
	South of Site:	Residential (County) and Agricultural; Mixed-Use Subdivision
	East of Site:	Residential (County); Vacant Agricultural land
	West of Site:	Residential Subdivisions (City of Caldwell), City Residential parcels.
Zoning Classifications:	*Site:*	Agricultural (County)
	North of Site:	Agricultural (County); R-1 (Neighborhood Residential)
	South of Site:	Agricultural (County); H-C (Regional Commercial); R-2 (Community Residential)
	East of Site:	Agricultural (County); Rural Residential
	West of Site:	R-1 (Neighborhood Residential); R-3 (Urban Residential)
Comprehensive Plan Land Use Designations:	*Site:*	Neighborhood 2 (City)
	North of Site:	Neighborhood 2 (City), Neighborhood 3 (City)
	South of Site:	Community Center
	East of Site:	Neighborhood 2 (City)
	West of Site:	Neighborhood 2 (City)

VII. ANNEXATION STAFF REVIEW AND ANALYSIS (LEGISLATIVE)

The following section provides the staff analysis pertaining to the Annexation Application. The requirements for annexations are set forth in Idaho Code §50-222 and Caldwell Municipal Code 10-03-01.

The requirements for application submission and processing of an annexation application are specified in **BOLD,** with staff comments following.

The subject site is located within the City of Caldwell's adopted Area of Impact and within the planning boundaries of the City's adopted Comprehensive Plan. The annexation request is an owner requested and consented annexation.

ELIGIBILITY CRITERIA #1: Is the proposed subject parcel(s) contiguous to city limits?

The City of Caldwell zoning map **(shown in Exhibit S-2)** indicates a path of annexation where the parcel(s) provide a touch to city limits.

PROCEEDINGS CRITERIA #1: Was a neighborhood meeting conducted in accordance with 10-03-12 of Caldwell Municipal Code?

A neighborhood meeting was held on March 26, 2026, in accordance with Caldwell Municipal Code, prior to application submittal on May 5, 2026.

Conclusion Summary:

The subject property is contiguous to the existing corporate limits of the City of Caldwell and is eligible for annexation pursuant to the provisions of Idaho Code § 50-222 and the Caldwell City Code. The annexation application was submitted by the property owner and therefore constitutes an Owner-Consented Annexation as defined by applicable state and local regulations. Pursuant to Idaho Code § 50-222 and the Caldwell City Code, approval of an Owner-Consented Annexation is a legislative action within the discretion of the City Council. As such, the Council may approve, approve with conditions, or deny the request, and the decision is not subject to judicial review.

VIII. INITIAL ZONING ASSOCIATED WITH ANNEXATION STAFF REVIEW AND ANALYSIS (QUASI-JUDICIAL)

The following section provides the staff analysis pertaining to the initial zoning associated with an annexation application.

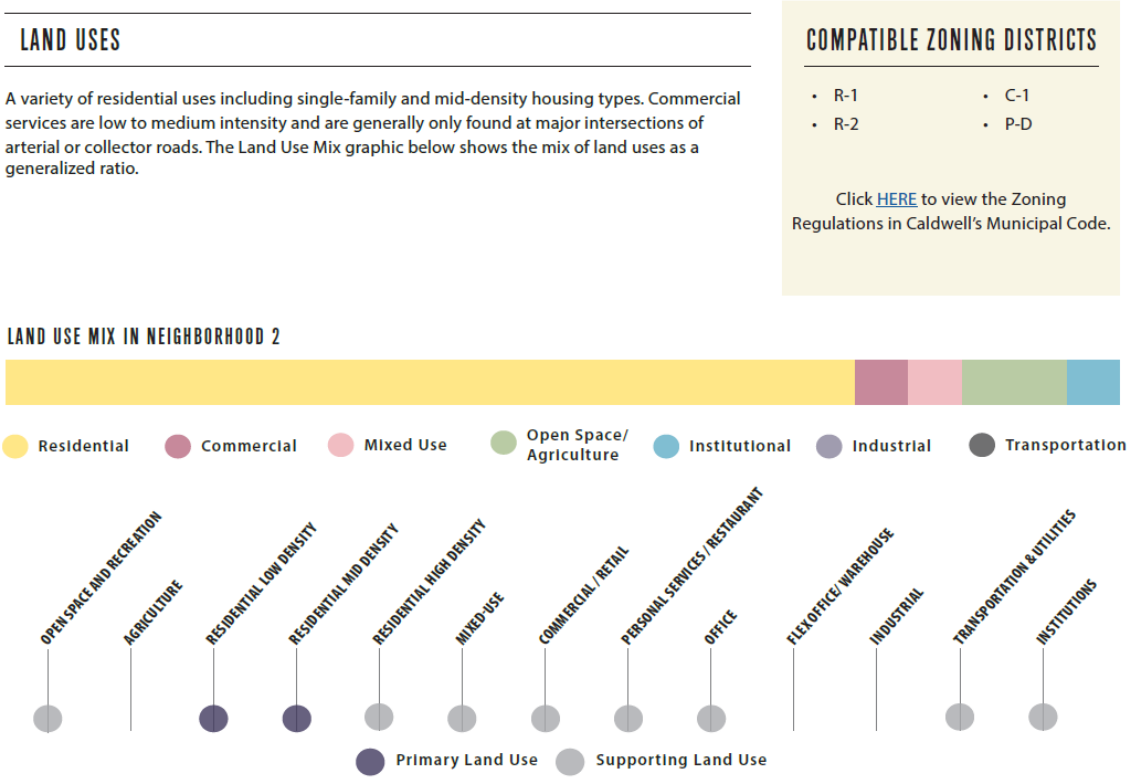
The zoning map amendment review criteria set forth in the Caldwell Municipal Code 10-03-02 are also used to review the appropriateness of the initial zoning and are cited below in BOLD, with staff comments following. For initial zoning associated with an annexation, ALL applicable criteria must be met. These review criteria provide the framework for decision-making for the Commission, Hearing Examiner, and City Council.

PROCEEDINGS CRITERIA #1: Was a neighborhood meeting conducted in accordance with 10-03-12 of Caldwell Municipal Code?

A neighborhood meeting was held on March 26, 2026, in accordance with Caldwell Municipal Code, prior to application submittal on May 5, 2026.

CRITERION #1: Is the proposed zone consistent with the comprehensive plan's land use map, and the plan's established goals, objectives, and policies?

The comprehensive plan future land use map classifies the subject property within the Neighborhood 2 land use designation place type **(shown on Exhibit S-3).** The Neighborhood 2 place type has multiple compatible zoning designations of R-1, R-2, C-1 or P-D, therefore, the requested zone of R-2 is an allowed compatible zone.



Land uses within the Neighborhood 2 place type are described as "a variety of residential uses including single-family and mid-density housing types, with residential low density and residential mid density the primary land uses. Low density residential is defined as single-family residential (including ADUs) or duplexes, and mid-density residential is defined as small-lot single-family homes (including ADUs), duplexes, triplexes or fourplexes, townhomes, or small scale multifamily (5- 6 units). All of these uses are permitted uses within the R-2 zoning district within the Caldwell Municipal Code. Commercial services are low to medium intensity and are generally only found at major intersections of arterial and major collector roads but should be highly accessible to surrounding residential areas.

As noted, the R-1 and R-2 zones within the Neighborhood 2 place type are both residential zones and are the primary residential zones within Caldwell. Both zones have similar neighborhood protections and development standards. The key differences are that the R-2 zone allows for the same land use as within the R-1 zone but has provisions to allow for smaller lots sizes and a greater variety of missing middle housing types (i.e., cottage

housing, patio homes, triplexes, fourplexes, row housing/townhomes). Both zones have a maximum density allowance of 8 du/ac, but the R-2 zone allows for density bonus increase up to 12 du/ac.

Consistent with the comprehensive plan does not mean a project must satisfy every single goal, policy, or statement in the plan. Comprehensive plans often contain dozens or hundreds of policies, some of which may even pull in different directions.

Instead, the proposal is reviewed for its general compatibility with the plan, its reasonable alignment with the plan's intent, broader vision and purpose, and its overall consistency with the plan when viewed as a whole.

Comprehensive Plan Goals, Objectives and Policies
The comprehensive plan has an overarching vision, followed by five (5) vision themes through the plan. Each vision theme has its own set of goals and policies. The overarching vision of the Comprehensive Plan is to honor Caldwell's heritage while embracing its future through thoughtful growth, mixture of housing, accessible community connections, and distinct spaces. The following Comprehensive Plan Goals and Policies (listed by chapter, goal and/or policy number) that may be relevant to this zone change request are shown below, followed by staff comments.

<u>Comprehensive Plan Vision Theme: Quality Neighborhoods to Call Home:</u>

Goal 1: Policy 1.1: Allow a mix of housing types and densities within all neighborhoods, such as duplexes, townhouses, cottage communities, and other types as appropriate.
A zoning designation of R-2 allows for a broader mix of housing types than what is allowed within an R-1 zone.

Goal 2: Policy 2.1: Discourage monotonous housing developments, both in architectural style and in housing type.
A zoning designation of R-2 allows for a broader mix of housing types and lot sizes than what is allowed within an R-1 zone. This mix of architectural styles and housing types will assist in discouraging the same look and feel of housing throughout.

Staff has determined that the proposed R-2 zoning designation is consistent with the Neighborhood 2 land use designation identified in the Comprehensive Plan. The R-2 district is an allowed zoning classification within the Neighborhood 2 designation and provides for residential development at densities and intensities contemplated by the Comprehensive Plan. Furthermore, the proposed zoning is consistent with the overall vision, goals, and policies of the Comprehensive Plan by promoting orderly residential growth and encouraging a mix of housing types.

CRITERION #2: Is the proposed map amendment consistent with the purpose statement of the proposed zoning district.

Properties in the immediate vicinity of the subject site are primarily developed with single-family residences on lots of varying sizes. The proposed subdivision would also consist of single-family residential lots, with homes ranging from approximately 1,382 to 2,755 square feet and from one to two stories in height.

The R-2 district is intended to accommodate a range of residential lot sizes and housing types, including single-family residential development. The proposed subdivision is consistent with this purpose and provides residential development compatible with the surrounding area.

Based on the proposed development and the purpose of the R-2 district, Staff finds that the proposed zoning map amendment is consistent with the purpose statement of the zoning district.

CRITERION #3: Is the intensity of development in the new zoning district expected to create significant adverse impacts to surrounding properties or the neighborhood, or are there proposed efforts to mitigate or minimize such adverse impacts?

The surrounding area includes a mix of residential and agricultural uses. Properties within the City near the site are zoned R-1 and R-3, while the subject property and much of the surrounding area are designated Neighborhood 2 on the Future Land Use Map.

The proposed R-2 zoning provides a level of residential intensity consistent with the existing residential development pattern and the Neighborhood 2 designation. Future development of the property will also be subject to the applicable development standards in the City Code.

Staff finds that the intensity of development allowed under the proposed R-2 zoning is not expected to create significant adverse impacts on surrounding properties or the neighborhood.

CRITERION #4: Does the information provided from the agencies having jurisdiction over the public facilities needed for this site indicate that adequate public facilities exist, or are expected to be provided, to serve all uses allowed on this property under the proposed zone.

The Caldwell Fire Department identified an estimated response time that exceeds the Department's travel-time benchmark. The Caldwell Police Department estimated that approximately 0.37 additional sworn officers would be needed to maintain the City's current officer-to-population ratio. The Vallivue School District identified existing capacity concerns associated with continued residential growth in the area.

The Engineering Department has requested a water availability study to verify adequate water service and system capacity. The study is required prior to the City Council hearing and has not yet been reviewed by Engineering.

IX. PRELIMINARY PLAT STAFF REVIEW AND ANALYSIS (QUASI-JUDICIAL)

The preliminary plat review criteria set forth within the Caldwell Municipal Code 11-02-03 are cited below in **BOLD,** with staff review and analysis following in bold italics. For preliminary plats, ALL of the criteria must be met. These review criteria provide the framework for decision-making for the Commission, Hearing Examiner, and City Council.

PROCEEDINGS CRITERIA #1: Was a neighborhood meeting conducted in accordance with 10-03-12 of Caldwell Municipal Code?

A neighborhood meeting was conducted in accordance with Caldwell Municipal Code prior to submission of the application.

The following section provides the staff analysis pertaining to the preliminary plat application and development plan.

LAND USE ANALYSIS:

The Caldwell City Code 10-05-03 establishes the permitted and specially permitted uses within Caldwell's residential zoning districts.

The parcels are currently located within the City of Caldwell unincorporated area, but within the city's area of impact. The development proposed a zoning designation of R-2 (Community Residential).

Single-Family Detached is the proposed land use and a permitted use within the R-2 zone.

Land Use Analysis			
Phased Development?	☒Yes ☐No	**How Many Phases?**	2
Development Timeline?	The development plan proposes approximately two (2) years to full build-out.		
Residential Land Uses	**# of Lots**	**# of Buildings**	**# of Dwelling Units**
Dwelling - Single-Family (detached)	104	Same as # of DU	104
Common Lots	15	N/A	N/A
TOTAL	**119**	**Same as # of DU**	**104**

Staff Initial Comments (Land Use):

Staff has reviewed the Preliminary Plat and Development Plan and has determined that the proposed development complies with the permitted land use schedule established by the Caldwell City Code and is consistent with the purpose and intent of the applicable zoning district.

BULK REQUIREMENTS AND DIMENSIONAL STANDARDS ANALYSIS:

The Caldwell City Code 10-05-04 provides bulk zoning standards for regulating the size, height, and setback requirements for buildings and structures within a particular zoning district, and standards for lot dimensions and spatial arrangements. The following are the required bulk requirements and dimensional standards for the applicable zoning district R-2, in accordance with Caldwell City Code, and the dimensions proposed by the subject development.

Bulk and Dimensional Standards			
	Required	**Proposed**	**In Compliance**
Min. Interior Lot Area	4,000 sq. ft.	4,541 sq. ft.	☒Yes ☐ No
Min. Corner Lot Area	5,000 sq. ft.	N/A	☒Yes ☐ No
Min. Lot Width / Frontage	30'	40'	☒Yes ☐ No
Min. Front Yard Setback, Garage	22'	N/A	Must Comply
Min. Front Yard Setback, Living Area	15'	N/A	Must Comply
Min. Interior Side Yard Setback	5'	N/A	Must Comply
Min. Street Side Yard Setback	15'	N/A	Must Comply
Min. Rear Yard Setback	15'	N/A	Must Comply
Min. Alley (Garage/Parking) Setbacks	5'	N/A	N/A
Maximum Building Height*	40'	N/A	Must Comply
* Regardless of the zoning district, if a new mixed-use, multi-family, or non-residential structure is being built immediately adjacent to a single-family residence, the maximum height of the new structure shall be 30' unless			

allowed to exceed such maximum height by special use permit approval. For the purposes of this requirement, immediately adjacent to shall mean within one hundred fifty (150) feet, as measured from structure to structure.

Staff Initial Comments (Bulk Requirements and Dimensional Standards):
Staff has reviewed the Preliminary Plat and Development Plan and has determined that the proposed development complies with all applicable development standards of the zoning district, including minimum lot size requirements, required setbacks, and scale and massing standards as established by the Caldwell City Code.

DENSITY ALLOWANCES ANALYSIS:

Caldwell City Code 10-05-05 has provisions addressing the minimum and maximum density allowances, along with any permitted density bonuses, relative to the comprehensive plan land use designation and zoning district.

Density Allowances						
Land Use Designation	**Zoning District**	**Min. Density Required**	**Maximum Density Allowed**	**Density Bonus (is qualifies)**	**Proposed Density**	**In Compliance**
Neighborhood 2	R-2	2 du/ac	8 du/ac	N/A	5.33 du/ac	☒Yes ☐ No

Staff Initial Comments (Density Allowances):
Staff has determined that the preliminary plat and development plan is in compliance with the density allowances.

OFF STREET PARKING

Caldwell City Code 10-02-05 has provisions addressing the minimum and maximum number of off-street parking spaces accessory to designated uses, shared parking lots, off-street loading, parking lot lighting, and bicycle parking. The following provides an overview of the parking, loading and pedestrian amenity requirements for the proposed land uses, and the amount proposed by the subject development.

RESIDENTIAL Off Street Parking		
	Min. Required	**Proposed**
Dwelling – Single Family / Townhouse / Two Family 2.0 per dwelling unit	208	208
TOTAL VEHICLE PARKING:	**208**	**208**

Staff Initial Comments (Off Street Parking):

Based on staff review and the analysis for Off-Street Parking, the project is proposing off-street parking as required by Caldwell City Code Section 10-02-05. All parking spaces meet the minimum stall width, parking stall length and aisle width as indicated in Section 10-02-05 (3), Table 1 of Caldwell City Code.

All vehicle use areas on the site will be surfaced with asphalt, with at least a nine inch (9”) compacted aggregate base and a minimum thickness of 2” of surface coverage. Any areas of parking designated as a “high traffic lanes”, which is intended to serve garbage trucks, school buses, mail delivery trucks, will have at least a ten inch (10") compacted base and a minimum thickness of three inches (3") of surface coverage. Any vehicle use area utilized

for emergency access shall be engineered and constructed to be capable of supporting a minimum vehicle load of eighty thousand (80,000) pounds.

All off-street parking areas are proposed to have lighting in compliance with Article 4, Section 10-04-10 of Caldwell City Code.

SAFE ROUTES TO SCHOOL

As required by Caldwell City Code Section10-02-02 (3), residential and multi-family subdivisions and/or developments within the "walk zone" of a school or where no walk zone map exists (within a 1 ½ mile radius of a school) shall provide safe and well-designed routes and crossings for children to bike or walk from their home to school.

The project is a residential subdivision within a 1 ½ mile radius of a school and therefore must comply with the Safe Routes to School standards as follows:

The site plan indicates level, ADA-accessible sidewalks with a minimum cross slope where sidewalks cross the subject site's frontage.

Per correspondence from the Vallivue School District Assistant Superintendent, students residing within the proposed Gideon Landing Subdivision would attend Lakevue Elementary, Summitvue Middle School, and Vallivue High School. Lakevue Elementary and Central Canyon Elementary are both located within a 1 ½ mile radius of the project site.

The proposed development will be required to construct ADA-compliant frontage improvements, including curb, gutter, and sidewalk, along the project frontage. Additional pedestrian improvements, including the location and type of school crossings and any required Rectangular Rapid Flashing Beacon (RRFB) crossings, will be determined during the Construction Drawings review in coordination with the Vallivue School District. Any crossings proposed along classified roadways shall also be subject to Traffic Commission approval, as required by the engineering staff report.

Staff Initial Comments (Safe Routes to School):

Based on staff review and the analysis of the site layout and off-street improvements, the project complies with the applicable Safe Routes to Schools requirements. Any additional pedestrian or crossing improvements would be located off-site and are outside the scope of this application.

LANDSCAPING; GENERAL

Caldwell City Code 10-02-09-3 provides general landscape criteria. The following provides a detailed analysis of the general landscape requirements:

CRITERIA #1: All tree planting shall be based on the "Treasure Valley Tree Selection Guide."

The proposed landscape plan is not proposing any trees that are not listed within the Treasure Valley Tree Selection Guide.

CRITERIA #2: At least seventy-five percent (75%) of the proposed trees and shrubs shall be rated as "low water" or "moderate water" demand with trees selected from the list of species outlined in the publication titled "Treasure Valley Tree Selection Guide" Any deviations from this list must be approved by planning and zoning.

The proposed landscape plan is proposing the percentage of "low water" or "moderate water" trees that is compliant with this criterion.

STREET LANDSCAPE BUFFERS

Caldwell City Code 10-02-09-5 provides development standards for street landscape buffers. Street landscape buffers shall be required along all subdivision and/or development boundaries that have frontage on any public right-of-way, except for alleys. The following provides a detailed analysis for all applicable standards based on street type, proposed land uses and adjacent land uses.

MOSS STREET – COLLECTOR ROADWAY (529 LF) Street Landscape Buffers 10-02-09-5, 10-02-09-3			
	Min. Required	**Proposed**	**In Compliance**
Buffer Width:	20'	20'	☒Yes ☐ No
Class I Tree -1 per 25 LF - 2" Caliper -Evergreens (min 6' high)	1 per 25 LF	N/A	N/A
Class II Tree -1 per 35 LF -2 "Caliper	15	16	☒Yes ☐ No
No more than 40% of the required trees shall be of the same species.			☒Yes ☐ No
No more than 50% of the required trees shall be Class I trees, unless such trees are located where overhead power lines prohibit the use of taller trees.			☒Yes ☐ No
Trees and shrubs should be grouped together for visual aesthetics but may be spaced evenly if additional screening is desired or required.			☒Yes ☐ No
Shrubs -1 per 4 LF -10" height or spread	132	144	☒Yes ☐ No
Groundcover Required:	-Min. 50% shrubs, flowers, and other vegetative groundcover (besides turf). -Residential & Commercial: 20-50% turf grass.		☒Yes ☐ No
Undulating Berms	-Major Gateways & Corridors and Major Entry -2' to 8' high		☒Yes ☐ No
Boulders Required	☐Yes ☒ No		☒Yes ☐ No
Sidewalks	7' Attached or 5' Detached		☒Yes ☐ No

CELESTE AVENUE – COLLECTOR ROADWAY (920 LF) Street Landscape Buffers 10-02-09-5, 10-02-09-3			
	Min. Required	**Proposed**	**In Compliance**
Buffer Width:	20'	20'	☒Yes ☐ No
Class I Tree -1 per 25 LF - 2" Caliper -Evergreens (min 6' high)	1 per 25 LF	N/A	N/A
Class II Tree -1 per 35 LF -2 "Caliper	26	43	☒Yes ☐ No
No more than 40% of the required trees shall be of the same species.			☒Yes ☐ No
No more than 50% of the required trees shall be Class I trees, unless such trees are located where overhead power lines prohibit the use of taller trees.			☒Yes ☐ No

Trees and shrubs should be grouped together for visual aesthetics but may be spaced evenly if additional screening is desired or required.			☒Yes ☐ No
Shrubs -1 per 4 LF -10" height or spread	230	234	☒Yes ☐ No
Groundcover Required:	Min. 50% shrubs, flowers, and other vegetative groundcover (besides turf). Residential & Commercial: 20-50% turf grass.		☒Yes ☐ No
Undulating Berms	-Major Gateways & Corridors and Major Entry -2' to 8' high		☒Yes ☐ No
Boulders Required	☒Yes ☒ No		☒Yes ☐ No
Sidewalks	7' Attached or 5' Detached		☒Yes ☐ No

Staff Initial Comments (Landscape Buffers):

Staff has reviewed the Preliminary Plat and Development Plan and has determined that the proposed development complies with all applicable landscape buffer requirements for all streets with frontage on any public right-of-way, as established by the Caldwell City Code.

OPEN SPACE AND OPEN SPACE LANDSCAPING

Caldwell City Code 10-02-09-4 provides common open space requirements and standards for residential subdivisions, mixed-use subdivisions and/or developments that contain residential dwellings, regardless of zoning district. Chapter 10, Article 14 provides open space requirements and standards for multi-family developments, and Chapter 10, Article 8 provides requirements and standards for Downtown.

Common open space is not required for subdivisions or developments containing fewer than eleven (11) residential dwelling units unless they are part of a phased development or located in the Indian Creek corridor or the Boise River corridor. The proposed development plan meets the threshold for requiring common open space.

RESIDENTIAL SUBDIVISIONS, MIXED-USE SUBDIVISIONS AND/OR DEVELOPMENTS THAT CONTAIN RESIDENTIAL DWELLINGS Open Space 10-02-09-4, Chapter 10, Article 14, Chapter 10, Article 8			
	Min. Required	**Proposed**	**In Compliance**
Qualifying Open Space (Min.) -Avg Lot Size = 6,000 and < (10%) -Avg Lot Size = 6,001 – 11,999 (8%) -Avg Lot Size = 12,000 and > (6%)	10% 1.95 acres	11.46% 2.24 acres	☒Yes ☐ No
Trees -1 per 5,000 sf -50% shall be Class II or III shade trees	20 trees	61 trees	☒Yes ☐ No

Staff Initial Comments (Open Space and Open Space Landscaping):

The proposed development plan is in compliance with all open space and open space landscaping requirements.

Staff has reviewed the Preliminary Plat and Development Plan and has determined that the proposed development complies with all applicable open space and open space landscaping as established by Caldwell City Code.

PATHWAY & PATHWAY LANDSCAPING STANDARDS

Caldwell City Code 10-02-09-7 provides development standards for all required pathways and associated landscaping. The following provides a detailed analysis of the development plan for compliance with all applicable standards.

NEIGHBORHOOD PATHWAYS Pathways and Pathway Landscaping 10-02-09-7			
	Min. Required	**Proposed**	**In Compliance**
Pathway Width	5' wide	8' wide	☒Yes ☐ No
Pathway Paving	Asphalt or concrete or porous.	Concrete	☒Yes ☐ No
ADA Accessibility	Required	Must Comply	Must Comply
Landscape Buffer Width	5' along both sides of pathway	5' along both sides of pathway	☒Yes ☐ No
Landscape Buffer Shrubs -25 for every 100 LF	60	44	☐Yes ☒ No
Landscape Buffer Trees	No evergreen or Class 3 trees (large trees)	None	☒Yes ☐ No
Landscape Buffer Materials	Combination of trees, shrubs, lawn or other vegetative or nonvegetative groundcover so that the entire pathway landscape buffer area on both sides of the paved surface is completely covered.		☒Yes ☐ No

Staff Initial Comments (Pathways):

Staff has reviewed the Preliminary Plat and Development Plan. The landscape plan currently includes 44 shrubs along the neighborhood pathway, whereas 60 shrubs are required. The landscape plan shall be revised to provide the required number of shrubs prior to the City Council hearing.

The subject site is not located within the Indian Creek Corridor or Boise River Corridor Overlay, and consequently, is not subject to the standards outlined in Section 10-02-09-7(6). The City's pathway and bicycle master plans do not identify any mandated regional or community pathways. Considering the lack of connectivity with existing, proposed, or planned pathway segments, the Planning and Zoning Department is not requiring a community pathway as part of this development.

SCREENING

Caldwell City Code 10-02-09-9 provides development standards for the screening of service equipment, waste storage, utility vaults, ancillary outdoor storage, and similar activities when visible from a residential use, public street, pathway, parking area, or other public space.

There is no large auxiliary equipment proposed on the plan. All proposed screening complies with the Caldwell City Code.

Staff Initial Comments (Screening):

Staff has reviewed the Preliminary Plat and Development Plan and determined that the proposed development complies with all applicable screening requirements established by the Caldwell City Code.

CRITERION #1: Is the plat in compliance with city codes?

Based on Staff's review of the Preliminary Plat and Development Plan, Staff concludes that the proposed subdivision is consistent with the purpose and intent of the applicable zoning district and generally complies with the applicable provisions of the Caldwell City Code. This includes, but is not limited to, land use, bulk and dimensional standards, density, buffering and screening, off-street parking, and common open space requirements.

Minor revisions are required to address the pathway landscaping requirements identified in this report. Subject to these revisions and the conditions of approval, Staff finds that the Preliminary Plat complies with the applicable City Code requirements.

CRITERION #2: Is the plat consistent with the City Comprehensive Plan?

"Consistency" does not require perfect alignment with every policy within the Comprehensive Plan. Instead, it means the proposal advances or supports the overall vision of the Plan, aligns with the Future Land Use Map (FLUM) designation, and does not conflict with or undermine key goals or policies.

The Future Land Use Map designates the subject property as Neighborhood 2. This place type accommodates residential development at varying densities and anticipates neighborhoods that are connected through streets, sidewalks, pathways, and other pedestrian facilities.

The preliminary plat proposes 104 single-family residential lots at a density of approximately 5.33 dwelling units per acre. This density is within the range contemplated by the Neighborhood 2 designation and below its maximum of 8 dwelling units per acre. The proposed residential use is consistent with the Neighborhood 2 designation and continues the residential development pattern established in the surrounding area.

The subdivision includes an interconnected street and sidewalk network, a community pathway, and common open-space areas that provide pedestrian connections within the development. The proposed lot layout and residential development pattern are consistent with the type of neighborhood development contemplated within Neighborhood 2.

Based on the proposed land use, density, subdivision layout, and pedestrian connectivity, Staff finds that the preliminary plat is consistent with the Comprehensive Plan.

The Comprehensive Plan is organized around an overarching vision and five vision themes, each supported by goals and policies. The overarching vision is to honor Caldwell's heritage while embracing its future through thoughtful growth, a mixture of housing, accessible community connections, and distinct spaces.

The following Comprehensive Plan goals and policies are relevant to the proposed preliminary plat and are followed by Staff's analysis.

Comprehensive Plan Vision Theme: A Connected Community

Goal 1: Policy 1.1: Ensure new development pays for necessary improvements needed to mitigate the development's impact on infrastructure systems and services provided by the city.
Development impact fees will be assessed at the time of building permit issuance. The applicant will also be responsible for required public infrastructure and frontage improvements associated with the subdivision.

Goal 1: Policy 1.4: Connect residential developments with existing streets and require future connections to the City's planned street system.
The preliminary plat connects to the existing street system and provides stub streets for future extension to adjacent properties. The subdivision also includes frontage improvements along Moss Street and Celeste Avenue, consistent with the City's planned street network and applicable roadway standards.

Goal 4: Policy 4.1: Require new residential development to incorporate safe and interconnected bicycle and pedestrian pathways.
Sidewalks are provided throughout the subdivision and along the project frontage. The plat also includes an internal neighborhood pathway that provides an additional pedestrian connection through the development. Required pedestrian facilities will be constructed to applicable City and ADA standards.

Goal 4: Policy 4.4: Close gaps in the sidewalk network to provide continuous and accessible pedestrian pathways throughout the City.
The subdivision will provide curb, gutter, and sidewalk along its street frontages and sidewalks throughout the internal street network. These improvements extend pedestrian facilities through and along the development and provide connections between the subdivision and the existing street system.

Goal 6: Prioritize public safety in transportation infrastructure and design.
The development is providing for proper ingress/egress and access for emergency vehicles and responders, including secondary routes, adequate street widths and turning spaces. In addition, all street, parking and driveway designs are adequately sized to accommodate the turning radius of public safety equipment.

Comprehensive Plan Vision Theme: Quality Neighborhoods to Call Home

Goal 2: Policy 2.5: Increase neighborhood access and resident mobility with off-street pedestrian paths and stub streets for future road connections.
The preliminary plat includes an internal neighborhood pathway and stub streets that preserve opportunities for future connections to adjacent properties. Together with the proposed sidewalk network, these features provide internal pedestrian connectivity and allow the street system to expand as surrounding properties develop.

Staff have reviewed the Preliminary Plat and Development Plan and based on the above analysis has determined that the proposed development advances or supports the overall vision of the plan, aligns with the future land use map (FLUM) designation and does not conflict or undermine key goals or policies, therefore is consistent with the comprehensive plan.

CRITERION #3: Are public services and utilities available or will be made available and are adequate to accommodate the proposed subdivision?

Sewer: Required sewer extensions, connections, and improvements shall be constructed in accordance with City Engineering standards. The applicant is required to verify that existing sewer facilities have adequate capacity to serve the proposed development and extend the sewer infrastructure as necessary to provide service to each buildable lot and to facilitate future connectivity. The

proposed development is required to comply with the current Sewer Master Plan and all applicable Engineering conditions.

Water: Water service will be provided in accordance with the City of Caldwell Engineering Department requirements. The applicant is required to complete a water analysis using the City's water model to confirm service availability and construct a master-planned 12-inch water main along Moss St. through the entire frontage of the development. While the Engineering Department does not object to approval of the Preliminary Plat or to the construction of on-site infrastructure, it reserves the right to withhold approval of any final plat phase or associated building permits until adequate water service is available within the affected pressure zone, as outlined in the Engineering staff report.

Irrigation: The applicant is required to provide pressurized irrigation throughout the project in accordance with Caldwell City Code. The subject site is located within the Pioneer Irrigation District boundary. Any issues related to access to a pressurized irrigation system will be addressed in the Engineering Department memo.

Stormwater: The applicant proposes retaining storm water on site, per City Code.

Schools: The subject property is located within the Vallivue School District. The District identified existing capacity concerns at Lakevue Elementary and other elementary schools in the area associated with continued residential growth. The District did not indicate that it would be unable to serve students generated by the proposed subdivision..

Police: Emergency police services are provided by the City of Caldwell Police. The nearest police station is approximately 5.6 miles away from the development. The Police Department estimated that approximately 0.37 additional sworn officers would be necessary to maintain the City's current officer-to-population ratio.

Fire: Emergency fire services are provided by the City of Caldwell Fire. The nearest fire station is Station #2, approximately 4 miles from the development. The Department estimated an approximately nine-minute response time from Station 2, compared with its four-minute travel-time benchmark. Nampa Fire Station 4 is currently closer to the site, and Caldwell Fire Station 4 is in design.

Based on Staff's review of the Preliminary Plat and Development Plan and the comments received from applicable service providers, public utilities and services are generally available or can be extended to serve the proposed subdivision. Agency comments identify service considerations related to fire response times, police staffing, and school capacity. Water service remains subject to completion of the required water analysis and confirmation of adequate capacity within the affected pressure zone. Subject to the required water analysis, applicable agency requirements, necessary infrastructure improvements, and conditions of approval, Staff finds that this criterion can be met.

CRITERION #4: Is the plat consistent with the City Transportation Master Plan?

A plat is considered consistent if it implements the planned street network, does not preclude future planned improvements, provides required right-of-way dedication, aligns with the functional classifications (arterial, collector, local), and supports connectivity, safety, and multimodal transportation.

Street Frontage:

The North Celeste Subdivision has frontage along Moss Street to the north and Celeste Avenue to the West. The subdivision has approximately 529 linear feet of frontage along Moss Street and 920 linear feet of frontage along Celeste Avenue, both existing public roadways. All street frontages are proposed to be improved with curb, gutter, sidewalk, and landscaping.

Street Classifications:

Moss Street – Collector

Celeste – Collector

Right of Way Dedication:

The development is required to dedicate a minimum 35-foot half-width public right-of-way along the full Celeste Avenue and Moss Street frontages. All interior residential streets will be dedicated as 53-foot-wide public rights-of-way. Any additional right-of-way required for the classified roadways will be dedicated as directed by the City's Engineering Department.

Proposed Site Access and Connectivity:

The development will connect to Moss Street and Celeste Avenue through the internal street network. Individual lots will take access from the internal local streets; no direct lot access is permitted to either collector roadway.

The Engineering Department requires the applicant to provide internal all-weather access and utility connections to the three identified outparcels along Moss Street for future development (R3276401000; R32764010C0; R32764010D0). If the City obtains sufficient right-of-way along those frontages, the applicant will also complete the required roadway widening and frontage improvements. If the necessary right-of-way cannot be obtained, improvements that fall within the prescriptive right-of-way on the outparcels may still be required.

Traffic Impact Study (TIS):

A Traffic Impact Study (TIS) was required for this application due to the number of lots proposed. The TIS was prepared by Kittleson and Associates in May 2026 and estimates approximately 1,505 daily trips, 75 AM peak-hour trips, and 100 PM peak-hour trips at project buildout.

The City's TIS reviewer completed an initial review of the TIS and requested revisions. Prior to the City Council hearing, the applicant will need to confirm that approved and in-process developments within the study area are reflected in the 2030 background traffic volumes, reconcile differences between the trip generation and trip assignment figures, and clarify how the planned improvements at the State Highway 55/Celeste Avenue and State Highway 55/Midway Road intersections were incorporated into the analysis.

Project Build Out Trip Generation data points from the TIS					
Daily Trips:	1,505	**AM Peak Hour Trips:**	75	**PM Peak Hour Trips:**	100
Project Build-Out Total Traffic Conditions from the TIS					
Intersections:	Initial TIS findings are under review. Revisions are required to confirm 2030 background and total traffic conditions.				
Required Improvements noted within Engineering Memo:	To be determined following submittal and review of the revised TIS.				

Staff has reviewed the Preliminary Plat and Development Plan and, based on the above analysis, the traffic impact study, public agency reviews, and the information received from the City of Caldwell Engineering Department, the proposed plat is consistent with the City Transportation Master Plan. The subdivision implements the planned street network by dedicating right-of-way for Midland and Knott and aligning internal streets with existing and future connections. The design provides adequate connectivity, avoids the creation of isolated street segments, and includes pedestrian infrastructure consistent with adopted standards. The proposal does not conflict with any planned transportation improvements and supports safe and efficient movement of vehicles, pedestrians, and cyclists.

CRITERIA #5: Does the subject site that is being developed have natural, scenic, or historic features? If so, is the subdivision design preserving those features?

The subject property contains mature trees. The submitted tree mitigation plan identifies trees proposed for removal and those to be preserved. When desirable existing trees are removed, the plan provides mitigation through the preservation of existing trees in designated preservation areas.

No other significant natural, scenic, or historic features have been identified on the site.

Based on Staff's review of the proposed Preliminary Plat and tree mitigation plan, the proposed subdivision design provides for the preservation and mitigation of existing mature trees and adequately addresses the natural features present on the site.

X. PUBLIC NOTIFICATION COMPLIANCE

NOTICE TYPE	DATE
Neighborhood Meeting Held	3/26/2026
Public Agency Notification Sent for Notification of Both Hearings (See attached exhibit for list of agencies notified)	6/24/2026
(500') Radius Notices Mailed - P&Z Commission Hearing (Min. 15 days prior to hearing)	8/20/2026
Legal Ad Published - P&Z Commission Hearing (Min. 15 days prior to hearing)	8/23/2026
Physical Site Posted - P&Z Commission Hearing (Min. 15 days prior to hearing)	8/21/2026

Applicant Proof of Posting Received - P&Z Commission Hearing	8/24/2026
P&Z CommissionPublic Hearing	9/9/2026
This staff report will be updated with the information below prior to the city council hearing.	
NOTICE TYPE	**DATE**
(500') Radius Notices Mailed – City Council (Min. 15 days prior to hearing)	Click or tap to enter a date.
Legal Ad Published – City Council (Min. 15 days prior to hearing)	Click or tap to enter a date.
Physical Site Posted – City Council (Min. 15 days prior to hearing)	Click or tap to enter a date.
Applicant Proof of Posting Received – City Council (Min. 10 days prior to hearing)	Click or tap to enter a date.
City Council Public Hearing	Click or tap to enter a date.

XI. PUBLIC AGENCY COMMENTS

In accordance with Idaho Code, notice was provided to all political subdivisions providing services within the planning jurisdiction, including school districts. Public agency comments were received from the following agencies and are included in their entirety as part of the official record and the **PA-Exhibits attached hereto.**

Public Agency Responses:

Agency Name	Comments/Description
Caldwell Engineering Department	Memo with Conditions of Approval
Caldwell Mapping Department	Memo with Conditions of Approval
Caldwell Fire Department	Impact Statement and Conditions of Approval
Caldwell Police Department	Impact Statement and General Information
Vallivue School District	Letter providing information about schools serving development and district becoming overcrowded.
Community Planning Association of Southwest Idaho	Information Only: Provided Communities in Motion Checklist.

The following agencies responded acknowledging they reviewed the application but had no comments:

- City of Nampa

XII. PUBLIC COMMENTS

The following public comments were received prior to the completion of this staff report and are included in their entirety as part of the official record and **PC-Exhibits attached hereto**. Late Exhibit received after the staff report will be reflected in the updated staff report to City Council and entered into the official record.

Opposition:

- No comments were received at the time of the staff report.

Neutral:

- No comments received at the time of the staff report.

In Favor:

- Paula Carter (12411 Moss Street): received a letter on August 28, 2026, in favor of the proposal citing continued residential growth and changing character of the Moss Street area and stated that the proposal would allow the property to transition in a manner consistent with surrounding development.

XIII. PLANNING AND ZONING COMMISSION PUBLIC HEARING PROCESS

Public Process:

A public hearing on the proposal(s) was held before the Planning and Zoning Commission on 9/9/2026 at which time the applicant gave a presentation, then staff presented a staff report along with an analysis of the application and all pertinent information on the case, followed by public testimony in opposition, neutral, and in favor. Once public hearing was closed, the governing body deliberated.

Public Testimony:

The following public testimony was received during the Commission public hearing and is included in its entirety as part of the official record.

This will be filled in after the public hearing for the staff report to council.

Opposition:

- xxxxxxxxx

Neutral:

- xxxxxxxx

In Favor:

- xxxxxxxx

XIV. PLANNING AND ZONING COMMISSION DECISION OPTIONS

The Planning & Zoning Commission may choose to:

1. Recommend Approval as Presented
2. Recommend Approval with Modified Conditions
3. Recommend Denial * See notes below
4. Continue to a Future Meeting Date
5. Postpone Action and Remand to Staff

In making its decision on any application, the Planning and Zoning Commission, Hearing Examiner and City Council shall:

1. Review all evidence – consider all factual evidence, documents, and testimony submitted during the public hearing process;
2. Evaluate compliance – assess each application against the specific approval criteria established by the applicable code or ordinance; and
3. Base decision on the factual evidence in record – ensure that recommendations and/or final decisions and any conditions of approval are supported by factual evidence and testimony presented in the public record.

* Notes:

- Motions for recommendations of denial shall include the reason for the recommendation of denial.
- Denials shall be based on the project's noncompliance with the approval criteria within Caldwell City Code for the specific application.
- Motions with modified or added conditions shall include the reason for the modified or added condition.
- For recommendation of denial of an annexation, no justification has to be provided for such denial recommendation.

XV. CITY COUNCIL PUBLIC HEARING PROCESS

Public Process:

A public hearing on the proposal(s) will be held before the City Council on the next available city council meeting, following the hearing and recommendation by the Choose an item. , at which time the applicant will give a presentation, then staff will present a staff report along with an analysis of the application and all pertinent information on the case, followed by public testimony in opposition, neutral, and in favor. After the public hearing is closed, city council will move into deliberations.

The city council public hearing is scheduled to be held on Click or tap to enter a date.

All of the information from the meeting will be included in the official record and within the Findings of Fact, Conclusions of Law and Reasoned Decision.

Public Testimony:

Public testimony will be taken during the City Council public hearing and will be included in their entirety as part of the official record and within the Findings of Fact, Conclusions of Law and Reasoned Decision.

XVI. CITY COUNCIL DECISION OPTIONS

The City Council may choose to:

1. Approve the requests as Presented
2. Approve the requests with Modified Conditions
3. Deny any or all of the requests * See notes below
4. Continue action to a Future Meeting Date
5. Postpone Action and Remand to Staff

In making its decision on any application, City Council shall:

1. Review all evidence – consider all factual evidence, documents, and testimony submitted during the public hearing process;
2. Evaluate compliance – assess each application against the specific approval criteria established by the applicable code or ordinance; and
3. Base decision on the factual evidence in record – ensure that recommendations and/or final decisions and any conditions of approval are supported by factual evidence and testimony presented in the public record.

*Notes:

- Motions for denial shall include the reason for denial.
- Denials shall be based on the project's noncompliance with the approval criteria within Caldwell City Code for the specific application.
- Motions with modified or added conditions shall include the reason for the modified or added condition.
- For motions of denial of an annexation, no justification has to be provided.

XVII. RECOMMENDED CONDITIONS OF APPROVAL

(This section is only applicable to approval decisions)

NOTE: Any conditions removed by the governing body will be shown in strikethrough.
Any conditions added or amended by the governing body will be shown underlined

Specific Conditions:

1. At the time of construction drawing and final plat submittal, landscape plans shall identify all required pathway amenities as described in 10-02-09-7 of Caldwell City Code.
2. Prior to scheduling the application for City Council consideration, the applicant shall complete a domestic water analysis, in coordination with the City Engineering Department and the City's outside consultant overseeing the water master plan, to evaluate the availability of domestic water service to the proposed development.
3. Prior to the City Council hearing, the applicant shall submit a revised landscape plan demonstrating compliance with the pathway landscaping requirements in Caldwell City Code Section 10-02-09-7, including the minimum requirement of 25 shrubs per 100 linear feet of pathway landscape buffer.

4. Prior to the City Council hearing, the applicant shall submit a revised Traffic Impact Study addressing all outstanding City transportation review comments. The revised TIS shall be reviewed and accepted by the City's transportation reviewer. Any transportation improvements or mitigation identified through that review shall be incorporated into the project plans and, where applicable, the conditions of approval.

5. Site Plan, Building Elevations and Landscape Plans: The site plan, building elevations, and landscape plan submitted and presented to the deciding body during the public hearing are hereby incorporated by reference and approved as part of the subject applications, including any modifications requested by the deciding body. The final approved site plan, building elevation, and landscape plan approved by the deciding body will be incorporated into the Findings of Fact, Conclusions of Law and Reasoned Decision.

   The development shall be constructed in substantial conformance with the approved Site Plan, Building Elevations, and Landscape Plans, as submitted with the application and incorporated into this approval. Any significant modification to the approved plans shall be subject to review and approval by the Director in accordance with the Caldwell City Code.

   Substantial changes to the approved Building Elevations, including but not limited to modifications to architectural style, building massing, roof forms, exterior materials, façade articulation, or other design elements that materially alter the appearance of the development as approved, shall require review and approval by the Director and may require an amendment to this approval and/or a public hearing as determined by the City.

   The Director may also require an additional public hearing before the original decision-making body if the proposed modification involves an issue that was raised, deliberated, or identified as a concern during the original public hearing.

General Conditions:

1. Development of the subject property shall be in conformance with all municipal codes, policies, standards, and regulations of the City of Caldwell at the time of development, unless specifically stated otherwise in a Development Agreement or in the Order of Decision. Failure to identify a code violation during the review of the plans DOES NOT give the applicant the right or permission to violate any codes, policies, standards and/or regulations.

2. If any term or provision of this decision, to any extent, is held invalid or unenforceable, the remaining terms and provisions hereof shall not be affected thereby, but each such remaining term and provision shall be valid and enforced to the fullest extent permitted by law.

3. Nuisance Violations: Any nuisances existing on the property (weeds, trash, debris, etc.) shall be resolved and in compliance with city codes prior to the approval of any construction drawings and/or issuance of building permits.

4. Any changes to the plans and specifications upon which this approval is based, other than those required by the above conditions, will require the submission of an application for modification and approval of that application prior to commencing any change.

Site Design and Development Standards:

1. Bulk and Dimensional Standards: All new construction shall comply with the current bulk and dimensional standards schedule in effect at the time the building permit is filed, excluding any deviations/modifications approved through a planned unit development, special use permit, and/or development agreement.

2. Stormwater: Strict adherence to the "Caldwell Stormwater Management Manual", as adopted by the city council as well as any subsequent adopted updates, is required. NOTE: Any modifications necessary to the original approved stormwater design where additional stormwater retention or detention facilities are required, or where the approved retention and detention facilities are required to be expanded, still requires adherence to the requirements for minimum open space, landscape buffers, lot sizes and setbacks.

Landscaping Specific Requirements:

1. Compliance: The applicant shall comply with all landscaping requirements based on Caldwell City Code.

2. Landscape Maintenance: All required landscaping and screening devices shall be continuously maintained in a healthy, living, safe, and attractive condition, and shall be free of weeds, dead or diseased plant materials, and debris. Any dead, dying, or diseased plant materials shall be promptly replaced in kind or with alternatives approved by Planning and Zoning.

3. Homeowner's Association: The homeowner's association is responsible for maintaining all common area landscaping and screening devices within a subdivision, development, and/or the subject property.

4. Parking Lot Landscaping: Linear grouping of parking spaces shall not exceed twelve (12) in a row, without the installation of an interior landscape planter island. All off-street parking lots/parking areas, drive aisles, and other vehicular use areas shall install a perimeter landscape buffer along the property line and/or project boundary. Class 3 trees are prohibited in the interior planter islands, and all parking lot landscaping shall comply with 10-02-09-8.

5. Street Landscape Buffers: The street landscape buffers shall comply with CCC 10-02-09-5 and shall contain a mixture of trees, shrubs, lawn, vegetative and nonvegetative ground cover **so that the entire buffer area is covered.** Plantings shall meet or exceed the minimum plant sizes as follows:

Evergreen trees:	6-foot height minimum
Ornamental trees:	2-inch caliper minimum
Shade trees:	2-inch caliper minimum
Shrubs & Perennials:	10" height and/or spread minimum, depending on plant species

Subdivision Specific Conditions:

1. Cluster Mailboxes: The development shall utilize cluster mailboxes for delivery of mail. Individual mailboxes shall not be allowed. A cluster mailbox placement plan shall be submitted to the Planning and Zoning department showing coordination with the United States Postal Services prior to submitting the construction drawings.

2. Subdivision Construction Signage: At the time of development, a "rules and regulations" sign shall be posted and maintained at the entryways to the project until it is fully developed and built out is complete. The signs would be intended for subcontractors performing work and should include: a) no dogs; b) no loud music; c) no alcohol or drugs; d) no abusive language; e) disposal of personal trash and site debris; f) daily cleanup of any mud and/or dirt that is deposited from the construction parcel onto streets; g) installation of a temporary construction fence that would keep debris from being blown off site by the wind; h) no burning of construction or other debris on the property.

3. Plat Expirations: Final plats must be submitted for approval within twenty-four (24) months of the date of signature on the approving order of decision for the preliminary plat; and Final plats must be recorded for a single-phase development or for the first phase of a multi-phase development within twenty-four (24) months of the date of signature on the approving order of decision for the final plat. For phased subdivisions, see 11-02-02 (1).

4. Final Plat Submission: Final plat applications shall be submitted to planning and zoning at the same time as the application for review of construction drawings has been submitted to the engineering department.

5. Approved Subdivision Name: No changes to an approved subdivision name shall occur unless a request is initiated through the filing of an application for a “Subdivision Name Change Request”, and subsequently reviewed and approved by City of Caldwell Mapping and Planning and Zoning, at an administrative staff level. In making application, the application shall file a completed application with Planning and Zoning on forms prescribed by the department accompanied by such data and information necessary to assure the fullest presentation of facts, as determined by the Director. Subdivision name change requests shall follow the following process:

6. Subdivision Name Change Requests; Prior to Final Plat Submission: If approved, an amended preliminary plat will need to be submitted to the Planning and Zoning Department with the reflected subdivision name change prior to the approval of construction drawings. All construction drawings and final subdivision plats shall reflect the new approved subdivision name.

7. Name Change Requests; Prior to Final Plat Recording: If approved, an amended final plat drawings and mylars will need to be submitted to the Planning and Zoning Department with the reflected subdivision name change prior to signature of the final plat.

8. Name Change Requests; After Final Plat Recording: If approved, an amended final plat drawing indicating the new subdivision name OR an Affidavit of Correction indicating that the plat is otherwise known as “insert the new approved subdivision name”, shall be recorded at the county recorder’s office. Once the plat or affidavit is recorded, a copy of the recorded plat or affidavit shall be provided to the Planning and Zoning Department.

9. Approved Street Names, Street Layout, Lot and Block Numbering, and Subdivision Phasing Plan: No changes to the original approved street names, street layout and configuration, lot and block

numbering, or subdivision phasing plan shall occur without prior approval from the City of Caldwell Mapping Division. Any substantial changes from what was originally approved may require additional public hearings.

XVIII. ATTACHMENTS

Application Exhibits: (AP-Exhibits)

- Application(s), Checklists, Project Narrative, Plans, Plats, Maps, and Supplemental Materials Submitted by the Applicant
- Applicant's Public Hearing Presentation Materials

Staff Exhibits: (S-Exhibits)

Exhibit S-1: Vicinity Map

Exhibit S-2: Zoning Map

Exhibit S-3: Future Land Use Map

Exhibit S-4: Public Agency Notification List

Exhibit S-5: Draft Bill and Ordinance and Ordinance Summary

Exhibit S-6: P&Z Minutes (Staff report will be updated prior to City Council)

Public Comments: (PC-Exhibits)

- Paula Carter

Public Agency Comments: (PA-Exhibits)

- Caldwell Engineering Dept.
- Caldwell Mapping Dept.
- Caldwell Fire Dept.
- Caldwell Police Dept.
- Vallivue School District
- Community Planning Association of Southwest Idaho
- City of Nampa

Planning and Zoning Commission Public Hearing Late Exhibits: (PH-Exhibits)

Late exhibits from Planning and Zoning Commission / Hearing Examiner meeting will be listed here prior to City Council meeting

AP-EXHIBITS

This includes all application materials and documents submitted and Applicant's Presentation Materials for Public Hearing

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Community Development Department
Planning & Zoning Division
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Annexation (with initial zoning)

CCC Chapter 10, Article 3, Section 10-03-01

PURPOSE: Annexation is a legal process by which some property located in an unincorporated area (Canyon County) may become part of the incorporated area (City of Caldwell). Annexations may be initiated by the City with property in the City Impact Area or by individuals with property in the City Planning Boundaries. An annexation requested by an individual is a quasi-judicial matter requiring public hearings and public hearing notification in accordance with the Idaho Land Use Planning Act and Caldwell City Code.

The following items shall be included in the application submittal. Additional information may be required upon official review of the plans. Please check the box for each item listed below to confirm submission of the item listed.

I. Filing and Submittal Standards

- ☐ All applications, checklists, plans and supporting documents must be submitted electronically through our Online Permit Center.
- ☐ Upload all documents and drawings per required checklist, as high-resolution PDFs and formatted in accordance with this checklist.
- ☐ Each checklist item **MUST** be named according to the naming convention listed below. The naming convention shall start with the document name as shown in the table below, followed by an underscore, and then the project name.
- ☐ Resubmittals must use the EXACT same file name as the original and contain a versioning number at the end (V2, V3, V4, etc.)
- ☐ All applicable fees be required to be paid once the application has been submitted and received by the department. Some applications may require fees to be paid at time of actual submittal.

II. Submittal Documents

The items listed below are considered a minimum. Additional information may be necessary for clarification during the review process.

✓	Submittal Item Description	Document Naming Convention
☑	**Master Land Use Application.** Copy of a completed and signed Master Land Use Application.	Application_ProjectName
☑	**Annexation Checklist.** Copy of a completed and signed Annexation checklist.	ANNChecklist_ProjectName
☑	**Copy of Deeds or Proof of Ownership.** If the owner is a corporation or LLC, proof of the representative or agent for the LLC or corporation will be required.	Deeds_ProjectName
☑	**Property Owner Acknowledgement.** Signed Property Owner Acknowledgement form (if applicable).	OwnerAck_ProjectName

☑	**Neighborhood Meeting Information,** including; ☐ A copy of the letter sent to all owners, residents, and associations within 500' of the property boundary. ☐ A copy of the 500' mailing list ☐ A copy of the sign-in sheet, with your signature for certification	NeighborhoodMtg_ProjectName
☑	**Legal Description.** • Attach a metes and bounds legal description of the property including all adjacent rights of ways. • All legal descriptions shall be stamped and certified by a land surveyor registered to the State of Idaho and shall be accompanied by an exhibit stamped.	Legals_ProjectName
☑	**Annexation Exhibit Map.** An exhibit map, stamped and signed by the land surveyor outlining the area being annexed, to include the adjacent rights of ways.	
☑	**Site Plan (to scale).** Site plan, drawn to scale, showing: ☐ Location of all property lines and dimensions ☐ All streets with street names ☐ All existing and proposed buildings and structures ☐ All setbacks to the property lines and between buildings ☐ All utilities ☐ All easements	SitePlan_ProjectName
☑	**Vicinity Map.** Showing the boundaries of the subject property with relation to nearby roadways and landmarks.	VicinityMap_ProjectName
☑	**Project Narrative.** A detailed project narrative addressing the following: • Description of overall proposed development plan • Description of compliance with the City's Comprehensive Plan and Vision and compliance with zoning ordinances. • Description of overall project benefits, the impacts on surrounding properties, and the mitigation of those impacts. • List of all proposed land uses	Narrative_ProjectName
☐	**Conceptual Development Plan.** *If the annexation is not associated with a special use permit, planned unit development or subdivision plat, please submit a concept future development plan.*	ConceptPlan_ProjectName

III. Project Specifics

Fill in all the information below that is applicable to the proposed project.

Will the Existing Land Use on the Property Continue: ☐ Yes ☑ No

Explain any Future Development Plans:
Proposed 104 lot single family residential subdivision

Existing City or County Zoning Designation of Property Surrounding Subject Parcel(s):

North of the Site:	Canyon County
South of the Site:	Canyon County
East of the Site	Canyon County
West of the Site:	HDR and LDR

Type of Access to Subject Parcel(s)
☑ Street Frontage ☐ Easement
If easement, list easement width and Instrument # below:

Easement Width	Instrument #

Name of Streets Providing Access:
Celeste Ave
Moss Lane

Existing Domestic Water:
☑ Individual Domestic Well
☐ Centralized Public Water System
☐ City Municipal Water System
☐ Not Applicable

Nearest Water Line Connection: Celeste Ave

Existing Sewer: ☐ Individual Septic ☑ City Municipal Sewer ☐ Not Applicable

Nearest Sewer Connection: Celeste Ave

Existing Irrigation:
☑ Surface
☐ Irrigation Well
☐ Pressurized
☐ Gravity
☐ Not Applicable

Nearest Irrigation Connection: Stone Laterial

Irrigation District: Pioneer

School District Serving this Location: ☐ Caldwell SD ☐ Nampa SD ☑ Vallivue SD

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IV. PDF Formatting Requirements

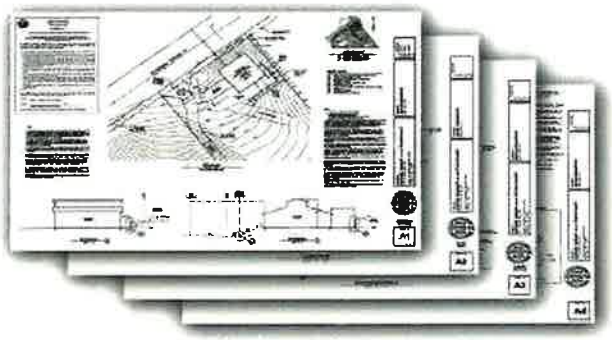
Portable Document Format (PDF) is the industry standard for electronic plans. The City of Caldwell only accepts PDF files for plan review. PDF files must be properly formatted as described below. Please read the instructions carefully. Improperly formatted plans can delay the plan review process for your project.

Layers: No multiple layers. Layers must be merged or flattened.

Format: Vector-based files are preferred given the ability to scale these files.

Resolution: Min. of 300 pixels per inch (PPI)

Grouping: Multiple sheet PDF (single file with multiple sheets)



plans.pdf (multiple sheets)

✓Correct

Labeling:

Each sheet of the plans must be labeled with the project name, contractor, and address of the subject site.

V. Applicant Acknowledgement

☑ I acknowledge that all items on the checklist are included in the submittal package and that all documents have been named accordingly and submitted as single-sided, high-resolution pdf documents; and

☑ I acknowledge that I, the applicant, or my representative, is responsible for attending all public hearings; and

☑ I acknowledge that applications are not deemed complete until the application has been submitted, all fees have been paid, and the application has been deemed accepted after completion of the pre-screening process. This could impact scheduling of public hearing dates; and

☑ I acknowledge that I have read, understand, and am in compliance with all standards, terms, and requirements listed in Caldwell City Code; and

☑ I acknowledge that the decision to grant or deny a owner-consented annexation is at the sole discretion of the City Council, and that any decision but City Council does not require council to articulate or provide findings justifying its decision as owner-consented annexation are not subject to judicial review in accordance with Idaho Code 50-222.

☑ I certify I am the:

☐ Property Owner as the Applicant ☐ Property Owner's Agent / Representative

Wendy Shrief — 5/5/2026

Applicant / Applicant's Representative Printed Name — Date

Applicant / Applicant's Representative Signature

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SUBDIVISION PRELIMINARY PLAT CHECKLIST

The following items shall be included in any application submittal. Additional information may be required, as indicated in your roundtable (pre-app) meeting or upon official review of the plans. Please check the box for each item listed below to confirm submission of the item listed.

SECTION I

SUBMITTAL DOCUMENTS & RELATED PLANS		Applicant	Staff
Master Land Use Application	Copy of completed, signed and dated application	X	
Application Checklist	Copy of completed, signed and dated checklist	x	
Property Owner Acknowledgement	If the signatory of the application is not the owner of the property, a notarized statement (property owner acknowledgement) must be signed by the legal owner of record and submitted with the application	X	
Proof of Property Ownership	Recorded Warranty Deed for the subject property showing proof of ownership, or evidence of property interest to subject property	X	
Legal Description of Property	Attach a legal description of the property including metes and bounds to the centerline of all adjacent rights of ways. All legal descriptions shall be certified by a land surveyor registered to the State of Idaho.	X	
Neighborhood Meeting Information	The verification shall include: • A copy of the letter mailed by the applicant *(Min. 15 days prior to meeting)* • A copy of the 500' mailing list indicating all notified owners, residents and associations • A copy of the sign-up sheet from the meeting, with your signature *Note: Neighborhood meetings must have been held within four (4) months of application submission.*	X	
Photographs	Photographs of existing site conditions	x	
Project Narrative	Narrative fully describing the application request(s), the purpose of the development, existing site conditions, and what is being proposed.	X	
Concept Building Elevations	Colored concept elevations of all four (4) sides of buildings, indicating building heights, colors, materials, windows, doors, and architectural features.	X	
Site Plan (Scaled)	Site plan, drawn to scale, showing location of all property lines, existing and proposed buildings, utilities, setbacks, easements, and streets with street names.	X	
Preliminary Plat	High resolution preliminary plat, to scale. See requirements for plan content in **Section II below**	X	
Landscape Plan	High resolution landscape plan, to scale. See requirements for landscape plan contents in **Section III below**	X	

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SECTION II

PRELIMINARY PLAT CONTENT		Applicant	Staff
Plans to Scale	All mapped data for the same plat shall be drawn at a scale suitable to ensure the clarity of all lines, bearings and dimensions, said scale typically being one hundred feet to an inch (100' = 1"). Whenever practical, scales shall be adjusted to produce an overall drawing measuring eighteen inches by twenty- four inches (18" x 24"), but not exceeding forty-two inches by sixty inches (42" x 60").	x	
Subdivision Name and Location	The proposed subdivision name and location shall be provided on the plat and shall meet the following: • Said name shall be approved by the City Mapping Department and shall not being a duplicate name of any other recorded subdivision within Canyon County or any of the cities in Canyon County; • Location of subdivision by section, township and range; reference by dimension and bearing to a combination of two (2) section corners, quarter section corners, or recorded monuments. (Ord. 3374, 12-6-2021)	x	
Contact Information	Name, address and phone number of property owner(s), subdivider, engineer, planner, and surveyor who prepared the plat, and any other professional persons involved in the subdivision.	X	
Scale, North Arrow, and Plan Preparation Date	Scale, north arrow and date of preparation including dates of any subsequent revisions.	X	
Vicinity Map (Scaled)	Vicinity map drawn to a maximum scale of one inch equals five hundred feet (1" = 500'), clearly showing the proposed subdivision or planned unit development configuration in relationship to, as well as, identifying and showing lot lines and street connections of all adjacent subdivisions, all arterial streets, all collector streets and bodies of water.	x	
Topography	Topography based on NAVD 88 datum shown on the same map as the proposed subdivision layout. Contour lines shown at five foot (5') intervals where land slope is greater than ten percent (10%) and at two foot (2') intervals where land slope is ten percent (10%) or less, referenced to an established bench mark, including location and elevation.	x	
Existing Water	Location of existing water wells and type, streams, canals, irrigation laterals, drainage facilities, private ditches, washes, lakes and other water features; direction of flow; regulatory floodplain and floodway boundaries if any; and location and extent of known areas subject to inundation if any.	x	
Streets and other Important Features	Location, widths and names of all existing streets and location, arrows indicating direction of slopes, type of surface and existence of any curb, gutter and/or sidewalks. Other important features such as railroads, utility rights of way and easements of public record, public areas, permanent structures to remain including water wells, and municipal corporation lines within or adjacent to the tract.	x	
Recorded Subdivisions with Common Boundaries	Name, book, page number and lot line layout of any recorded adjacent subdivision having common boundary with the tract.	x	
Table Schedule *(see attached example)*	Table Schedule of: • Existing zoning classification of the tract with any requested zoning changes. • Total acreage of the entire subdivision • Total number of buildable lots by land use type. • Total number of common lots. • Total gross acreage • Average buildable lot size • Dwelling units per gross acre.	x	

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PRELIMINARY PLAT CONTENT cont.		Applicant	Staff
Subdivision Boundary	The subdivision boundary with dimensions and bearings shall be based on an actual recorded field survey, performed within six (6) months of the preliminary plat application, and shall include the professional land surveyor stamp. Boundary problems shall be resolved prior to preliminary plat submittal. Stamping of the preliminary plat by the professional land surveyor pertains only to the boundary survey and should be noted as such.	x	
Public dedications of rights of way or easements	Proposed location, width, dimensions and bearings, and use of all proposed easements within the subdivision. All existing easements with location, width, dimensions, bearings, use and instrument numbers. Designation of all land to be dedicated or reserved for public use with purpose indicated.	x	
Names, Addresses, and Tax Parcel Numbers	Names, addresses and tax parcel numbers for all property owners within three hundred feet (300') of the exterior boundary of the subdivision, displayed visually on the plat in the appropriate locations.	X	
Utilities	Storm drains and water supply mains, both proposed and existing, within and immediately adjacent to the subdivision. Approximate location of existing sanitary sewer facilities, manholes, lines, and any other sewer related facilities within and adjacent to the subdivision.	x	
Proposed Street Layout	Proposed street layout, including location, width and proposed names of streets, common driveways, alleys, major pathways, micro pathways and easements; pedestrian and vehicular connections to adjoining properties.	X	
Lot Dimensions	Typical lot dimensions to scale; dimensions of all corner lots and lots of curvilinear sections of streets; each lot and block numbered individually; each lot labeled with its individual lot acreage and square footage.	X	
Land Use and Zoning Classification (Each Area)	If plat includes land for which multi-family, commercial, industrial or mixed use is proposed, such areas shall be clearly designated together with existing zoning classification and status of zoning change, if any.	X	
Special Development Areas	Appropriate information that sufficiently details the proposed subdivision within any special development area, such as: • Hillside • Floodplain	x	
On and Off-Site Improvements	The proposed on and off site improvements including water supply systems, sanitary sewer systems and stormwater drainage.	x	
Access and Approaches	Width, spacing and location of all proposed approaches to the subdivision with type (example: full approach, right in/right out approach) of approach indicated.	x	
Proposed Utility Methods	(A) Sewage Disposal: Such evidence relative to the design flows within the subdivision, and operation of the sanitary sewage facilities proposed. A statement as to the type of facilities proposed shall appear on the preliminary plat. (B) Water Supply: Such evidence relative to the design, operation, volume and quality of the water supply and facilities proposed. A statement as to the type of facilities proposed shall appear on the preliminary plat. (C) Stormwater Disposal: Such evidence relative to the design and operation of the stormwater disposal system. A statement as to the type of facilities proposed, and an indication of all areas to be used for treatment/disposal shall appear on the preliminary plat. All stormwater design shall comply with the city's most recent "Stormwater Management Manual" as adopted by council as of the date of preliminary plat application submittal. (D) Irrigation System: A statement describing the proposed irrigation system, consistent with section 10-07-12 of the Caldwell City Code, shall appear on the preliminary plat.	x	

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PRELIMINARY PLAT CONTENT cont.		Applicant	Staff
Acknowledgement	Note acknowledging that, to the best of the preparer's knowledge, the preliminary plat meets all requirements of city code; or if said plat does not meet all requirements then the plat has been submitted as a planned unit development and any and all requested exceptions have been listed in detail as part of the planned unit development application or it is not a planned unit development but any exceptions as allowed in this chapter have been noted on the preliminary plat and specifically requested as a part of the application.	X	

SECTION III

LANDSCAPE PLAN CONTENT (CCC 10-07-03)		Applicant	Staff
Plan Preparation	Landscaping 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.	X	
Plan Size	Detailed plan at a scale no smaller than one inch equals fifty feet (1" = 50')	X	
Streets, Setbacks and Easements	Show all streets, setbacks, and easements, Streets shall be identified by name. Dimension and label all right-of-way, setbacks, and easements	X	
Sight Visibility Triangles	Show and label all sign visibility triangles.	X	
Storm Water Facilities and Berms	Show all storm water facilities and berms. Indicate berm heights, slopes and proposed landscaping	X	
Off-Street Parking & Bicycle Parking	• A note listing the required number of parking spaces and bicycle parking spaces. • A note listing the provided number of parking spaces and bicycle parking spaces. The provided number of parking spaces and bicycle parking spaces shall equal or exceed the required number of parking spaces and bicycle parking spaces. • Circulation area required to serve the parking spaces with typical dimensions.	X	
Existing Trees and/or Shrubs	Location of all existing trees and shrubs, and the approximate size and type of any existing trees and shrubs. Indicate by note which trees and/or shrubs will remain, if any.	X	
Existing and Proposed Structures	Location of all existing and proposed structures and a note of whether or not the existing structures will remain	X	
Pathways	Location, width, and type of pathways, along with identification of all required pathway materials and landscaping callouts: • Micro Pathways • Major Pathways • Public Pathways • Regional Pathways • Indian Creek Corridor Pathways (if applicable)	X	
Open Space Exhibit	All open space clearly delineated using colored shading so it is readily identifiable. The open space exhibit shall contain a table identifying: • The percentage and acreage of each individual areas of open space and if the open space is being calculated as qualified open space • The total percentage and acreage of code required open space and qualifying open space in relationship to the gross area of the project • The total percentage and acreage of proposed open space and qualifying open space in relationship to the gross area of the project	X	
Public Amenities	Location, size, and types of new structures for recreational use (i.e., gazebos, water features, picnic areas, shuffleboard, etc)	X	

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LANDSCAPE PLAN CONTENT (CCC 10-07-03)		**Applicant**	**Staff**
School Bus Stops	Location of school bus stop areas within a common lot or common easement	N/A	
Public Transit Stops	Location of any public transit	N/A	
Street Landscape Buffers	Location and width of all street landscape buffers. Include the location of all sod, trees, shrubs, plantings, and other materials proposed.	X	
Landscape Buffers Between Land Uses	Location and width of all landscape buffers between different land uses. Include the location of all sod, trees, shrubs, plantings, and other materials proposed.	X	
Parking Lot Landscaping	Location and size of all landscape islands within parking lots, Include the location of all landscaping materials proposed	N/A	
Trash Enclosures	Location of all trash enclosures, to include details about screening and landscaping	N/A	
Fencing	Location, height, color, and materials for all existing or proposed fencing	x	
Other Landscape Amenities	Provide location, size, type and description of all other landscape improvements such as berms, decorative rock, boulders, etc.	X	
Landscape Schedule	Provide a table listing all of the locations, descriptions, types and numbers of landscaping products to be installed.	X	

SECTION IV

GENERAL PROJECT INFORMATION	
Type of land uses within subdivision:	Residential only Commercial only Industrial only Mixed-use *(mix of residential and non-residential uses)*
Has your development / subdivision name, street names, and lot and block numbers been approved by the City of Caldwell Mapping Division?	Yes No *If yes, have you made any changes or modifications to the previously approved pre-plat approved by Mapping?* Yes No
Will the subdivision be phased?	Yes No If yes, how many phases are proposed? 2
Development timeline for full build out?	Two years

LAND USE AND ZONING INFORMATION			
	Zoning Designation	**Comp Plan Designation**	**Land Use**
Existing (Subject Property)	County	Neigh 2	Rural Residential
Proposed (Subject Property)	R-2	Neigh 2	Residential Subdivision
North of Site	County	Neigh 2	Rural Residential
South of Site	County	Neigh 2	Rural Residential
East of Site	County	Neigh 2	Rural Residential
West of Site	R-1 and R-3	Neigh 2	Residential Subdivision

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PROJECT SPECIFIC INFORMATION

	Number of Lots	Acres	Percent of "Net" Acres *Net acreage is the total acreage minus any public streets and public rights of way*
Residential Lots	104	11.85 AC	82%
Commercial Lots	N/A	N/A	
Industrial Lots	N/A	N/A	
Common Lots	14	2.89 AC Open Space	

EXISTING AND PROPOSED BUILDING DATA

	# of EXISTING buildings	# of PROPOSED buildings	# of EXISTING dwelling units	# of PROPOSED dwelling units	Max. Building Height	Total GROSS square footage of buildings
Residential:						
Single-family (detached) homes	2	104	2	104	35	156,000
Townhomes	N/A	N/A	N/A	N/A	N/A	N/A
Two-family *(duplex)*	N/A	N/A	N/A	N/A	N/A	N/A
Three-family residential *(triplex)*	N/A	N/A	N/A	N/A	N/A	N/A
Four, five and six family *(fourplex, fiveplex, and sixplex)*	N/A	N/A	N/A	N/A	N/A	N/A
Multi-family (7 or > dwelling units) in a single building	N/A	N/A	N/A	N/A	N/A	N/A
Commercial	0		N/A	N/A		
Industrial	0		N/A	N/A		
Type of Commercial or Industrial Buildings:	0	Single-tenant building(s)	Multi-tenant buildings			

DENSITY AND OPEN SPACE (Comprehensive Plan and CCC 10-07-05)

Dwelling units per gross acre (Density):	Max. Allowed	Proposed
	8 DU/AC	5.32 DU/AC
Total Open Space	% Required	% Proposed
	10%	14.79
Total "Qualifying" Open Space	% Required	% Proposed
	108	100,827 SQFT 12%
Included	**NOTE:** *Attach a separate Open Space Exhibit showing all areas of open space highlighted, all areas highlighted and labeled for qualifying open space, and table with breakdown, square footage, percentage and acreage of all open space vs. qualifying open space.*	

City of Caldwell
Planning and Zoning Department
621 Cleveland Blvd., Caldwell, Idaho, 83605
Phone: (208) 455-3021 | Web: www.cityofcaldwell.org

PARKING, LOADING AND PEDESTRIAN AMENITIES (CCC 10-02-05)		
Description	**Min. Required**	**Proposed**
Electric vehicle parking spaces	None	None
Off-street parking spaces	None	None
Commercial loading spaces	None	None
Industrial loading spaces	None	None
Bicycle parking spaces:	None	None
Describe any public transportation facilities that will be provided in accordance with (CCC 10-02-05 B)	Pathways will be provided to improve wall cability and connetivity	
Public Amenities:	***Provide a description of the type of public amenities proposed***: Open space and pathways	

LANDSCAPING AND PATHWAYS (CCC Chapter 10, Article 7)	
Landscaping: (*Please check all locations where landscaping will be provided)*	Parking lot Common areas Street landscape buffers Between different land uses Pathways Around building exterior Other _____
Major Pathways	*Describe location, width, and landscaping:* N/A
Micro Pathways	*Describe location, width, and landscaping* 5' neighborhood pathways with landscaping
Public Pathways *(per Bicycles and Pathways Master Plan)*	*Describe location, width, landscaping, and any proposed fencing:* N/A

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Planning and Zoning Department
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Phone: (208) 455-3021 | Web: www.cityofcaldwell.org

STREET LANDSCAPE BUFFERS (CCC 10-07-08)

Location *(Enter Street Name)*	Min. Width Required	Proposed Width	% of Sod Proposed	# of Trees Proposed	Min. Tree Spacing *(in feet)*	# of Shrubs Proposed	Min. Shrub Spacing *(in feet)*
Celeste	20	20	50%	43	35'	234	4'
Moss	20	20	50%	15	35'	132	4'

BUFFERS BETWEEN LAND USES (CCC 10-07-10)

Location *(If not required, put N/A)*	Min. Width Required	Proposed Width	% of Sod Proposed	# of Trees Proposed	Min. Tree Spacing *(in feet)*	# of Shrubs Proposed	Min. Shrub Spacing *(in feet)*
North Property Line	0						
South Property Line	0						
East Property Line	0						
West Property Line	0						

PUBLIC SIDEWALKS

Location (Street Name)	Min. Width Required	Proposed Width	Type of Sidewalk		
Celeste			Meandering	Attached	Detached
Moss			Meandering	Attached	Detached
			Meandering	Attached	Detached
			Meandering	Attached	Detached

UTILITIES, INFRASTRUCTURE, AND PUBLIC SERVICES INFORMATION

Domestic Water:	X	Individual Domestic Well – How Many? 2
		Centralized Public Water System
		City Municipal Water System
		N/A
	Nearest Water Line Connection: Celeste	
Sewer (Wastewater):		Individual Septic
		City Municipal Sewer
		N/A
	Nearest Sewer Line Connection: ~~Celeste~~	
Irrigation:	X	Surface
		Irrigation Well
		Pressurized
		Gravity
		N/A
	Nearest Irrigation Connection: Stone Lateral	
	Irrigation District: Pioneer	

Stormwater:		Swales
		Ponds
		Borrow Ditches
		Other, Explain: Seepage beds
Stormwater Management:	Does the site disturb one or more acres of land? Yes No	
Fire Suppression Water Supply Source:	Celeste	
Sources of Surface Water on or Nearby Properties (i.e., creeks, ditches, canals, lake, etc.):		
Type of Site Access:		Street Frontage Celeste + Moss
		Easement Easement Width: Instrument #
Street(s) Providing Access:		
Will Secondary Access for Fire be Provided:		Yes
		No
Internal Roads:		Public
		Private
		Internal Circulation
		Road User's Maintenance Agreement Inst#
School Districts Serving this Location:		Caldwell School District
		Vallivue School District

SPECIAL ON-SITE CHARACTERISTICS

	Yes	No	If yes, explain:
Areas of Critical Environmental Concern?		X	
Evidence of Erosion?		x	
Fish Habitat?		x	
Floodplain?		x	
Riparian Vegetation?		x	
Steep Slopes?		x	
Streams/Creeks?		x	
Unique Animal/Plant Life?		x	
Unstable Soils?		x	
Wildlife Habitat?		x	
Historic Buildings or Features?		x	

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Describe any other unique site characteristics:	Existing pond will be filled in.

ACKNOWLEDGEMENT	
x	I acknowledge that all items on the checklist are included in the submittal package and that all documents have been submitted as single-sided, high-resolution documents; and
x	I acknowledge that the applicant or the applicant's representative is responsible for the physical posting of all subject sites prior to the public hearings, and for providing affidavit of proof of posting in accordance with Caldwell City Codes; and
x	I acknowledge that the applicant or the applicant's representative IS REQUIRED to attend all public hearings for this application.

I certify this document has been acknowledged, signed and dated by the:

☐ Property Owner as the Applicant ☒ Property Owner's Agent / Representative

Wendy Shrief

Applicant / Applicant's Representative Printed Name

5/5/2026

Date

Applicant / Applicant's Representative Signature

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

Please note that any land use action below marked with an asterisk (*) will require public hearing. Land use actions below marked with two asterisks (**) may require public hearing depending on the scope of project.

APPLICATION REQUESTS

Note: Please check all that apply.

- ☒ Director Determination
- ☒ Administrative Development Review[2]
- ☒ Alternative Method of Compliance
- ☒ *Annexation w/ Zoning
- ☒ Business License (Business Permit)
- ☒ *Certificate of Appropriateness
- ☒ *Comprehensive Plan Amendment
  - ☒ Text
  - ☒ Map
- ☒ *Deannexation
- ☐ **Design Review
- ☐ Development Agreement
  - ☒ *New
  - ☒ **Modification
  - ☒ *Termination
- ☒ Home Occupation Permit
  - ☐ New
  - ☐ Renewal
- ☒ Lot Line Adjustment
- ☐ Lot Split
  - ☐ Administrative
  - ☒ Simple
- ☐ *Manufactured Home Community
- ☒ Mobile Food Unit (Individual)
- ☒ Mobile Food Unit Park / Court
- ☐ Outdoor Dining Permit
- ☒ Parcel Consolidation
- ☒ Performance Bonding
- ☒ Planned Unit Development (PUD)
  - ☒ *New
  - ☒ **Modification
- ☒ Public Art / Murals
- ☒ *Rezone (Zoning Map Amendment)
- ☒ Signs[1]
- ☐ Special Use Permit (SUP)
  - ☐ *New
  - ☒ **Modification
  - ☒ Time Extension
- ☐ Subdivision Plats
  - ☐ *Preliminary Plat
  - ☒ Final Plat
  - ☐ *Short Plat (Regular)
  - ☐ *Short Plat (Condo)
  - ☐ **Plat Modification
  - ☐ Time Extension
  - ☐ Renewal
- ☒ Temporary Use Permit
  - ☐ New ☐ Renewal
  - ☒ Construction Trailer
  - ☒ Model Home Sales Office
  - ☒ Storage Containers / Pods
  - ☒ Temporary Housing
  - ☒ Transient Merchant
- ☐ Traffic Impact Study Review
- ☐ Vacation of Easement and/or Right-of-way
- ☐ *Variance
- ☐ *Zoning Ordinance Text Amendment
- ☐ Other, Pleases Describe:

_____

_____

_____

[1]Freestanding, post/pole, or monument signs less than 6' in height. All other signs must be submitted through the building department.

[2] Used when not associated with other land use applications, when revisions to an approved (non-subdivision development) is being proposed, or when the land use schedules or specific use provisions of the Code indicate the requirement for Administrative Development Review.

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

PROJECT and SITE/PROPERTY INFORMATION	
Project or Business Name: North Celeste Subdivision	
Site Address (s): 12411 Moss St Caldwell, Idaho 12479 Moss St Caldwell, Idaho	**Suite #:**
Parcel #(s): R3276401A & R3276401100	
Total Acres: 3.85	
General Location of Site: Off of Moss and Celeste st	
Current Zoning of Parcel(s): *(Check all that apply)*	☐ RS-1 ☐ RS-2 ☐ R-1 ☒ R-2 ☐ R-3 ☒ C-1 ☒ C-2 ☒ C-3 ☐ C-4 ☐ C-C ☐ DCB ☐ M-1 ☒ M-2 ☐ I-P ☐ A-D ☐ C-D ☐ H-D ☐ P-D ☐ T-N ☐ H-C ☐ Property currently In County Please list the current county zoning designation: _____
Overlay Districts: *(Check all that apply)*	☐ APO-1 ☐ APO-2 ☐ Indian Creek Corridor Overlay ☐ Downtown Local Historic Area ☒ Steunenberg Historic District ☐ Floodplain Overlay ☒ None
City of Caldwell Comprehensive Plan Designation of Parcel(s): *(Check all that apply)*	☐ Neighborhood 1 ☐ Neighborhood 2 ☐ Neighborhood 3 ☐ Urban Neighborhood ☐ Community Center ☐ Mixed Use Center ☒ Downtown ☐ Employment Center ☐ Special Purpose
Are parcels located within an Area Hub as indicated on the City of Caldwell Comprehensive Plan?	☐ Yes ☐ No

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

Description of Proposed Project / Request:

We are purposing the use of the property to be a residential subdivision

APPLICANT INFORMATION:

Name: Wendy Shrief

Company Name (if applicable): KB Home

☐ Property Owner ☐ Authorized Agent ☐ Purchaser ☐ Petitioner (Vacations only)

Mailing Address: 2487 W. Navigator Drive, Suite 120 Meridian, ID 83642

Phone: 208-598-6413

Email: boiseland@kbhome.com

PROPERTY OWNERS' INFORMATION

(If an LLC, please provide documentation of being an authorized signer)

☒ Not Applicable

Name: Paula Carter & Eldridge Living Trust

Mailing Address: 12411 Moss Ln Nampa,Idaho & 12479 Moss Ln Nampa, Idaho

Phone:

Email:

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

DESIGNATED CONTACT PERSON

(Who will receive and disseminate all correspondence from the city)

Same as:

☐ Applicant ☐ Property Owner ☐ Other

Name: Wendy Shrief

Company Name (if applicable): KB Home

Mailing Address: 2487 W. Navigator Drive, Suite 120 Meridian, ID 83642

Phone: 208-598-6413

Email: boiseland@kbhome.com

CONTRACTOR / DEVELOPER INFORMATION

☐ Not Applicable

Name: KB Home

Company Name (if applicable): KB Home

Mailing Address: 2487 W. Navigator Drive, Suite 120 Meridian, ID 83642

Phone: 208-598-6413

Email: boiseland@kbhome.com

ARCHITECT INFORMATION

☐ Not Applicable

Name:

Company Name (if applicable):

Mailing Address:

Phone:

Email:

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

ENGINEER / SURVEYOR INFORMATION

☐ Not Applicable

Name: Scott Wonders

Company Name (if applicable): CK Engineering

Mailing Address:

Phone: 208–639–1992

Email: scott@ck-engineers.com

LANDSCAPE ARCHITECT INFORMATION

☒ Not Applicable

Name: South Beck & Baird

Company Name (if applicable): John Roberts

Mailing Address: 2002 S. Vista Ave Boise, Idaho 83705

Phone: 208-342-2999

Email:

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

ACKNOWLEDGEMENTS

☒ By signing this application, I authorize employees/agents of the City to enter onto the property that is the subject of this application during regular business hours. The sole purpose of entry is to make an examination of the property that is necessary to process this application.

☒ I certify that I am the owner of this property, the owner's authorized agent, or the petitioner (if for a vacation). If acting as an authorized agent, I further certify that I have full power and authority to file this application and to perform, on behalf of the owner, all acts required to enable the jurisdiction to process and review such an application. I will comply with all provisions of the law and ordinance governing this type of application.

☒ I certify that the information furnished by me as part of this application is true and correct to the best of my knowledge.

I am the: ☐ Property Owner ☒ Authorized Agent ☐ Petitioner (Vacations Only)

Applicant Signature: _____ Date: 7.9.2026

Printed Name: Wendy Shrief

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

Online Application Submittal Instructions

The City of Caldwell Planning and Zoning Department utilizes an online application portal for submission of all applications, documents, plans, and payment of fees.

Step 1:

- Log in or create an account in Citizenserve (Citizenserve Users Guide)
- Select your permit and/or application type and enter in all required information.

Step 2

- Pay fees online via Citizenserve. You will receive an email from Citizenserve directing you to make a payment once staff have reviewed your application.

Drawing Submittal Instructions:

1. All plan sheets must be uploaded in PDF format only (no CAD, JPEG, TIFF, PNG, etc.)
2. All plan sheets must be to scale.
3. All plan sheets must be uploaded to Citizenserve.
4. All applications, checklists, calculations, reports, drawings, plans, and other supporting documents must be uploaded as single-sided pdf's and must be legible and in a high-definition format.
5. All documents and plans must follow the "Naming Schematic" as listed on the attached document.

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May 1, 2026

Robin Collins, Community Development Director
City of Caldwell
206 S. 6th Ave.
Caldwell, ID 83605

RE: Annexation, Zoning, and Preliminary Plat Request for North Celeste Subdivision

Dear Director Collins,

On behalf of KB Home Idaho, LLC I am pleased to submit applications for the Annexation, Zoning and Preliminary Plat for North Celeste Subdivision.

Project Overview

The proposed 19.5 acre, 104 lot North Celeste Subdivision is located at the southwest corner of Celeste Avenue and Moss Lane. The proposed single family residential subdivision is located immediately to the east of Dakota Crossing Subdivision in an area that has been designated in Caldwell's Comprehensive Plan as Neighborhood 2. R-2 zoning is proposed and the property is surrounded to the North, East, and West by properties that have been designated as Neighborhood 2; the property immediately to the South has been designated as Community Center due to the close proximity of this parcel to Karcher Boulevard.

Comprehensive Plan Designation

A Zoning designation of R-2 is being requested in conformance with Caldwell's Comprehensive Plan Designation of Neighborhood 2. While the subject property currently is occupied by County rural single family residences, Caldwell's Comprehensive Plan designation for this area has anticipated that this area will develop with the type of single-family residential subdivision that is being proposed with North Celeste Subdivision.

Caldwell's Comprehensive Plan describes Neighborhood 2 areas as noted below;

"Neighborhood 2 is the most prevalent place type and covers areas between major centers. These areas should develop to be highly connected and allow for a variety of housing

options. ***In general, less dense housing is found in areas further from major roadways and increases in density closer to major roads.*** **Commercial services are low to medium intensity and are generally only found at major intersections of arterial and major collector roads but should be highly accessible to surrounding residential areas."**

Neighborhood 2 is the primary residential place type in Caldwell. This encompasses residential areas that provide an array of low and mid-density housing options. ***These neighborhoods are located outside of most commercial centers but should still be well connected to nearby services.***

The proposed North Celeste Subdivision will be developed with a density of 5.32 dwelling units per acre. This density is supported by Caldwell's Comprehensive Plan due to the property's proximity to Karcher Road and the property's location directly to the north of an area that has been designated as a Community Center.

Proposed Residential Subdivision

North Celeste Subdivision has been planned as a development that will be built for young families; all homes will have at least four bedrooms for growing families and our homes are centered around a Great Room which provides an open kitchen, eating area, and entertainment area for families. KB Home offers our homebuyers the opportunity to customize the kitchens, bathrooms, and design features in their homes and KB is proud to have earned the distinction of being one of America's top ranted homebuilders for Customer Satisfaction.

The proposed subdivision will meet all required criteria for the R-2 zoning district and we are proud to be providing a quality community for Caldwell families. We are providing home sites that will house single and two-story homes ranging in square footage from 1382 s.f to 2755 s.f.; all homes will be constructed on lots that are deep enough to accommodate extended patios. Copies of our homes plans are included as a part of this submittal.

North Celeste Subdivision provides qualified open space that exceeds 10% of the subdivision's total area and a pathway system has been designed to provide connectivity and walking areas for residents. KB has strategically designed the North Celeste development in order to provide market rate homes for families. With today's land prices and market conditions KB has found that it is necessary to design Treasure Valley communities at a density of above five dwelling units an acre in order to provide homes that can be purchased by Idaho families. We are very proud of the high quality communities that we are able to provide for our residents through smart, efficient design.

Urban Services

Sewer and water services are both available in Celeste Avenue and services will be extended to and through our development to neighboring properties. During our Round Table meeting with City of Caldwell staff we were able to meet with Caldwell Fire to ensure that we would be able to meet Caldwell Fire standards. All proposed roadways within the subdivision will be constructed to meet City of Caldwell standards; 20' landscape buffers will constructed along both Moss and Celeste Lane.

Access will be provided to North Celeste from both Moss and Celeste and an additional stub street will be provided to the east. A Traffic Impact Study has been completed by Kittelson Associates in association with this development to evaluate traffic impacts, our study is attached with this submittal. KB Home is planning to meet with and work with Vallivue School District regarding our impacts on local schools; the proximity of excellent public schools to North Celeste Subdivision is one of the most attractive features of our development's location in south Caldwell.

Thank you for your consideration of our request, please let me know if you have any additional questions regarding our application. We are honored to have the opportunity to present Caldwell staff, Caldwell's Planning Commission and Caldwell's Mayor and Council with our proposed development, North Celeste Subdivision.

Sincerely,

Wendy Shrief, AICP
Director of Forward Planning

IDAHO SURVEY GROUP

9939 W Emerald St
Boise, ID 83704

Phone: (208) 846-8570

North Celeste
Annexation
Boundary Description
Project Number 25-382 *March 17, 2026*

A parcel of land situated in the west half of the northwest quarter of the southeast quarter of Section 12, Township 3 North, Range 3 West, of the Boise Meridian, Canyon County, Idaho, being Parcels 2 & 3 as shown on Record of Survey Instrument 9719473, records of Canyon County, Idaho and more particularly described as follows:

Commencing at the west quarter section corner of Section 12, Township 3 North, Range 3 West, Boise Meridian;
Thence N89°23'18"E, 2656.30 feet along the east-west mid-section line to the northwest corner of the west half of the northwest quarter of the southeast quarter (center quarter-section corner);
Thence continuing N89°23'18"E, 96.40 feet along the north line of the west half of the northwest quarter of the southeast quarter to the POINT OF BEGINNING:

Thence continuing N89°23'18"E, 566.00 feet along the north line of the west half of the northwest quarter of the southeast quarter to the northeast corner thereof (center-west-east sixty-fourth section corner);

Thence S00°26'33"W, 1322.03 feet along the east line of the west half of the northwest quarter of the southeast quarter to the southeast corner thereof (center-west-southeast sixty-fourth section corner);

Thence S89°22'29"W, 662.54 feet along the south line of the west half of the northwest quarter of the southeast quarter to the southwest corner thereof (center-south sixteenth-section corner);

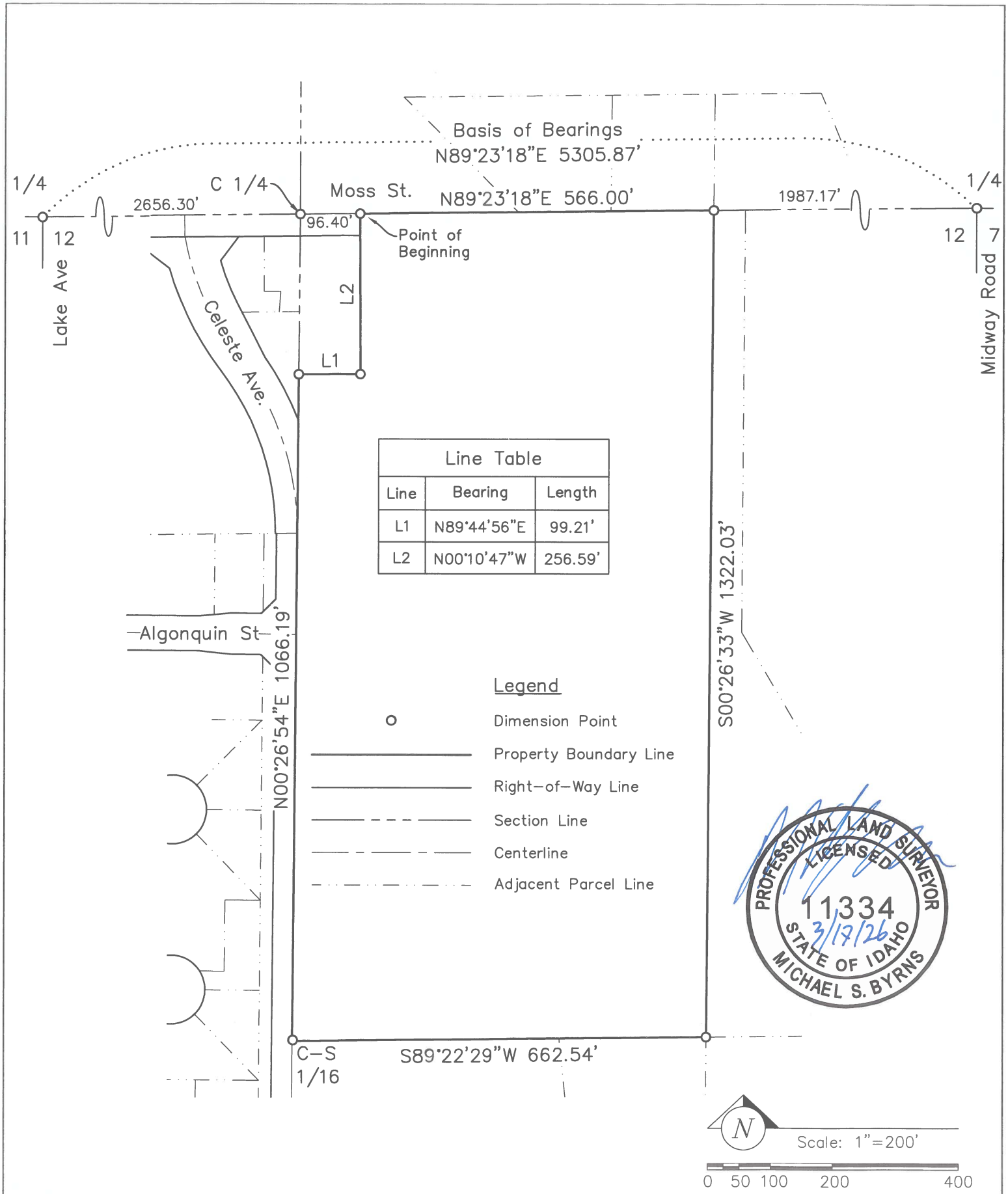
Thence N00°26'54"E, 1066.19 feet along the west line of the west half of the northwest quarter of the southeast quarter;

Thence N89°44'56"E, 99.21 feet;

Thence N00°10'47"W, 256.59 feet to the POINT OF BEGINNING.

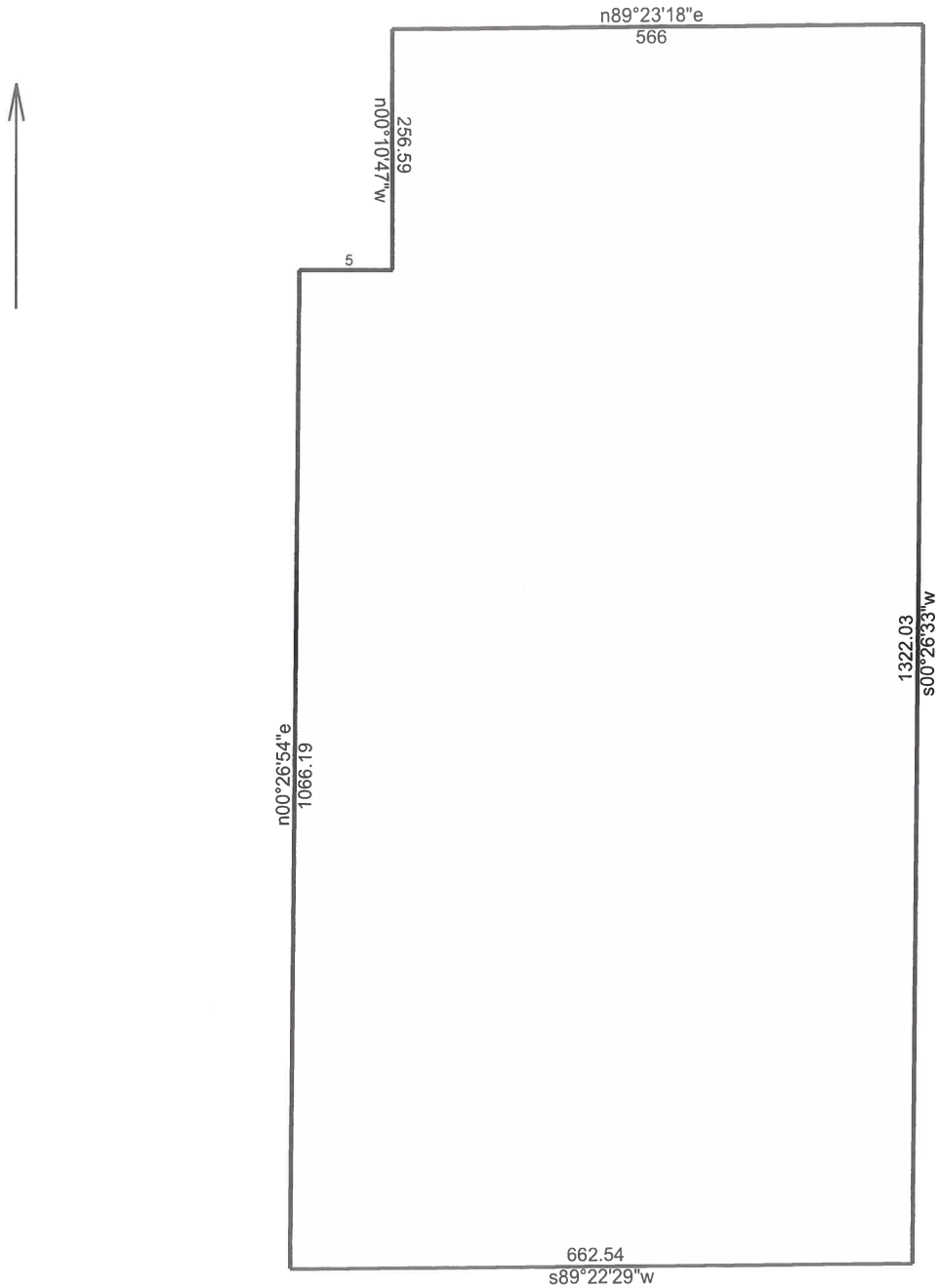
The above-described parcel contains 19.53 acres, more or less.

PROFESSIONAL LAND SURVEYOR
REGISTERED
11334
3/17/26
STATE OF IDAHO
MICHAEL S. BYRNS



P:\High Pine ALTA 25-382\dwg\25-382 Annex Exhibit.dwg 3/17/2026 4:47:08 PM

IDAHO SURVEY GROUP, LLC 9939 W. EMERALD ST. BOISE, IDAHO 83704 (208) 846-8570	Annexation Exhibit North Celeste	Job No. 25-382 Sheet No. 1 of 1
	Situated in the W1/2 of the NW1/4 of the SE1/4 of Section 12, T.3N., R.3W., B.M., Canyon County, Idaho.	Dwg. Date 3/17/2026



North Celeste Closure	3/17/2026
Scale: 1 inch= 200 feet	File:

Tract 1: 19.5281 Acres, Closure: n00.0000e 0.00 ft. (1/843255), Perimeter=3973 ft.

01 n89.2318e 566
02 s00.2633w 1322.03
03 s89.2229w 662.54
04 n00.2654e 1066.19
05 n89.4456e 99.21
06 n00.1047w 256.59

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March 10, 2026

RE: Neighborhood Meeting for Project in your Neighborhood

To whom it may concern,

You are invited to a neighborhood meeting to discuss a project we are proposing near your property. The purpose of the meeting is to discuss the project, answer any questions, and listen to your feedback and suggestions.

Meeting Date: Thursday March 26, 2026

Meeting Time: 6:00 PM

Meeting Location: We will meet at the location of the proposed subdivision on Moss Street; meeting location is shown on the attached site plan.

Project Summary: Annexation into the City of Caldwell is proposed with R-2 (Medium Density Residential) zoning for a property that is approximately 20 acres in size. A Preliminary Plat will also be submitted for a residential subdivision containing approximately 104 single family detached homes.

If you would like to contact us ahead of the meeting, please feel free to reach us at WKShrief@kbhome.com or 208.871.7357

We look forward to hearing from you.

Thank you,

Wendy Shrief
Director of Forward Planning

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:

Proposed residential subdivision and annevation 104 proposed lots and R2 zoning

Date of Round Table meeting: 2/12/26

Notice sent to neighbors on: 3/10/26

Date & time of the neighborhood meeting: 3/26/26 6:00 pm

Location of the neighborhood meeting:

Meeting was held on subject property on Moss,

Developer/Applicant:

Name: Wendy Shriet / KB Home

Address, City, State, Zip: Meridian, ID

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 [signature]

DATE 3/26/26

Parcel	Primary Owner	Owner Address	Owner City
R3278714300	ABY HOMES LLC	11491 W ZACHERY AVE	NAMPA ID 83651
R3279334400	ALLEN JOCELYN	12545 SHADOW PEAK ST	CALDWELL ID 83607
R3274936100	ALMODOVAR JEREMY SHANE	12450 COLE RIDGE ST	CALDWELL ID 83607
R3278718400	ALVAREZ JUAN M ALMANZA	12553 ALGONQUIN ST	NAMPA ID 83651
R3278720100	AULNER AIMEE	12561 DEERBRUSH CT	NAMPA ID 83651
R3274929500	BASSO DAVID PAUL	16549 BRETON WAY	CALDWELL ID 83607
R3274938100	BECKMAN TIMOTHY JOSEPH	16581 STEEL MOUNTAIN AVE	CALDWELL ID 83607
R3278721900	BENITEZ GUADALUPE ISABEL	12560 DAKOTA CROSSING ST	NAMPA ID 83651
R3278721000	BENNETT ANGELA M	12534 DEADWOOD CT	NAMPA ID 83651
R3278718700	BIDDLE DANIEL	12589 ALGONQUIN ST	NAMPA ID 83651
R3276101200	BRANDT JOHN H AND ORAH I FOUNDATION	203 11TH AVE S	NAMPA ID 83651
R3274936200	CARLYLE LISA	12442 COLE RIDGE ST	CALDWELL ID 83607
R3276401100	CARTER PAULA	12411 MOSS ST	NAMPA ID 83651
R3274935300	CASTANEDA-MARTINEZ TIMOTHY	12375 SHADOW RIVER ST	CALDWELL ID 83607
R3274929800	CEDILLO KARISSA	16511 BRETON WAY	CALDWELL ID 83607
R3278715000	CHANDLER JOEL B	12566 OCHOCO ST	NAMPA ID 83651
R3278718500	CHEN ZHEN BIN	12565 ALGONQUIN ST	NAMPA ID 83651
R32764010C0	CLARK TYLER E	12483 W MOSS ST	NAMPA ID 83651
R3278714400	COLD SAGE LLC	784 S CLEARWATER LOOP STE B	POST FALLS ID 83854
R3278719800	COLTSON JOSEPH	12525 DEERBRUSH CT	NAMPA ID 83651
R3276700000	COPE BETTY E	12273 MOSS ST	NAMPA ID 83651
R32765011B0	COPE BRETT	12359 MOSS LN	NAMPA ID 83651
R3276501100	COPE BRETT C	12359 MOSS LN	NAMPA ID 83651
R3276101000	COPE CHERYL A	12378 MOSS ST	NAMPA ID 83651
R3276500000	COPE PAUL	12373 MOSS LN	NAMPA ID 83651
R3274935400	CORDERO KRISTIN DANIELLE	12387 SHADOW RIVER ST	CALDWELL ID 83607
R3276601000	CROMWELL JAMES	12343 MOSS ST	NAMPA ID 83651
R3278715100	DAKOTA CROSSING HOMEOWNERS ASSOC	PO BOX 5405	BOISE ID 83705
R3278719600	DANIELLO ANTHONY	12538 DEERBRUSH CT	NAMPA ID 83651
R3278721200	DANIELS LORI LEE	12539 DEADWOOD CT	NAMPA ID 83651
R3278721800	DOUGLAS DEVEN ADAM	12572 DAKOTA CROSSING ST	NAMPA ID 83651
R3278714500	DUARTE DIDIANA PATRICIA	12526 OCHOCO ST	NAMPA ID 83651
R3274938700	ELDER JAMES WILLIAM	12409 COLE RIDGE ST	CALDWELL ID 83607
R32764012A0	ELDRIDGE MARLOW AND AUDREY LIVING TRUST	12479 MOSS LN	NAMPA ID 83651
R3278720700	ERMERT LISA K	12570 DEADWOOD CT	NAMPA ID 83651
R3274936800	FETISOV VYACHESLAV S	12374 COLE RIDGE ST	CALDWELL ID 83607
R3278721400	FRUNCHAK DMITRIY D	12563 DEADWOOD CT	NAMPA ID 83651
R3278718200	GIBSON PHILIP	12529 ALGONQUIN ST	NAMPA ID 83651
R3274937900	GODINA MICHAEL ANDREW	16597 STEEL MOUNTAIN AVE	CALDWELL ID 83607
R3274938800	GORDON THOMAS ALLEN	12397 COLE RIDGE ST	CALDWELL ID 83607
R3278719500	GORMAN PATRICK	12550 DEERBRUSH CT	NAMPA ID 83651
R3274939200	HALE KENNETH DUANE	12353 COLE RIDGE ST	CALDWELL ID 83607
R3276300000	HALPIN CURT & LESLIE FAMILY TRUST	12484 MOSS ST	NAMPA ID 83651
R3278714900	HAMANN LEE E AND DEBORAH M REVOCABLE TRUST	1923 S FOUNTAIN CREEK PL	EAGLE ID 83616
R3278719100	HAMILTON MATTHEW	12598 DEERBRUSH CT	NAMPA ID 83651
R3278719300	HARDING REBEKAH E	12574 DEERBRUSH CT	NAMPA ID 83651
R3278717600	HARRISON PAUL D	12528 ALGONQUIN ST	NAMPA ID 83687
R3278719700	HEINER CLAYTON W	12526 DEERBRUSH CT	NAMPA ID 83651
R32764010A0	HIRSCH JAMES R	12633 MOSS ST	NAMPA ID 83651
R3274936300	HOFFMASTER REVOCABLE LIVING TRUST	12434 COLE RIDGE ST	CALDWELL ID 83607
R3278720200	HOLBERT-ELY APRIL @@	64 N HASTINGS DR	NAMPA ID 83687
R3278100000	HOPKINS KENDALL	306 HILLDROP ST	CALDWELL ID 83605
R3279336100	HRIN DANIEL T	12570 DIMARIE CT	CALDWELL ID 83607
R3278718100	JAQUES VIRGINIA	12523 DAKOTA CROSSING ST	NAMPA ID 83651
R3278721500	JEROME BRIAN DOUGLAS	12575 DEADWOOD CT	NAMPA ID 83651
R3278721700	JIMENEZ LUIS	12584 DAKOTA CROSSING ST	NAMPA ID 83651
R3278721100	JOHNSON PAMELA J	12527 DEADWOOD CT	NAMPA ID 83651
R3278720300	JUDD MATTHEW	12585 DEERBRUSH CT	NAMPA ID 83651
R3274936600	KEENAN KYLE	12398 COLE RIDGE ST	CALDWELL ID 83607
R3279336400	KENSINGER ROBERT D	12569 DIMARIE CT	CALDWELL ID 83607
R3278721300	KETTERLING FAMILY TRUST	12551 DEADWOOD CT	NAMPA ID 83651
R3274939100	KING DOUGLAS M	12361 COLE RIDGE ST	CALDWELL ID 83607
R3278722000	KREMER CAROL	12548 DAKOTA CROSSING ST	NAMPA ID 83651
R3278722200	LANE JOHN R JR	12524 DAKOTA CROSSING ST	NAMPA ID 83651
R3274938300	LAPOINTE FRANK T AND ELISABETH E LAPOINTE 1984 TRUST AGREEMENT	2777 YULUPA AVE PMB 503	SANTA ROSA CA 95405
R3274935900	LARSON ALYSSA N	12445 SHADOW RIVER ST	CALDWELL ID 83607
R3278717900	LEATHLEAN JOSEPH W	576 W DANISH RED TRL	SAN TAN VALLEY AZ 85143
R3278717300	LEBECK DEBORAH L	12564 ALGONQUIN ST	NAMPA ID 83651
R3274938200	LEE STEVEN MICHAEL	12457 COLE RIDGE ST	CALDWELL ID 83607
R3278720900	LIMB DEVIN	13243 LEWIS RANCH RD	CALDWELL ID 83607
R3274937200	LINDER ANDREW S	12322 COLE RIDGE ST	CALDWELL ID 83607
R3274937100	LIPETSKY IRINA	12330 COLE RIDGE ST	CALDWELL ID 83607
R3274936500	LOPEZ JOSE ANTONIO	12410 COLE RIDGE ST	CALDWELL ID 83607
R3274938000	LOVE DYLAN JAMES	16589 STEEL MOUNTAIN AVE	CALDWELL ID 83607
R3274936900	LUNN TAMMY MARIE	12360 COLE RIDGE ST	CALDWELL ID 83607
R3274935600	MARTINEZ JESUS AYALA	12413 SHADOW RIVER ST	CALDWELL ID 83607
R3278717100	MARTINEZ JOSHUA	12588 ALGONQUIN ST	NAMPA ID 83651
R3278720400	MCGHEHEY KATHLEEN	12599 DEERBRUSH CT	NAMPA ID 83651
R3274936700	MEDINA GUILLERMO T	617 FALL PL	NAMPA ID 83686
R3278719200	MILLER LINDSEY MICHELLE	12586 DEERBRUSH CT	NAMPA ID 83651
R3278000000	MIYAKE BOB S	12196 KARCHER RD	NAMPA ID 83651
R3278301100	MKP PROPERTIES LLC	12464 KARCHER RD	NAMPA ID 83651
R3278718600	MUGG TYLER LEE	12577 ALGONQUIN ST	NAMPA ID 83651
R3278718800	MULLIGAN ALEXIS	12601 ALGONQUIN ST	NAMPA ID 83651
R3274936400	MUNIZ NATALIA AVIGAIL	12422 COLE RIDGE ST	CALDWELL ID 83607
R3278200000	MVP PROPERTIES LLC	12464 KARCHER RD	NAMPA ID 83651
R3274938400	NEAL AARON	12441 COLE RIDGE ST	CALDWELL ID 83607
R3274929700	NUNEZ LOURDES G	16523 BRETON WAY	CALDWELL ID 83607
R3278720500	OCAMPO ESTRELLA PEDROZA	12594 DEADWOOD CT	NAMPA ID 83651
R3278718300	PETERSEN SCOTT E	12541 ALGONQUIN ST	NAMPA ID 83651
R3278300000	PHIPPS MARK V	13947 SHAW MOUNTAIN ST	NAMPA ID 83651
R3278720000	PICKETT JEFTY M JR	12549 DEERBRUSH CT	NAMPA ID 83651
R3278714700	PIERSON FAMILY REVOCABLE TRUST	631 AUTUMN PL	NAMPA ID 83686
R3274929600	PINZ SARA LYNNELL	16537 BRETON WAY	CALDWELL ID 83607
R3278501000	PLUCINSKI JAMES E	2945 1ST LN E	PARMA ID 83660-6152
R3278717400	PORRAS MARITZA ESMERALDA BARAJAS	12552 ALGONQUIN ST	NAMPA ID 83651
R3278719900	REES BENJAMIN	12537 DEERBRUSH CT	NAMPA ID 83651
R3274938500	REVELES ARACELI CAMARILLO	12433 COLE RIDGE ST	CALDWELL ID 83607
R3278722100	RIES CAINE	12536 DAKOTA CROSSING ST	NAMPA ID 83651
R3278721600	ROBERTSON TAYLISS S	12587 DEADWOOD CT	NAMPA ID 83651
R32762010A0	RODRIGUEZ ANTONIO JIMENEZ	12416 MOSS ST	NAMPA ID 83651
R3274937000	RODRIGUEZ RENE	12338 COLE RIDGE ST	CALDWELL ID 83607
R3274939000	ROMERO ANDREA	12373 COLE RIDGE ST	CALDWELL ID 83607
R3278714600	ROMERO FAMILY TRUST	12534 OCHOCO ST	NAMPA ID 83651
R3274936000	RUSSELL RAENA NICOLE	12453 SHADOW RIVER ST	CALDWELL ID 83607
R32764010B0	S3 INVESTMENTS LP	1016 W SANETTA ST STE 102	NAMPA ID 83651
R3278714800	SALINAS ARTURO R	12550 OCHOCO ST BOX 42	NAMPA ID 83651
R3279336300	SCHMIDT ADAM ROBERT	12563 DIMARIE CT	CALDWELL ID 83607
R3279336200	SHAFFER AMANDA P	12564 DIMARIE CT	CALDWELL ID 83607
R3274938900	SMITH ROBERT	12385 COLE RIDGE ST	CALDWELL ID 83607
R3278717500	STINEMAN CHRISTY ANN	12540 ALGONQUIN ST	NAMPA ID 83651
R3274935700	SUAREZ MARIELA RAMIREZ	12425 SHADOW RIVER ST	CALDWELL ID 83607
R3274938600	TOLMAN JARED JAMES	12421 COLE RIDGE ST	CALDWELL ID 83607
R3274935500	TULE RIVER HOMEBUYER EARNED EQUITY AGENCY	31071 HWY 190	PORTERVILLE CA 93257
R3274937300	TWIZERE JAMES	12314 COLE RIDGE ST	CALDWELL ID 83607
R3278301000	VAZQUEZ HECTOR	12456 KARCHER RD	NAMPA ID 83651
R3278718000	VELVICK STEVEN B	12535 DAKOTA CROSSING ST	NAMPA ID 83651
R3278717800	VERDE PROPERTIES LLC	2303 N HILLRIDGE	MESA AZ 85207
R3278719400	VOLPEI WESTLEY J	12562 DEERBRUSH CT	NAMPA ID 83651
R3278720800	WALL FAMILY TRUST	12558 DEADWOOD CT	NAMPA ID 83651
R3278717700	WALLACE HARVELLA ROBERTA	12571 DAKOTA CROSSING ST	NAMPA ID 83651
R3278717200	WEBB DOREEN L	12576 ALGONQUIN ST	NAMPA ID 83651
R3279329800	WINDSOR CREEK EAST HOMEOWNERS ASSOCIATION INC	PO BOX 1350	MERIDIAN ID 83680
R3279400000	WINKER BRUCE LEVI	12498 MOSS ST	NAMPA ID 83651
R3278717000	XUE WENTING	12600 ALGONQUIN ST	NAMPA ID 83651
R3274935800	YBARRA JOSE DANIEL JR	12437 SHADOW RIVER ST	CALDWELL ID 83607
R3278720600	YORK MICHAEL JAY	12582 DEADWOOD CT	NAMPA ID 83651

LANDSCAPE NOTES:

1. ALL PLANT MATERIAL SHALL CONFORM TO THE AMERICAN NURSERYMAN STANDARDS FOR TYPE AND SIZE SHOWN. PLANTS WILL BE REJECTED IF NOT IN A SOUND AND HEALTHY CONDITION. ALL PLANT MATERIAL SHALL BE GRADE #1 OR BETTER.
2. ALL PLANTING BEDS AND TREE WELLS IN LAWN AREAS (WELLS TO BE 3' IN DIAMETER) SHALL BE COVERED WITH A MINIMUM OF 3" DEPTH OF 1" BARK MULCH. SUBMIT SAMPLE FOR APPROVAL BY OWNER.
3. ALL LAWN AREAS SHALL BE SODDED WITH 100% TURF TYPE TALL FESCUE (FESTUCA ARUNDINACIA). CONTRACTOR SHALL VERIFY AND MATCH THE VARIETY EXISTING IN THE ADJACENT DEVELOPMENT.
4. ALL PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR BEGINNING AT THE DATE OF ACCEPTANCE BY OWNER. REPLACE ALL PLANT MATERIAL FOUND DEAD OR NOT IN A HEALTHY CONDITION IMMEDIATELY WITH THE SAME SIZE AND SPECIES AT NO COST TO THE OWNER.
5. PLANTING BACKFILL FOR TREES AND PLANTING BEDS SHALL BE 5 PARTS TOPSOIL AND 1 PART COMPOST WITH STRAW. STAKE ALL TREES PER DETAILS.
6. ALL LAWN AREAS SHALL HAVE 6" OF TOPSOIL AND ALL PLANTING BEDS SHALL HAVE 12" OF TOPSOIL (MINIMUM). TOPSOIL SHALL BE A LOOSE, FRIABLE, SANDY LOAM, CLEAN AND FREE OF TOXIC MATERIALS, NOXIOUS WEEDS, WEED SEEDS, ROCKS, GRASS, OR OTHER FOREIGN MATERIAL LARGER THAN 1" IN ANY DIMENSION, A PH FROM 5.5 TO 7.0. TOP SOIL FROM SITE SHALL BE USED, IF MEETING THESE STANDARDS. PLACE 1/2" COMPOST OVER ALL LANDSCAPED AREAS AND ROTOTILL INTO TOP 4". SPREAD, COMPACT, AND FINE GRADE TOPSOIL TO A SMOOTH AND UNIFORM GRADE, 1" BELOW SURFACE OF WALKS AND CURBS IN AREAS TO BE SODDED AND 3" IN PLANTING BED AREAS.
7. FERTILIZE ALL TREES AND SHRUBS WITH 'AGRIFORM" PLANTING TABLETS, 21 GRAM. QUANTITY PER MANUFACTURER'S RECOMMENDATION.
8. PLANT MATERIAL SHALL NOT BE SUBSTITUTED WITHOUT THE WRITTEN PERMISSION OF OWNER. SUBMIT NAMES OF THREE SUPPLIERS CONTACTED IF SUBSTITUTION IS REQUESTED AND PLANT MATERIAL SPECIFIED IS NOT AVAILABLE.
9. SHRUB PLANTING BEDS SHALL BE SHOVEL EDGED TO CREATE A DISTINCT SEPARATION OF LANDSCAPE TYPES.
10. IMMEDIATELY CLEAN UP ANY TOPSOIL, OR OTHER DEBRIS ON SITE CREATED FROM LANDSCAPE OPERATION AND DISPOSE OF PROPERLY OFF SITE.
11. ALL LANDSCAPE AREAS SHALL HAVE AN STATE OF THE ART AUTOMATIC UNDERGROUND SPRINKLER SYSTEM WHICH INSURES COMPLETE COVERAGE AND IS PROPERLY ZONED FOR REQUIRED WATER USES AND HAS A WEATHER STATION CAPABLE OF TURNING OFF FOR RAIN/FREEZE EVENTS. ALL SHRUB ZONES, SPRAY ZONES AND GEAR DRIVEN ZONES SHALL BE PLACED ON SEPARATE ZONES. DO NOT EXCEED A MAXIMUM OF 5 FPS IN ALL MAINLINE AND LATERAL LINES.
12. COORDINATE ALL DRAINAGE AREAS AND UTILITIES WITH TREE LOCATIONS AND ADJUST PER FIELD CONDITIONS.
13. ALL EXISTING TREES SHOWN TO REMAIN SHALL BE RETAINED AND PROTECTED THROUGH OUT CONSTRUCTION.
14. NO TREES SHALL BE PLANTED WITHIN THE 10 FOOT CLEAR ZONE OF ALL ACHD STORM DRAIN PIPE, STRUCTURES, OR FACILITIES.
15. STORM PONDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM.
16. ALL TREES TO BE LOCATED A MINIMUM OF 5 FEET OR GREATER FROM THE BACK OF ANY SIDEWALK..
17. TRIM ALL TREES WITHIN VISION TRIANGLES TO 8' ABOVE FINISH GRADE TO MEET ACHD STANDARDS.

IRRIGATION NOTES:

1. ALL LANDSCAPED AREAS SHALL HAVE AN AUTOMATIC UNDERGROUND SPRINKLER SYSTEM WHICH INSURES COMPLETE COVERAGE AND PROPERLY ZONED FOR REQUIRED WATER USES. EACH HYDROZONE IS TO BE IRRIGATED WITH SEPARATE INDIVIDUAL STATIONS.
2. PLANTER BEDS AND LAWN AREAS ARE TO HAVE SEPARATE HYDRO-ZONES.
3. POP-UP SPRINKLER HEADS SHALL HAVE A MINIMUM RISER HEIGHT OF 4 INCHES AT LAWN AREAS AND 18" AT PLANTER BEDS.
4. PLANTER BEDS ARE TO HAVE DRIP IRRIGATION SYSTEM OR POP-UP SPRAY SYSTEM.
5. ELECTRONIC WATER DISTRIBUTION/ TIMING CONTROLLERS ARE TO BE PROVIDED. MINIMUM CONTROLLER REQUIREMENTS ARE AS FOLLOWS:
   a. PRECISE INDIVIDUAL STATION TIMING
   b. RUN TIME CAPABILITIES FOR EXTREMES IN PRECIPITATION RATES
   c. AT LEAST ONE PROGRAM FOR EACH HYDROZONE
   d. SUFFICIENT MULTIPLE CYCLES TO AVOID WATER RUN-OFF
   e. POWER FAILURE BACKUP FOR ALL PROGRAMED INDIVIDUAL VALVED WATERING STATIONS WILL BE DESIGNED AND INSTALLED TO PROVIDE WATER TO RESPECTIVE HYDRO-ZONES.
6. INDIVIDUAL VALVED WATERING STATIONS WILL BE DESIGNED AND INSTALLED TO PROVIDE WATER TO RESPECTIVE HYDRO-ZONES.
7. THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE 100% HEAD TO HEAD COVERAGE WITH TRIANGULAR SPACING.
8. SPRINKLER HEADS SHALL BE ADJUSTED TO REDUCE OVERSPRAY ONTO IMPERVIOUS SURFACES (BUILDINGS, SIDEWALKS, DRIVEWAYS, AND ASPHALT AREAS).
9. PROVIDE MINIMUM (1) QUICK COUPLER VALVE PER EACH (6) AUTOMATIC VALVE ZONES. APPROVE Q.C.V. LOCATIONS WITH LANDSCAPE ARCHITECT.
10. POINT OF CONNECTION TO BE APPROVED BY JURISDICTION PROVIDING WATER SOURCE.

DISCLAIMER:

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LANDSCAPE SHEET INDEX:

SEE SHEET L1.01-L1.08 FOR DETAILED LANDSCAPE PLAN,
SEE SHEET L2.00 FOR LANDSCAPE DETAILS,
SEE SHEET L3.00 FOR FENCING AND OPEN SPACE PLAN,
SEE SHEET L4.00 FOR MITIGATION PLAN.

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LANDSCAPE ARCHITECT

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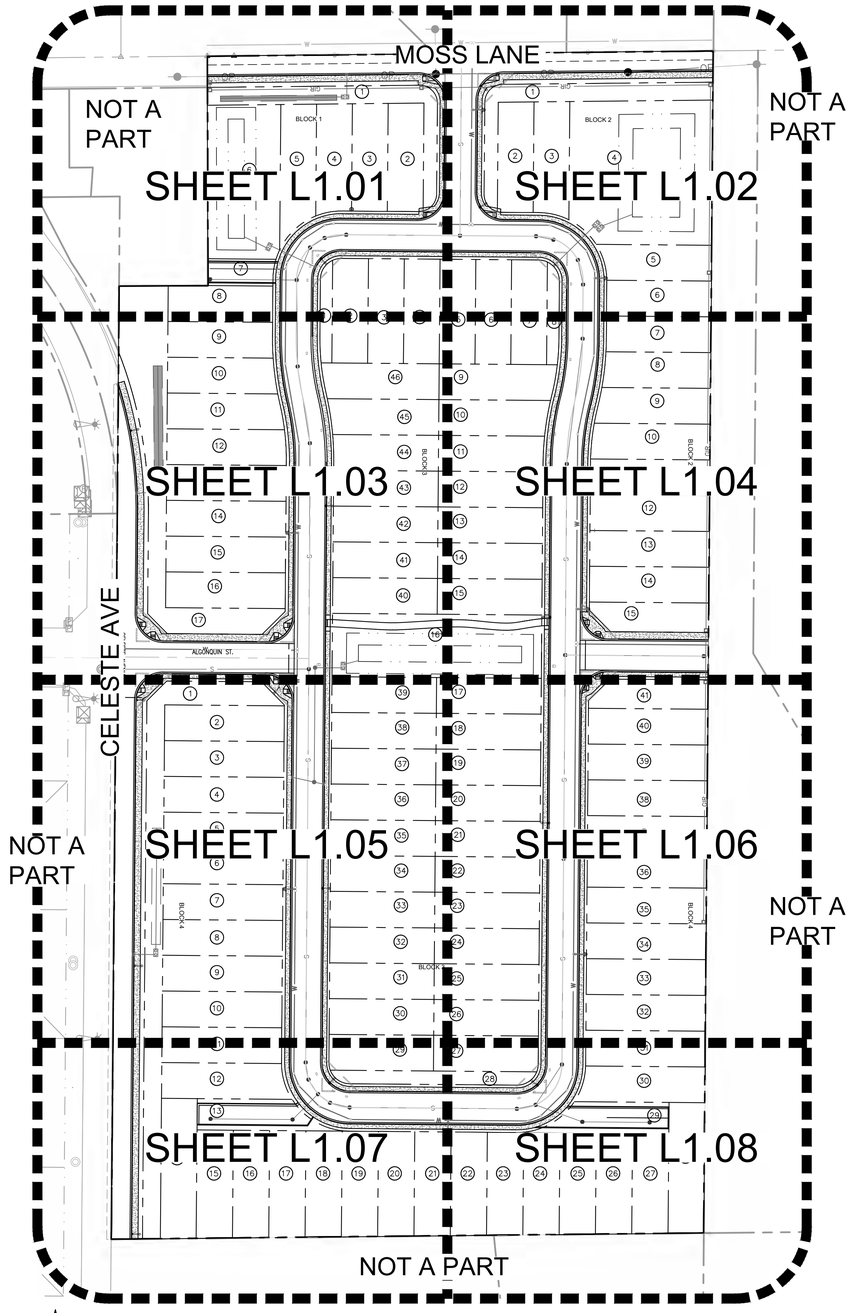
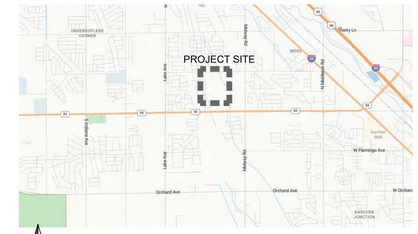


OVERALL SITE PLAN

SCALE: 1" = 80'-0"

NORHT CELESTE SUBDIVISION
A PORTION OF LAND LOCATED IN SECTION 12, T.3N., R.3W., BOISE MERIDIAN, CALDWELL, CANYON COUNTY IDAHO
APRIL 2026



VICINITY MAP

SCALE: NTS

SITE DEVELOPMENT FEATURES

TOTAL SITE AREA	19.53 ACRES TOTAL
ZONING	R2
TOTAL OPEN SPACE	2.89 ACRES
PERCENT OF QUALIFIED OPEN SPACE REQUIRED	10%
PERCENT OF QUALIFIED OPEN SPACE PROVIDED	2.31 ACRES (12%)

LANDSCAPING INFORMATION

LANDSCAPE CALCULATIONS:

* ROADWAY LANDSCAPE BUFFERS (10-02-09-5):
COLLECTOR STREET TYPE:
MOSS LANE - 20' STREET BUFFER @ 529' LF (**excludes drive access*)

50% GRASS COVERAGE 5,290 SF MAX
10,580 SF BUFFER AREA / 2,931 SF TURF AREA
= 50% MAX / 28% PROPOSED
1 TREE/ 35 LINEAR FEET = 16 REQUIRED / 16 PROPOSED
1 SHRUB/ 4 LINEAR FEET = 132 REQUIRED / 144 PROPOSED

CELESTE AVE - 20' STREET BUFFER @ 920' LF (**excludes drive access*)

50% GRASS COVERAGE 9,200 SF MAX
18,400 SF BUFFER AREA / 7,456 SF TURF AREA
= 50% MAX / 40% PROPOSED
1 TREE/ 35 LINEAR FEET = 26 REQUIRED / 43 PROPOSED
1 SHRUB/ 4 LINEAR FEET = 230 REQUIRED / 234 PROPOSED

* PATHWAY LANDSCAPING (10-02-09.7):
5' WIDE NEIGHBORHOOD PATHWAY @ 240' LF
SHRUBS @ 25/100' = 10 REQUIRED / 44 PROPOSED

* COMMON OPEN SPACE REQUIREMENTS (10-02-09.4.D): (**excludes pathway and road buffers*)
TOTAL QUALIFIED OPEN SPACE @ 100,827 SF
= 10% REQUIRED / 12% PROPOSED
TREES @ 1/ 5,000 @ 0 SF = 20 REQUIRED / 61 PROPOSED

* OVERALL TOTAL LANDSCAPE CALCULATIONS:
TREE SPECIES = 6 PROPOSED
TOTAL TREES = 120 PROPOSED
TOTAL SHRUBS = 422 PROPOSED

* MITIGATION FOR REMOVAL OF EXISTING TREES (10-02-10.15):
(See sheet L4.00 for additional information.)

THE EXISTING TREES TO BE REMOVED THAT REQUIRE MITIGATION ARE AS FOLLOWS FROM THE INTERIOR OF THE SITE (AS NOTED ON PLAN):
- (1) 36" CAL. COTTONWOOD
- (2) 14' SPRUCE
- (1) 18' SPRUCE
- (2) 12" CAL. ELM
- (1) 14" CAL. MAPLE
- (1) 20' CEDAR
- (1) 24' PINE
- (3) 18" CAL. COTTONWOOD
- (1) ' CEDAR

TOTAL CALIPER INCHES REQUIRED
FOR MITIGATION = 116 INCHES

METHOD OF MITIGATION WILL BE TO PLANT (58) 2" CALIPER TREES ON-SITE FOR A TOTAL OF 116 INCHES OF MITIGATION TREE REPLACEMENT, NOT INCLUDING THE CALIPER INCHES OF THE REQUIRED PROPOSED TREES.

MITIGATION CALCULATION BREAKDOWN

TOTAL INCHES NOT REQUIRING MITIGATION	114"
TOTAL INCHES REQUIRING MITIGATION	116"
• ADDITIONAL 2" CAL. TREES FROM COMMON OPEN SPACE	41
• ADDITIONAL 2" CAL. TREES FROM CELESTE ROAD BUFFER	17
TOTAL MITIGATION INCHES PROVIDED	116"

SITE AMENITIES(10-13-04.B):
AMENITIES PROVIDED:
OPEN SPACE PATHWAY, OPEN GRASSY PLAY AREA

STAMP:
PRELIMINARY
NOT FOR CONSTRUCTION
STATE OF IDAHO
JOHN B. ROTERS
LANDSCAPE ARCHITECT

DATE: 05/01/2026

811 Know what's below. Call before you dig.
CALL AT LEAST 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE PROTECTION OF BURIED UNDERGROUND MEMBER UTILITIES

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REVISIONS:

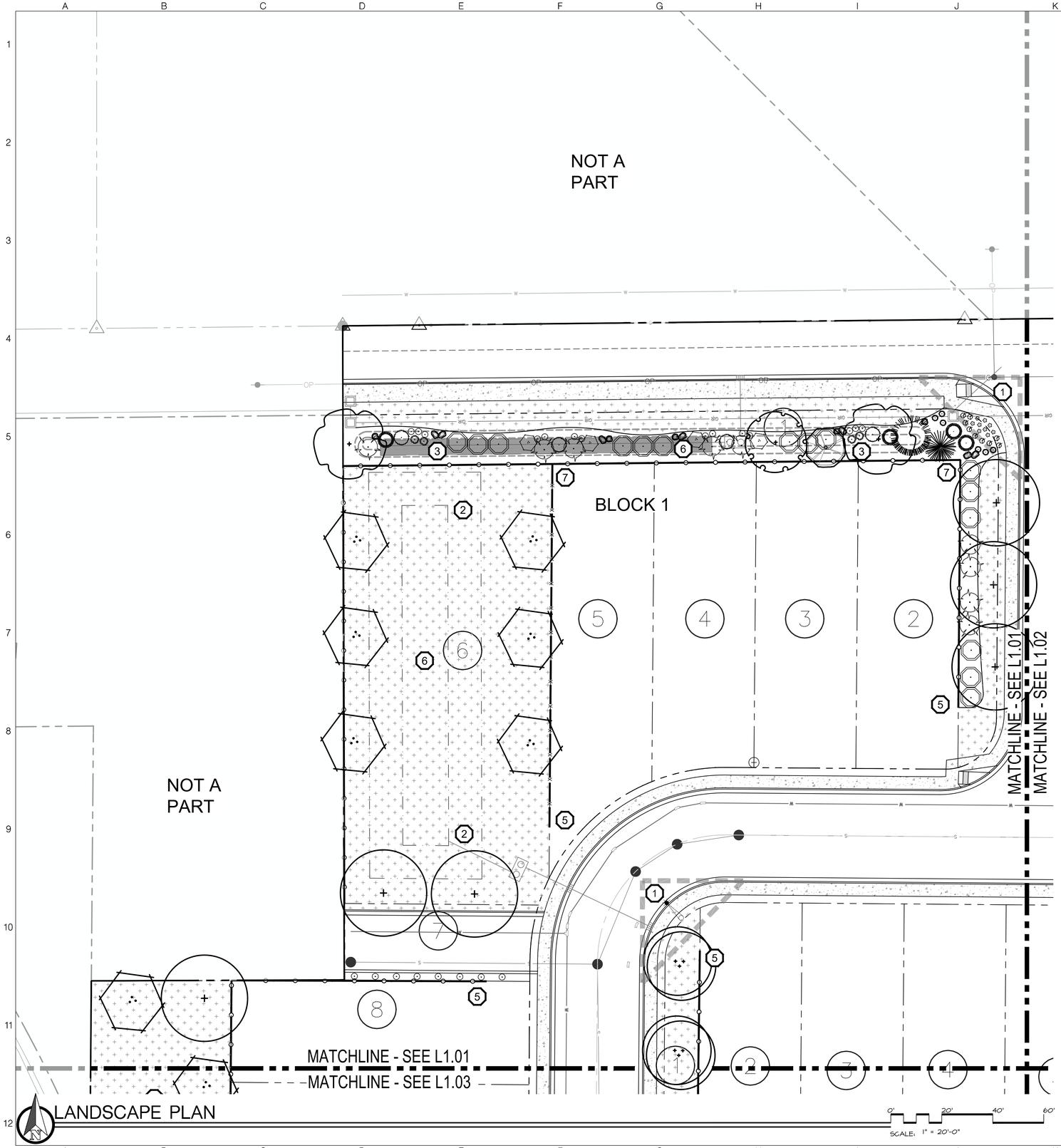
No.	Date	Description

OVERALL SITE PLAN
NEW CELESTE SUBDIVISION
CALDWELL, ID

DRAWN BY: SCM
CHECKED BY: AWJ
PROJECT NUMBER 26-232
SHEET: L1.00

THE PROFESSIONAL SERVICES OF THE DESIGN PROFESSIONAL AND ANCILLARY FOR AND WE PERFORMED IN THE INTEREST OF THE CLIENT NO CONTRACTUAL OBLIGATIONS ASSUMED BY THE DESIGN PROFESSIONAL FOR THE BENEFIT OF ANY OTHER PERSON INCLUDED IN THE PROJECT.

USER:SMCKEOWN LOCATION:Z:\PROJECTS\2026\26-232 NORTH CELESTE SUB\CAD\SHEETS\26-232 LANDSCAPE PLAN.DWG PRINT DATE:5/1/2026 10:50 AM



LANDSCAPE LEGEND

- EXISTING TREES TO BE REMOVED
- PLANTS TO BE INSTALLED
- CUT EDGING, SEE DETAIL 5/L2.00
- 6' SOLID TAN VINYL PRIVACY FENCE, SEE DETAIL 5/L2.01
- 6' SEMI-PRIVATE TAN VINYL PRIVACY FENCE, SEE DETAIL 6/L2.01
- TURF OVER APPROVED TOPSOIL AS SPECIFIED
- BOULDERS OF VARYING SIZE, SEE DETAIL 6/L2.00
- BERM 3:1 MAX SLOPE

PLANT SCHEDULE

NOTE: All trees to be grade #1 (Shown at 80% Maturity)

KEY	BOTANICAL NAME / COMMON NAME	PLANTING SIZE	MATURE SIZE	CLASS
DECIDUOUS TREES				SEE DETAIL 1/L2.00
	Acer platanoides 'Emerald Queen' / Emerald Queen Norway Maple	2" B&B	45' hgt. 45' w	CLASS II
	Celtis occidentalis / Common Hackberry	2" B&B	45' hgt. 45' w	CLASS II
	Cercis canadensis / Eastern Redbud	2" B&B	20' hgt. 20' w	CLASS I
	Platanus x acerifolia / London Plane Tree	2" B&B	60' hgt. 45' w	CLASS II
	Tilia americana 'Boulevard' / Boulevard Linden	2" B&B	35' hgt. 30' w	CLASS II
	Tilia cordata 'Littleleaf' / Little Leaf Linden	2" B&B	40' hgt. 35' w	CLASS II
CONIFEROUS TREES				SEE DETAIL 2/L2.00
	Pinus nigra 'Oregon Green' / Oregon Green Austrian Pine	6' B&B	20' hgt. 20' w	CONIF.
	Picea pungens 'glauca' / Colorado Blue Spruce	6' B&B	35' hgt. 15' w	CONIF.
SHRUBS				SEE DETAIL 3/L2.00
	Buddleja davidii 'Royal Red' / Royal Red Butterfly Bush	2 Gal.	7' hgt. x 6' wide	
	Cornus alba 'Arctic Fire' / Arctic Fire Dogwood	2 Gal.	4' hgt. x 4' wide	
	Cotoneaster horizontalis Perpusillus' / Prostrate Rock Cotoneaster	2 Gal.	12" hgt. x 6' wide	
	Euonymous alatus 'Compactus' / Dwarf Burning Bush	2 Gal.	8' hgt. x 8' wide	
	Forsythia x 'Meadowlark' / Meadowlark Forsythia	2 Gal.	8' hgt. x 8' wide	
	Physocarpus opulifolious 'Seaward' / Summer Wine Ninebark	2 Gal.	4' hgt. x 4' wide	
	Pinus mugo var. pumilio / Dwarf Mugo Pine	2 Gal.	4' hgt. x 6' wide	
	Rhus aromatica 'Gro Low' / Gro Low sumac	2 Gal.	2' hgt. x 6' wide	
	Rhus trilobata 'Autumn Amber" / Autumn Amber sumac	2 Gal.	6" hgt. x 6' wide	
	Spiraea japonica 'Goldmound' / Goldmound Spirea	2 Gal.	3' hgt. 3' wide	
GROUND COVERS/ GRASSES/ PERENNIALS				SEE DETAIL 4/L2.00
	Calamagrostis x acutiflora 'Overdam' / Overdam Feather Reed Grass	2 Gal.	4' hgt. x 2' wide	
	Caryopteris x clandonensis 'Blue Mist' / Blue Mist Bluebeard	2 Gal.	2' hgt. x 2' wide	
	Geranium sanguineum 'Max Frie' / Max Frei Bloody Cranesbill	2 Gal.	12" hgt. x 18" wide	
	Hemerocallis x 'Stella De Oro' / Stella De Oro Daylilly	2 Gal.	18" hgt. x 2' wide	
	Pennisetum alopecuroides 'Little Bunny' / Little Bunny Dwarf Fountain Grass	2 Gal.	2' hgt. x 3' wide	

NOTE: NOT ALL PLANTS USED ON THIS SHEET

CALLOUT LEGEND

1. 40' VISION TRIANGLE
2. OPEN GRASSY PLAY SPACE
3. 2' BERM WITH 3:1 MAX SLOPE
4. 8'-0" WIDE CONCRETE COMMUNITY PATHWAY WILL BE CONSTRUCTED
5. START FENCE LINE AT 20' BUILDING SETBACK.
6. SEEPAGE BED, PER CIVIL
7. TRANSITION FENCE TYPE AT CORNER

STAMP: PRELIMINARY — NOT FOR CONSTRUCTION — STATE OF IDAHO — LANDSCAPE ARCHITECT

DATE: 05/01/2026

811 Know what's below. Call before you dig. CALL 2 WORK DAYS PRIOR TO YOU BEGIN DIGGING, EXCAVATE FOR THE PURPOSE OF LOCATING UNDERGROUND MEMBER UTILITIES

SOUTH BECK & BAIRD
2002 S. Vista Ave
Boise, ID 83705
208.342.2999 Office
info@sbbgo.com
www.sbbgo.com
South Landscape Architecture P.C.
Dba South Beck & Baird Landscape Architecture P.C.

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REVISIONS:

No.	Date	Description

LANDSCAPE PLAN
NEW CELESTE SUBDIVISION
CALDWELL, ID

DRAWN BY: SCM

CHECKED BY: AWJ

PROJECT NUMBER 26-232

SHEET: L1.01

THE PROFESSIONAL SERVICES OF THE DESIGN PROFESSIONAL AND ANCILLARY FIRMS FOR AND WERE PERFORMED IN THE INTEREST OF THE CLIENT NO CONTRACTUAL OBLIGATIONS ASSUMED BY THE DESIGN PROFESSIONAL FOR THE BENEFIT OF ANY OTHER PERSON AND/OR ON THE PROJECT

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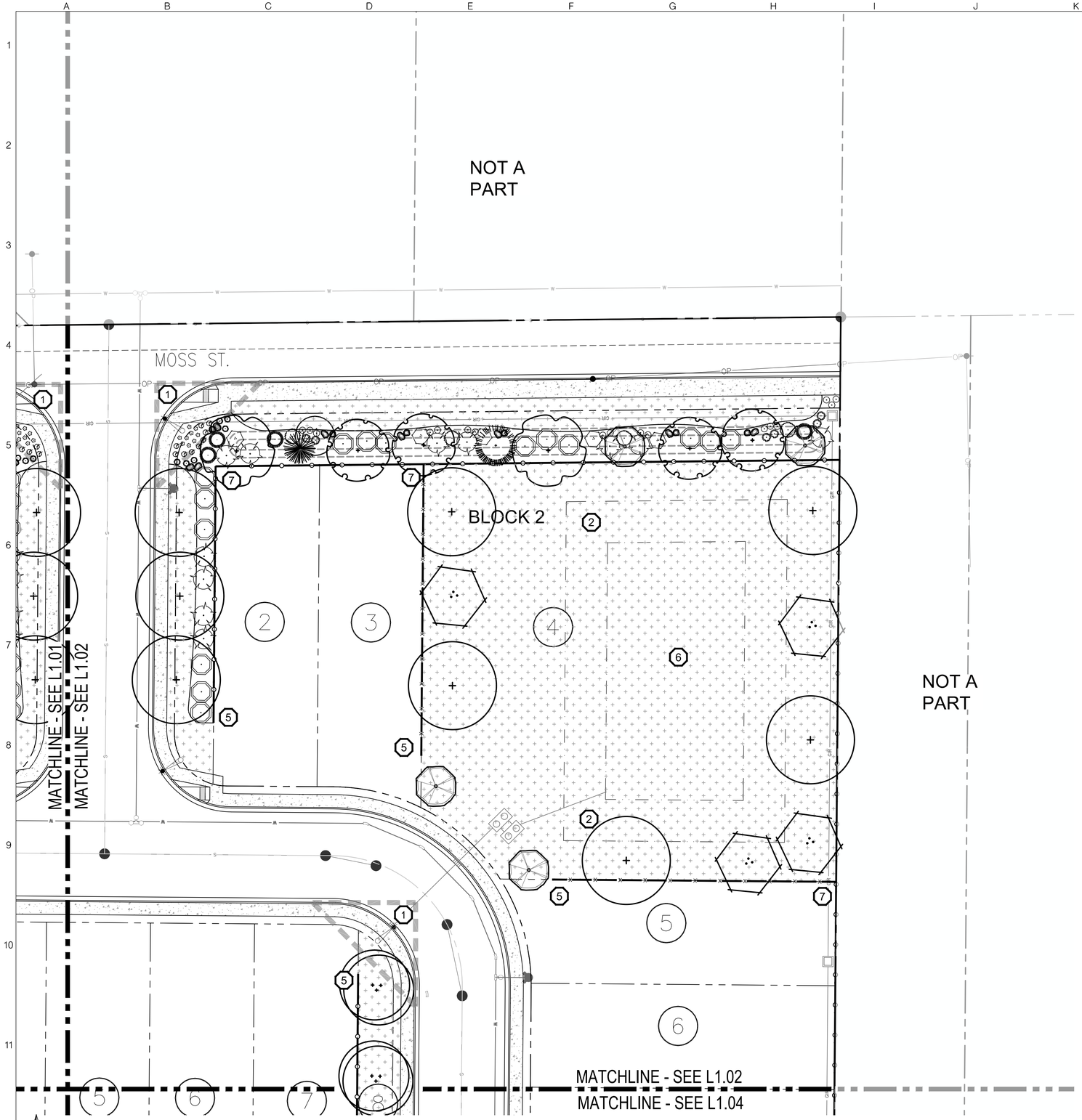

LANDSCAPE PLAN

SCALE: 1" = 20'-0"

LANDSCAPE LEGEND

- EXISTING TREES TO BE REMOVED
- PLANTS TO BE INSTALLED
- CUT EDGING, SEE DETAIL 5/L2.00
- 6' SOLID TAN VINYL PRIVACY FENCE, SEE DETAIL 5/L2.01
- 6' SEMI-PRIVATE TAN VINYL PRIVACY FENCE, SEE DETAIL 6/L2.01
- TURF OVER APPROVED TOPSOIL AS SPECIFIED
- BOULDERS OF VARYING SIZE, SEE DETAIL 6/L2.00
- BERM 3:1 MAX SLOPE

PLANT SCHEDULE

NOTE: All trees to be grade #1 (Shown at 80% Maturity)

KEY	BOTANICAL NAME / COMMON NAME	PLANTING SIZE	MATURE SIZE	CLASS
DECIDUOUS TREES				SEE DETAIL 1/L2.00
	Acer platanoides 'Emerald Queen' / Emerald Queen Norway Maple	2" B&B	45' hgt. 45' w	CLASS II
	Celtis occidentalis / Common Hackberry	2" B&B	45' hgt. 45' w	CLASS II
	Cercis canadensis / Eastern Redbud	2" B&B	20' hgt. 20' w	CLASS I
	Platanus x acerifolia / London Plane Tree	2" B&B	60' hgt. 45' w	CLASS II
	Tilia americana 'Boulevard' / Boulevard Linden	2" B&B	35' hgt. 30' w	CLASS II
	Tilia cordata 'Littleleaf' / Little Leaf Linden	2" B&B	40' hgt. 35' w	CLASS II
CONIFEROUS TREES				SEE DETAIL 2/L2.00
	Pinus nigra 'Oregon Green' / Oregon Green Austrian Pine	6' B&B	20' hgt. 20' w	CONIF.
	Picea pungens 'glauca' / Colorado Blue Spruce	6' B&B	35' hgt. 15' w	CONIF.
SHRUBS				SEE DETAIL 3/L2.00
	Buddleja davidii 'Royal Red' / Royal Red Butterfly Bush	2 Gal.	7' hgt. x 6' wide	
	Cornus alba 'Arctic Fire' / Arctic Fire Dogwood	2 Gal.	4' hgt. x 4' wide	
	Cotoneaster horizontalis Perpusillus' / Prostrate Rock Cotoneaster	2 Gal.	12" hgt. x 6' wide	
	Euonymous alatus 'Compactus' / Dwarf Burning Bush	2 Gal.	8' hgt. x 8' wide	
	Forsythia x 'Meadowlark' / Meadowlark Forsythia	2 Gal.	8' hgt. x 8' wide	
	Physocarpus opulifolious 'Seaward' / Summer Wine Ninebark	2 Gal.	4' hgt. x 4' wide	
	Pinus mugo var. pumilio / Dwarf Mugo Pine	2 Gal.	4' hgt. x 6' wide	
	Rhus aromatica 'Gro Low' / Gro Low sumac	2 Gal.	2' hgt. x 6' wide	
	Rhus trilobata 'Autumn Amber" / Autumn Amber sumac	2 Gal.	6" hgt. x 6' wide	
	Spiraea japonica 'Goldmound' / Goldmound Spirea	2 Gal.	3' hgt. 3' wide	
GROUND COVERS/ GRASSES/ PERENNIALS				SEE DETAIL 4/L2.00
	Calamagrostis x acutiflora 'Overdam' / Overdam Feather Reed Grass	2 Gal.	4' hgt. x 2' wide	
	Caryopteris x clandonensis 'Blue Mist' / Blue Mist Bluebeard	2 Gal.	2' hgt. x 2' wide	
	Geranium sanguineum 'Max Frie' / Max Frei Bloody Cranesbill	2 Gal.	12" hgt. x 18" wide	
	Hemerocallis x 'Stella De Oro' / Stella De Oro Daylilly	2 Gal.	18" hgt. x 2' wide	
	Pennisetum alopecuroides 'Little Bunny' / Little Bunny Dwarf Fountain Grass	2 Gal.	2' hgt. x 3' wide	

NOTE: NOT ALL PLANTS USED ON THIS SHEET

CALLOUT LEGEND

1. 40' VISION TRIANGLE
2. OPEN GRASSY PLAY SPACE
3. 2' BERM WITH 3:1 MAX SLOPE
4. 8'-0" WIDE CONCRETE COMMUNITY PATHWAY WILL BE CONSTRUCTED
5. START FENCE LINE AT 20' BUILDING SETBACK.
6. SEEPAGE BED, PER CIVIL
7. TRANSITION FENCE TYPE AT CORNER

STAMP: PRELIMINARY — NOT FOR CONSTRUCTION — STATE OF IDAHO — JOHN B. BAIRD — LICENSED LANDSCAPE ARCHITECT

DATE: 05/01/2026

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REVISIONS:

No.	Date	Description

LANDSCAPE PLAN
NEW CELESTE SUBDIVISION
CALDWELL, ID

DRAWN BY: SCM

CHECKED BY: AWW

PROJECT NUMBER 26-232

SHEET: L1.02

THE PROFESSIONAL SERVICES OF THE DESIGN PROFESSIONAL AND ENGINEERS FOR AND WE PERFORMED IN THE INTEREST OF THE CLIENT NO CONTRACTUAL OBLIGATIONS ASSUMED BY THE DESIGN PROFESSIONAL FOR THE BENEFIT OF ANY OTHER PERSON AND USE IN THE PROJECT

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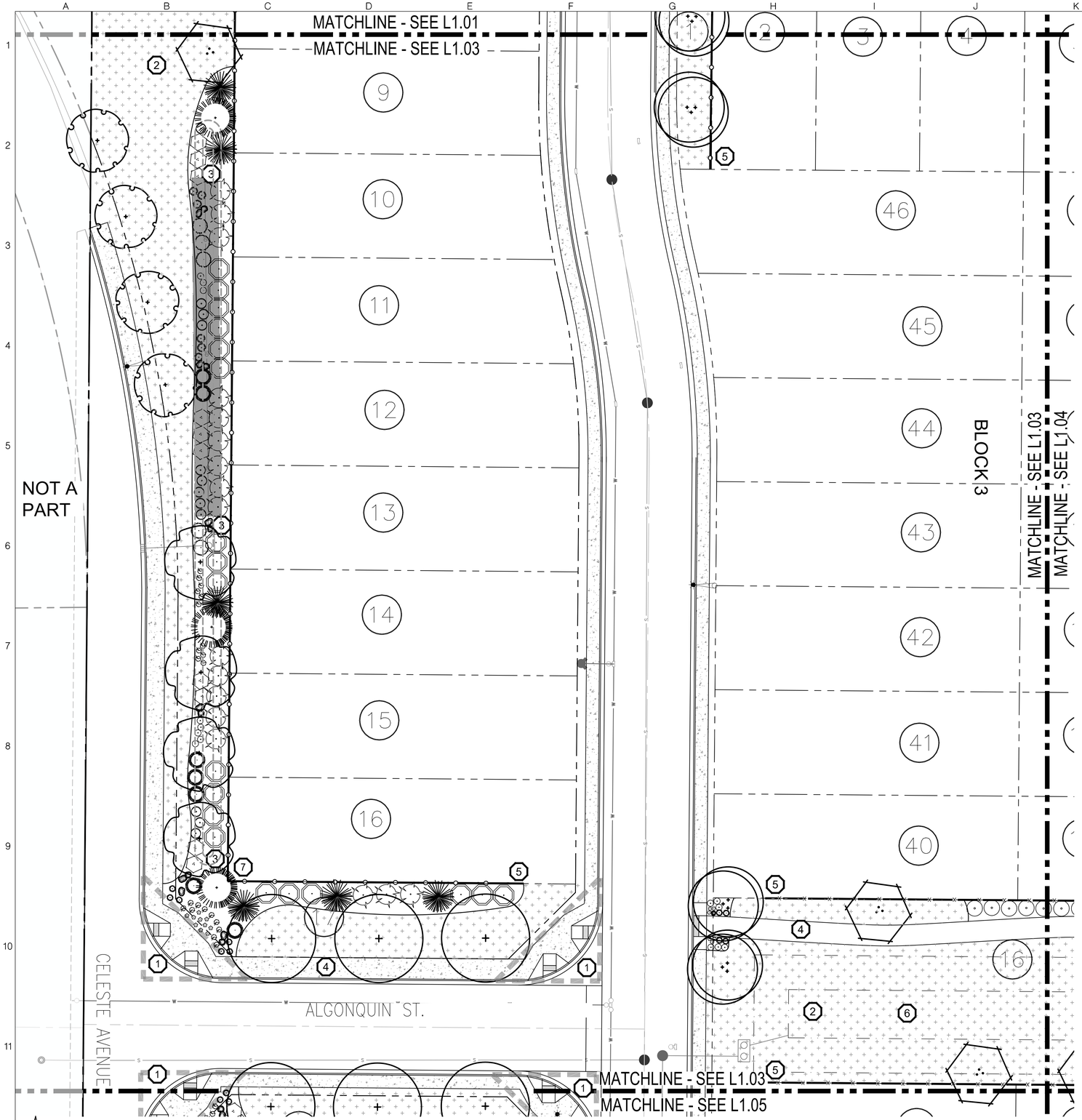

LANDSCAPE PLAN

SCALE: 1" = 20'-0"

LANDSCAPE LEGEND

- EXISTING TREES TO BE REMOVED
- PLANTS TO BE INSTALLED
- CUT EDGING, SEE DETAIL 5/L2.00
- 6' SOLID TAN VINYL PRIVACY FENCE, SEE DETAIL 5/L2.01
- 6' SEMI-PRIVATE TAN VINYL PRIVACY FENCE, SEE DETAIL 6/L2.01
- TURF OVER APPROVED TOPSOIL AS SPECIFIED
- BOULDERS OF VARYING SIZE, SEE DETAIL 6/L2.00
- BERM 3:1 MAX SLOPE

PLANT SCHEDULE

NOTE: All trees to be grade #1 (Shown at 80% Maturity)

KEY	BOTANICAL NAME / COMMON NAME	PLANTING SIZE	MATURE SIZE	CLASS
DECIDUOUS TREES				SEE DETAIL 1/L2.00
	Acer platanoides 'Emerald Queen' / Emerald Queen Norway Maple	2" B&B	45' hgt. 45' w	CLASS II
	Celtis occidentalis / Common Hackberry	2" B&B	45' hgt. 45' w	CLASS II
	Cercis canadensis / Eastern Redbud	2" B&B	20' hgt. 20' w	CLASS I
	Platanus x acerifolia / London Plane Tree	2" B&B	60' hgt. 45' w	CLASS II
	Tilia americana 'Boulevard' / Boulevard Linden	2" B&B	35' hgt. 30' w	CLASS II
	Tilia cordata 'Littleleaf' / Little Leaf Linden	2" B&B	40' hgt. 35' w	CLASS II
CONIFEROUS TREES				SEE DETAIL 2/L2.00
	Pinus nigra 'Oregon Green' / Oregon Green Austrian Pine	6' B&B	20' hgt. 20' w	CONIF.
	Picea pungens 'glauca' / Colorado Blue Spruce	6' B&B	35' hgt. 15' w	CONIF.
SHRUBS				SEE DETAIL 3/L2.00
	Buddleja davidii 'Royal Red' / Royal Red Butterfly Bush	2 Gal.	7' hgt. x 6' wide	
	Cornus alba 'Arctic Fire' / Arctic Fire Dogwood	2 Gal.	4' hgt. x 4' wide	
	Cotoneaster horizontalis Perpusillus' / Prostrate Rock Cotoneaster	2 Gal.	12" hgt. x 6' wide	
	Euonymous alatus 'Compactus' / Dwarf Burning Bush	2 Gal.	8' hgt. x 8' wide	
	Forsythia x 'Meadowlark' / Meadowlark Forsythia	2 Gal.	8' hgt. x 8' wide	
	Physocarpus opulifolious 'Seaward' / Summer Wine Ninebark	2 Gal.	4' hgt. x 4' wide	
	Pinus mugo var. pumilio / Dwarf Mugo Pine	2 Gal.	4' hgt. x 6' wide	
	Rhus aromatica 'Gro Low' / Gro Low sumac	2 Gal.	2' hgt. x 6' wide	
	Rhus trilobata 'Autumn Amber'' / Autumn Amber sumac	2 Gal.	6" hgt. x 6' wide	
	Spiraea japonica 'Goldmound' / Goldmound Spirea	2 Gal.	3' hgt. 3' wide	
GROUND COVERS/ GRASSES/ PERENNIALS				SEE DETAIL 4/L2.00
	Calamagrostis x acutiflora 'Overdam' / Overdam Feather Reed Grass	2 Gal.	4' hgt. x 2' wide	
	Caryopteris x clandonensis 'Blue Mist' / Blue Mist Bluebeard	2 Gal.	2' hgt. x 2' wide	
	Geranium sanguineum 'Max Frie' / Max Frei Bloody Cranesbill	2 Gal.	12" hgt. x 18" wide	
	Hemerocallis x 'Stella De Oro' / Stella De Oro Daylilly	2 Gal.	18" hgt. x 2' wide	
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NOTE: NOT ALL PLANTS USED ON THIS SHEET

CALLOUT LEGEND

1. 40' VISION TRIANGLE
2. OPEN GRASSY PLAY SPACE
3. 2' BERM WITH 3:1 MAX SLOPE
4. 8'-0" WIDE CONCRETE COMMUNITY PATHWAY WILL BE CONSTRUCTED
5. START FENCE LINE AT 20' BUILDING SETBACK.
6. SEEPAGE BED, PER CIVIL
7. TRANSITION FENCE TYPE AT CORNER

STAMP: PRELIMINARY NOT FOR CONSTRUCTION

DATE: 05/01/2026

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GAA ASSUMES NO RESPONSIBILITY FOR DAMAGES OR EXCAVATE FOR THE LOCATION OF UNDERGROUND MEMBER UTILITIES

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REVISIONS:

No.	Date	Description

LANDSCAPE PLAN
NEW CELESTE SUBDIVISION
CALDWELL, ID

DRAWN BY: SCM

CHECKED BY: AWJ

PROJECT NUMBER 26-232

SHEET: L1.03

THE PROFESSIONAL SERVICES OF THE DESIGN PROFESSIONAL AND ANCILLARY FIRMS ARE PERFORMED IN THE INTEREST OF THE CLIENT NO CONTRACTUAL OBLIGATIONS ASSUMED BY THE DESIGN PROFESSIONAL FOR THE BENEFIT OF ANY OTHER PERSON INVOLVED IN THE PROJECT

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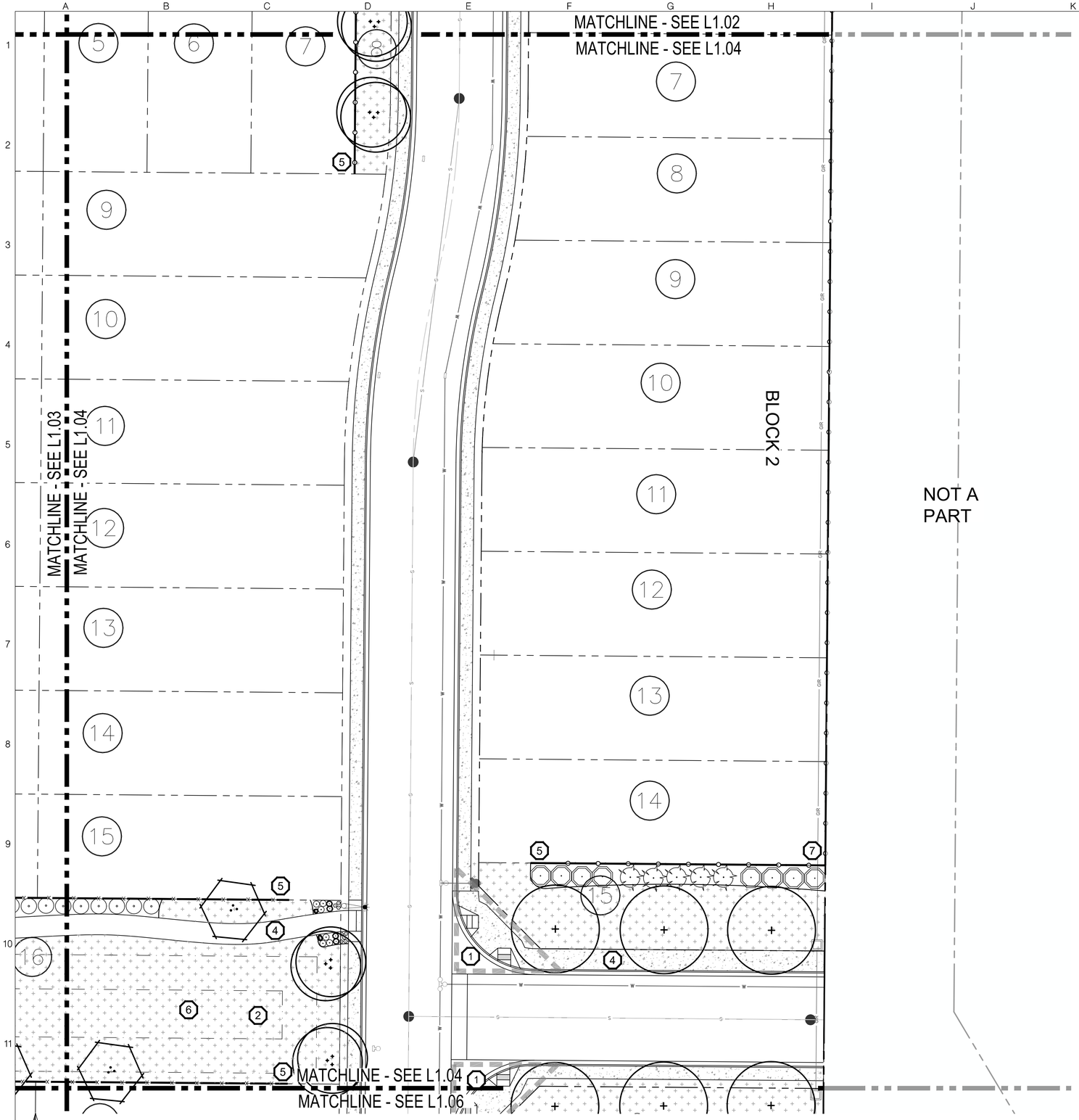

LANDSCAPE PLAN

SCALE: 1" = 20'-0"

LANDSCAPE LEGEND

- EXISTING TREES TO BE REMOVED
- PLANTS TO BE INSTALLED
- CUT EDGING, SEE DETAIL 5/L2.00
- 6' SOLID TAN VINYL PRIVACY FENCE, SEE DETAIL 5/L2.01
- 6' SEMI-PRIVATE TAN VINYL PRIVACY FENCE, SEE DETAIL 6/L2.01
- TURF OVER APPROVED TOPSOIL AS SPECIFIED
- BOULDERS OF VARYING SIZE, SEE DETAIL 6/L2.00
- BERM 3:1 MAX SLOPE

PLANT SCHEDULE

NOTE: All trees to be grade #1 (Shown at 80% Maturity)

KEY	BOTANICAL NAME / COMMON NAME	PLANTING SIZE	MATURE SIZE	CLASS
DECIDUOUS TREES				SEE DETAIL 1/L2.00
	Acer platanoides 'Emerald Queen' / Emerald Queen Norway Maple	2" B&B	45' hgt. 45' w	CLASS II
	Celtis occidentalis / Common Hackberry	2" B&B	45' hgt. 45' w	CLASS II
	Cercis canadensis / Eastern Redbud	2" B&B	20' hgt. 20' w	CLASS I
	Platanus x acerifolia / London Plane Tree	2" B&B	60' hgt. 45' w	CLASS II
	Tilia americana 'Boulevard' / Boulevard Linden	2" B&B	35' hgt. 30' w	CLASS II
	Tilia cordata 'Littleleaf' / Little Leaf Linden	2" B&B	40' hgt. 35' w	CLASS II
CONIFEROUS TREES				SEE DETAIL 2/L2.00
	Pinus nigra 'Oregon Green' / Oregon Green Austrian Pine	6' B&B	20' hgt. 20' w	CONIF.
	Picea pungens 'glauca' / Colorado Blue Spruce	6' B&B	35' hgt. 15' w	CONIF.
SHRUBS				SEE DETAIL 3/L2.00
	Buddleja davidii 'Royal Red' / Royal Red Butterfly Bush	2 Gal.	7' hgt. x 6' wide	
	Cornus alba 'Arctic Fire' / Arctic Fire Dogwood	2 Gal.	4' hgt. x 4' wide	
	Cotoneaster horizontalis Perpusillus' / Prostrate Rock Cotoneaster	2 Gal.	12" hgt. x 6' wide	
	Euonymous alatus 'Compactus' / Dwarf Burning Bush	2 Gal.	8' hgt. x 8' wide	
	Forsythia x 'Meadowlark' / Meadowlark Forsythia	2 Gal.	8' hgt. x 8' wide	
	Physocarpus opulifolious 'Seaward' / Summer Wine Ninebark	2 Gal.	4' hgt. x 4' wide	
	Pinus mugo var. pumilio / Dwarf Mugo Pine	2 Gal.	4' hgt. x 6' wide	
	Rhus aromatica 'Gro Low' / Gro Low sumac	2 Gal.	2' hgt. x 6' wide	
	Rhus trilobata 'Autumn Amber" / Autumn Amber sumac	2 Gal.	6" hgt. x 6' wide	
	Spiraea japonica 'Goldmound' / Goldmound Spirea	2 Gal.	3' hgt. 3' wide	
GROUND COVERS/ GRASSES/ PERENNIALS				SEE DETAIL 4/L2.00
	Calamagrostis x acutiflora 'Overdam' / Overdam Feather Reed Grass	2 Gal.	4' hgt. x 2' wide	
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NOTE: NOT ALL PLANTS USED ON THIS SHEET

CALLOUT LEGEND

1. 40' VISION TRIANGLE
2. OPEN GRASSY PLAY SPACE
3. 2' BERM WITH 3:1 MAX SLOPE
4. 8'-0" WIDE CONCRETE COMMUNITY PATHWAY WILL BE CONSTRUCTED
5. START FENCE LINE AT 20' BUILDING SETBACK.
6. SEEPAGE BED, PER CIVIL
7. TRANSITION FENCE TYPE AT CORNER

STAMP: PRELIMINARY NOT FOR CONSTRUCTION

DATE: 05/01/2026

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REVISIONS:

No.	Date	Description

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LANDSCAPE PLAN
NEW CELESTE SUBDIVISION
CALDWELL, ID

DRAWN BY: SCM

CHECKED BY: AWJ

PROJECT NUMBER 26-232

SHEET: L1.04

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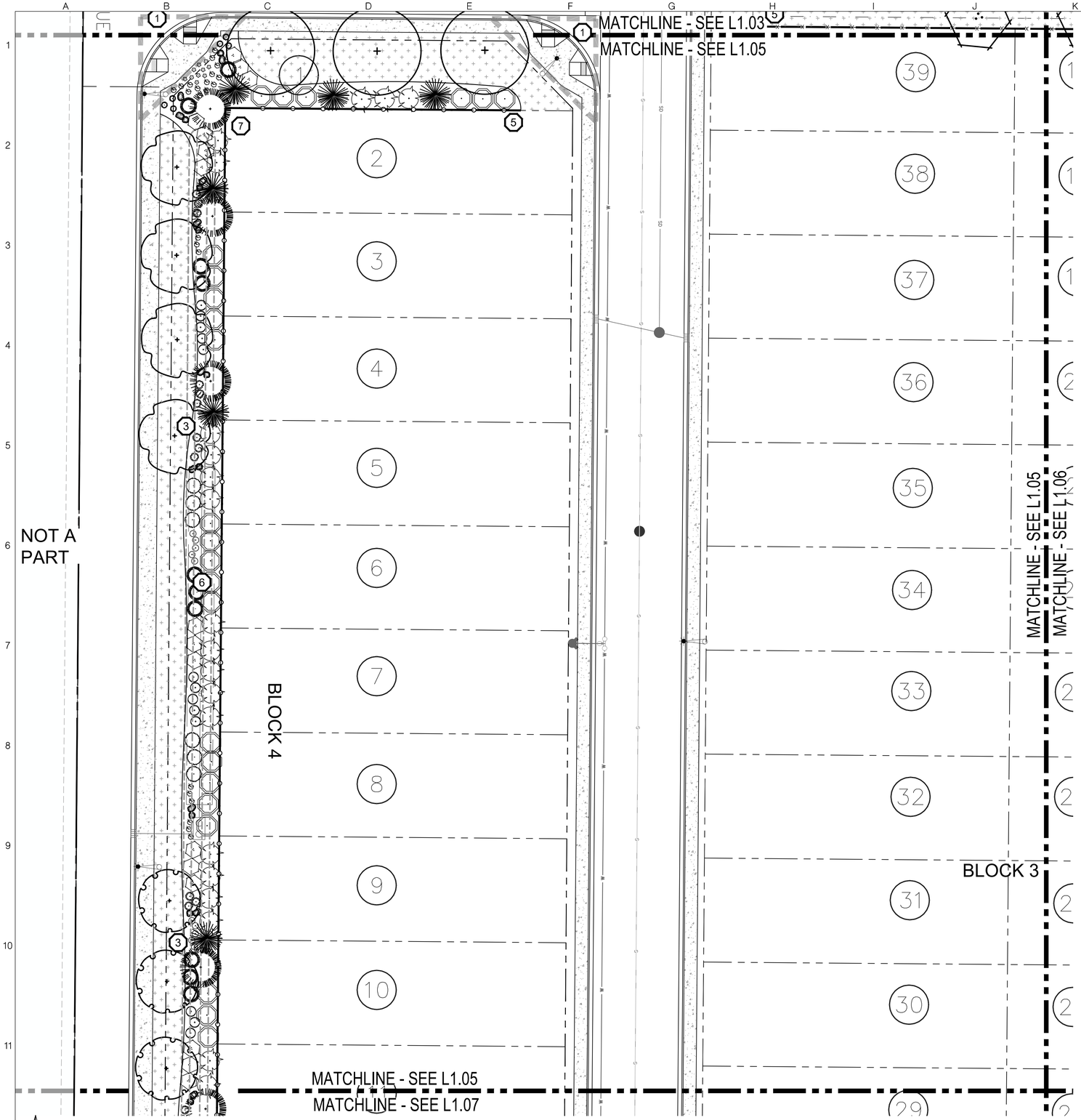

LANDSCAPE PLAN

SCALE: 1" = 20'-0"

LANDSCAPE LEGEND

- EXISTING TREES TO BE REMOVED
- PLANTS TO BE INSTALLED
- CUT EDGING, SEE DETAIL 5/L2.00
- 6' SOLID TAN VINYL PRIVACY FENCE, SEE DETAIL 5/L2.01
- 6' SEMI-PRIVATE TAN VINYL PRIVACY FENCE, SEE DETAIL 6/L2.01
- TURF OVER APPROVED TOPSOIL AS SPECIFIED
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- BERM 3:1 MAX SLOPE

PLANT SCHEDULE

NOTE: All trees to be grade #1 (Shown at 80% Maturity)

KEY	BOTANICAL NAME / COMMON NAME	PLANTING SIZE	MATURE SIZE	CLASS
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NOTE: NOT ALL PLANTS USED ON THIS SHEET

CALLOUT LEGEND

1. 40' VISION TRIANGLE
2. OPEN GRASSY PLAY SPACE
3. 2' BERM WITH 3:1 MAX SLOPE
4. 8'-0" WIDE CONCRETE COMMUNITY PATHWAY WILL BE CONSTRUCTED
5. START FENCE LINE AT 20' BUILDING SETBACK.
6. SEEPAGE BED, PER CIVIL
7. TRANSITION FENCE TYPE AT CORNER

STAMP: PRELIMINARY NOT FOR CONSTRUCTION

DATE: 05/01/2026

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REVISIONS:

No.	Date	Description

LANDSCAPE PLAN
NEW CELESTE SUBDIVISION
CALDWELL, ID

DRAWN BY: SCM

CHECKED BY: AWW

PROJECT NUMBER 26-232

SHEET: L1.05

THE PROFESSIONAL SERVICES OF THE DESIGN PROFESSIONAL ARE INDEPENDENT FOR AND ARE PERFORMED IN THE INTEREST OF THE CLIENT NO CONTRACTUAL OBLIGATIONS ASSUMED BY THE DESIGN PROFESSIONAL FOR THE BENEFIT OF ANY OTHER PERSON INVOLVED IN THE PROJECT

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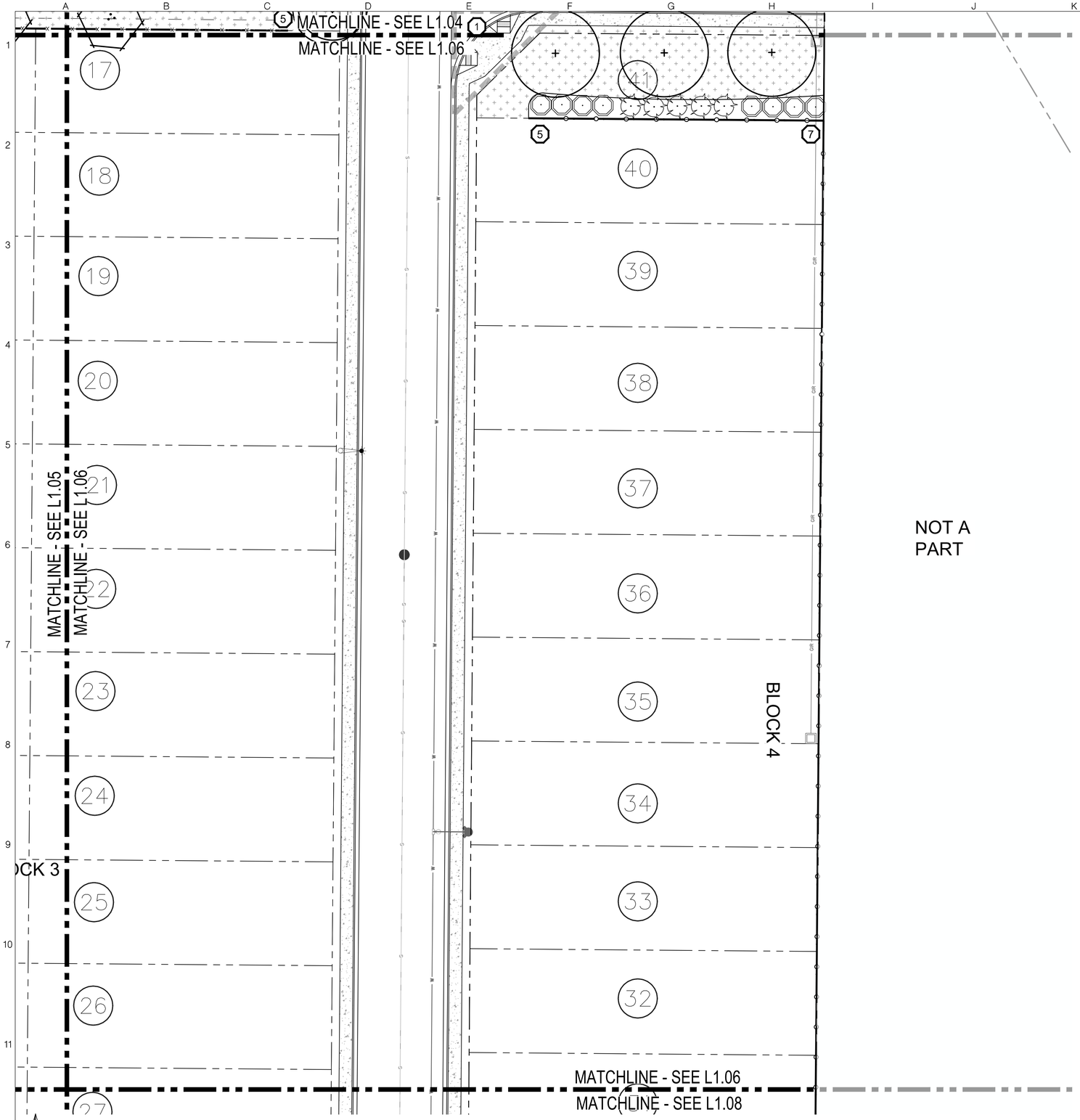

NOT A PART

LANDSCAPE PLAN

SCALE: 1" = 20'-0"

LANDSCAPE LEGEND

- EXISTING TREES TO BE REMOVED
- PLANTS TO BE INSTALLED
- CUT EDGING, SEE DETAIL 5/L2.00
- 6' SOLID TAN VINYL PRIVACY FENCE, SEE DETAIL 5/L2.01
- 6' SEMI-PRIVATE TAN VINYL PRIVACY FENCE, SEE DETAIL 6/L2.01
- TURF OVER APPROVED TOPSOIL AS SPECIFIED
- BOULDERS OF VARYING SIZE, SEE DETAIL 6/L2.00
- BERM 3:1 MAX SLOPE

PLANT SCHEDULE

NOTE: All trees to be grade #1 (Shown at 80% Maturity)

KEY	BOTANICAL NAME / COMMON NAME	PLANTING SIZE	MATURE SIZE	CLASS
DECIDUOUS TREES				SEE DETAIL 1/L2.00
	Acer platanoides 'Emerald Queen' / Emerald Queen Norway Maple	2" B&B	45' hgt. 45' w	CLASS II
	Celtis occidentalis / Common Hackberry	2" B&B	45' hgt. 45' w	CLASS II
	Cercis canadensis / Eastern Redbud	2" B&B	20' hgt. 20' w	CLASS I
	Platanus x acerifolia / London Plane Tree	2" B&B	60' hgt. 45' w	CLASS II
	Tilia americana 'Boulevard' / Boulevard Linden	2" B&B	35' hgt. 30' w	CLASS II
	Tilia cordata 'Littleleaf' / Little Leaf Linden	2" B&B	40' hgt. 35' w	CLASS II
CONIFEROUS TREES				SEE DETAIL 2/L2.00
	Pinus nigra 'Oregon Green' / Oregon Green Austrian Pine	6' B&B	20' hgt. 20' w	CONIF.
	Picea pungens 'glauca' / Colorado Blue Spruce	6' B&B	35' hgt. 15' w	CONIF.
SHRUBS				SEE DETAIL 3/L2.00
	Buddleja davidii 'Royal Red' / Royal Red Butterfly Bush	2 Gal.	7' hgt. x 6' wide	
	Cornus alba 'Arctic Fire' / Arctic Fire Dogwood	2 Gal.	4' hgt. x 4' wide	
	Cotoneaster horizontalis Perpusillus' / Prostrate Rock Cotoneaster	2 Gal.	12" hgt. x 6' wide	
	Euonymous alatus 'Compactus' / Dwarf Burning Bush	2 Gal.	8' hgt. x 8' wide	
	Forsythia x 'Meadowlark' / Meadowlark Forsythia	2 Gal.	8' hgt. x 8' wide	
	Physocarpus opulifolious 'Seaward' / Summer Wine Ninebark	2 Gal.	4' hgt. x 4' wide	
	Pinus mugo var. pumilio / Dwarf Mugo Pine	2 Gal.	4' hgt. x 6' wide	
	Rhus aromatica 'Gro Low' / Gro Low sumac	2 Gal.	2' hgt. x 6' wide	
	Rhus trilobata 'Autumn Amber" / Autumn Amber sumac	2 Gal.	6" hgt. x 6' wide	
	Spiraea japonica 'Goldmound' / Goldmound Spirea	2 Gal.	3' hgt. 3' wide	
GROUND COVERS/ GRASSES/ PERENNIALS				SEE DETAIL 4/L2.00
	Calamagrostis x acutiflora 'Overdam' / Overdam Feather Reed Grass	2 Gal.	4' hgt. x 2' wide	
	Caryopteris x clandonensis 'Blue Mist' / Blue Mist Bluebeard	2 Gal.	2' hgt. x 2' wide	
	Geranium sanguineum 'Max Frie' / Max Frei Bloody Cranesbill	2 Gal.	12" hgt. x 18" wide	
	Hemerocallis x 'Stella De Oro' / Stella De Oro Daylilly	2 Gal.	18" hgt. x 2' wide	
	Pennisetum alopecuroides 'Little Bunny' / Little Bunny Dwarf Fountain Grass	2 Gal.	2' hgt. x 3' wide	

NOTE: NOT ALL PLANTS USED ON THIS SHEET

CALLOUT LEGEND

1. 40' VISION TRIANGLE
2. OPEN GRASSY PLAY SPACE
3. 2' BERM WITH 3:1 MAX SLOPE
4. 8'-0" WIDE CONCRETE COMMUNITY PATHWAY WILL BE CONSTRUCTED
5. START FENCE LINE AT 20' BUILDING SETBACK.
6. SEEPAGE BED, PER CIVIL
7. TRANSITION FENCE TYPE AT CORNER

STAMP: PRELIMINARY NOT FOR CONSTRUCTION

DATE: 05/01/2026

811 Know what's below. Call before you dig.

CALL 2 WORKING DAYS IN ADVANCE BEFORE YOU DIG, GRADE OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOUTH BECK & BAIRD
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info@sbbgo.com
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South Landscape Architecture P.C.
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REVISIONS:

No.	Date	Description

LANDSCAPE PLAN
NEW CELESTE SUBDIVISION
CALDWELL, ID

DRAWN BY: SCM

CHECKED BY: AWJ

PROJECT NUMBER 26-232

SHEET: L1.06

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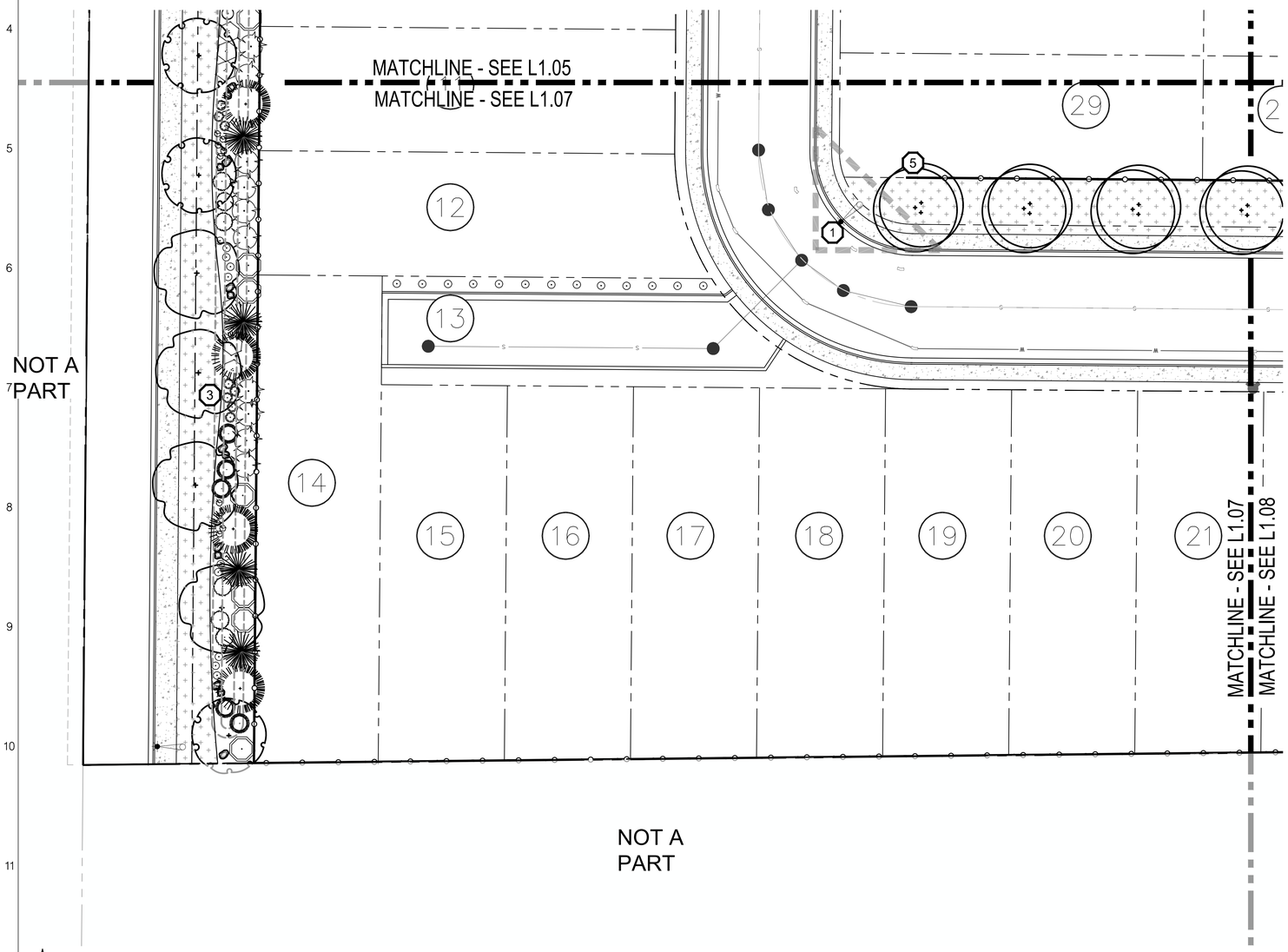

LANDSCAPE PLAN

SCALE: 1" = 20'-0"

LANDSCAPE LEGEND

- EXISTING TREES TO BE REMOVED
- PLANTS TO BE INSTALLED
- CUT EDGING, SEE DETAIL 5/L2.00
- 6' SOLID TAN VINYL PRIVACY FENCE, SEE DETAIL 5/L2.01
- 6' SEMI-PRIVATE TAN VINYL PRIVACY FENCE, SEE DETAIL 6/L2.01
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- BOULDERS OF VARYING SIZE, SEE DETAIL 6/L2.00
- BERM 3:1 MAX SLOPE

PLANT SCHEDULE

NOTE: All trees to be grade #1 (Shown at 80% Maturity)

KEY	BOTANICAL NAME / COMMON NAME	PLANTING SIZE	MATURE SIZE	CLASS
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NOTE: NOT ALL PLANTS USED ON THIS SHEET

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2. OPEN GRASSY PLAY SPACE
3. 2' BERM WITH 3:1 MAX SLOPE
4. 8'-0" WIDE CONCRETE COMMUNITY PATHWAY WILL BE CONSTRUCTED
5. START FENCE LINE AT 20' BUILDING SETBACK.
6. SEEPAGE BED, PER CIVIL
7. TRANSITION FENCE TYPE AT CORNER

STAMP: PRELIMINARY — NOT FOR CONSTRUCTION — STATE OF IDAHO — DOUG BAIRD — LANDSCAPE ARCHITECT

DATE: 05/01/2026

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SOUTH BECK & BAIRD
2002 S. Vista Ave
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info@sbbgco.com
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South Landscape Architecture P.C.
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REVISIONS:

No.	Date	Description

LANDSCAPE PLAN
NEW CELESTE SUBDIVISION
CALDWELL, ID

DRAWN BY: SCM

CHECKED BY: AWJ

PROJECT NUMBER 26-232

SHEET: L1.07

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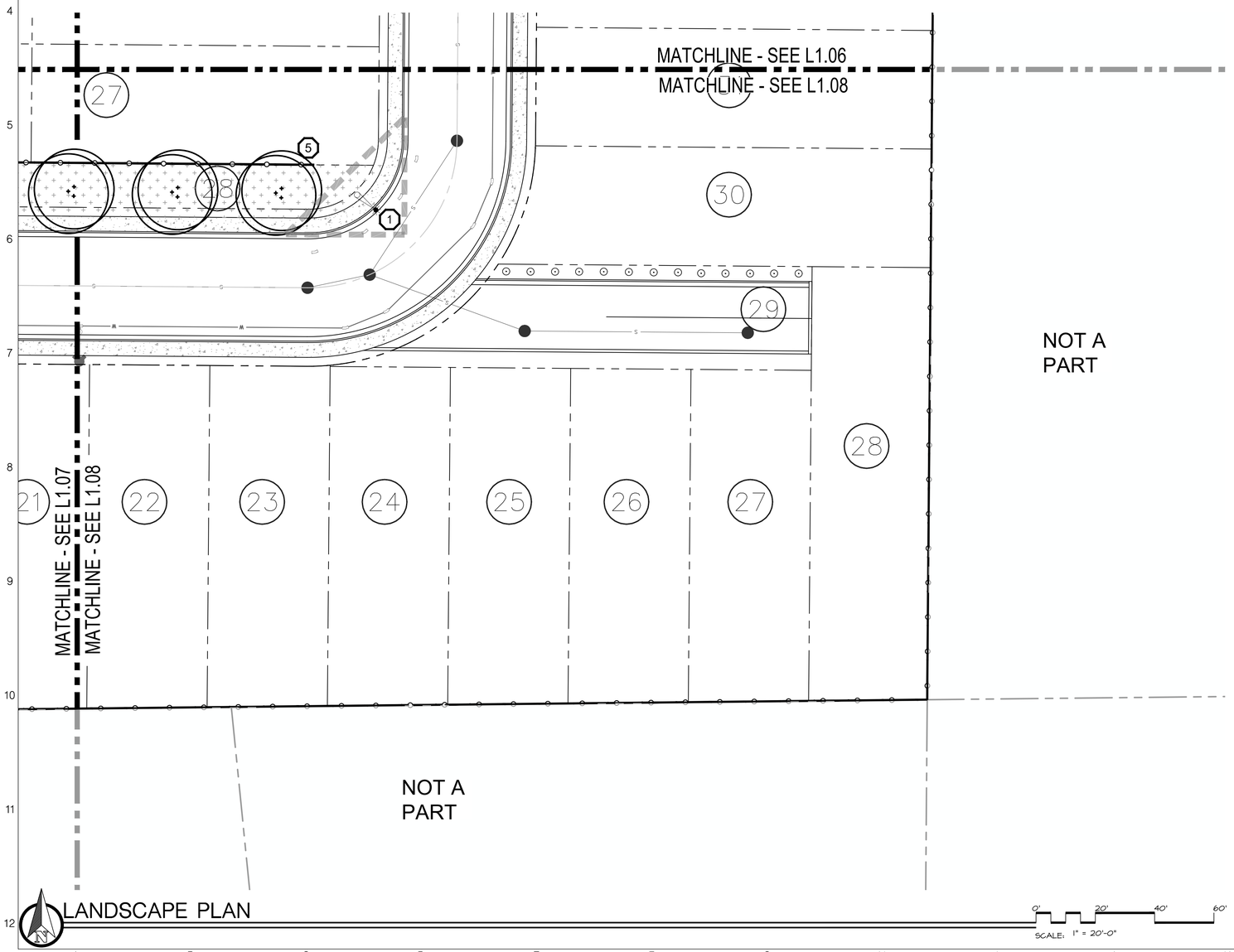

LANDSCAPE PLAN

SCALE: 1" = 20'-0"

0' 20' 40' 60'

LANDSCAPE LEGEND

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- PLANTS TO BE INSTALLED
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4. 8'-0" WIDE CONCRETE COMMUNITY PATHWAY WILL BE CONSTRUCTED
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STAMP: PRELIMINARY NOT FOR CONSTRUCTION

DATE: 05/01/2026

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REVISIONS:

No.	Date	Description

LANDSCAPE PLAN
NEW CELESTE SUBDIVISION
CALDWELL, ID

DRAWN BY: SCM

CHECKED BY: AWW

PROJECT NUMBER 26-232

SHEET: L1.08

THE PROFESSIONAL SERVICES OF THE DESIGN PROFESSIONAL AND ENGINEERING WERE PERFORMED IN THE INTEREST OF THE CLIENT NO CONTRACTUAL OBLIGATIONS ASSUMED BY THE DESIGN PROFESSIONAL FOR THE BENEFIT OF ANY OTHER PERSON AND/OR ON THE PROJECT

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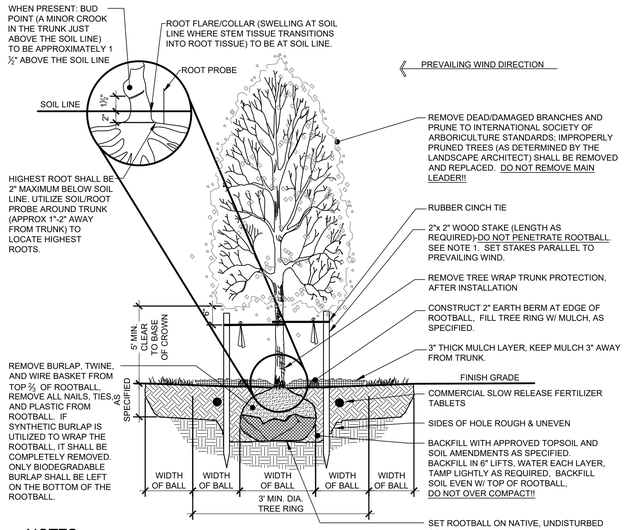
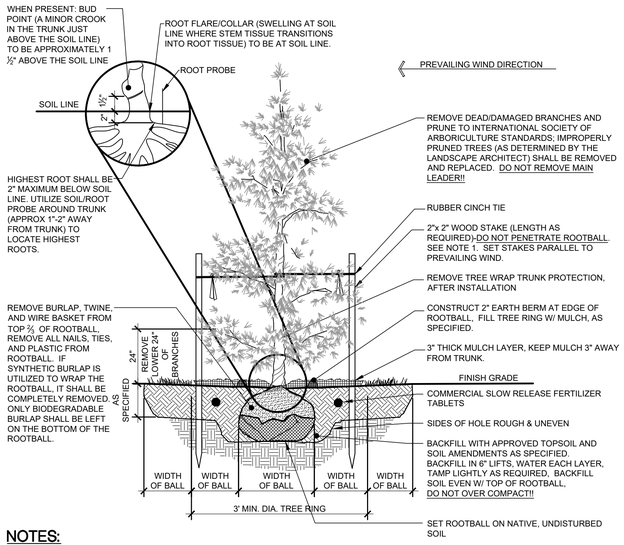


NOTES:

1. THE STAKING OF TREES IS REQUIRED, THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND THAT THEY REMAIN STRAIGHT FOR LENGTH OF WARRANTY PERIOD OR 1 YEAR AFTER SUBSTANTIAL COMPLETION WHICHEVER IS GREATER. ALL STAKING SHALL BE REMOVED AT THE END OF THE WARRANTY PERIOD.
2. IN THE EVENT OF A QUESTION OR LACK OF CLARITY ON THE DRAWINGS, THE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT BEFORE PROCEEDING.
3. LANDSCAPE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT AND OWNER PRIOR TO INSTALLATION OF PLANT MATERIAL.
4. WRAP RUBBER CINCH TIES AROUND THE TREE TRUNKS AND STAKES USING EITHER THE STANDARD OR FIGURE EIGHT TYING METHOD. SECURE THE TIES TO THE STAKES WITH GALVANIZED NAILS TO PREVENT SLIPPAGE.
5. WATER TREE TWICE WITHIN THE FIRST 24 HOURS.
6. IN THE EVENT HARDPAN SOILS PREVENT TREE PLANTING AS DETAILED, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.
7. FOR TREES LOCATED WITHIN 5'-0" OF A CONCRETE CURB OR WALKWAY, PROVIDE TREE ROOT BARRIER (DEEPROOT #24-2 OR APPROVED EQUAL). LOCATE ROOT BARRIER AT BACK OF CURB AND EDGE OF SIDEWALK. EXTEND ROOT BARRIER TO 80% OF MATURE TREE CANOPY. ALL TREE INSTALLATIONS SHALL CONFORM TO ALL AGENCY APPROVAL REQUIREMENTS, CONTRACTOR SHALL VERIFY PRIOR TO ANY INSTALLATIONS.

1 DECIDUOUS TREE PLANTING

NOT TO SCALE



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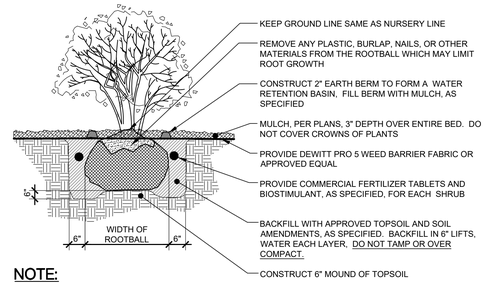
4. WRAP RUBBER CINCH TIES AROUND THE TREE TRUNKS AND STAKES USING EITHER THE STANDARD OR FIGURE EIGHT TYING METHOD. SECURE THE TIES TO THE STAKES WITH GALVANIZED NAILS TO PREVENT SLIPPAGE.
5. WATER TREE TWICE WITHIN THE FIRST 24 HOURS.
6. IN THE EVENT HARDPAN SOILS PREVENT TREE PLANTING AS DETAILED, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.

2 CONIFEROUS TREE PLANTING

NOT TO SCALE

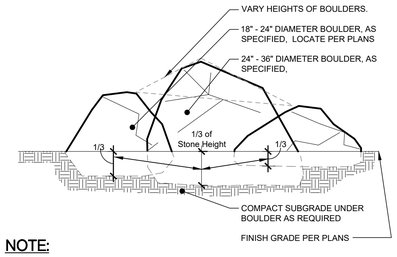


NOTE:

1. WATER SHRUB TWICE WITHIN FIRST 24 HOURS.
2. APPLY SPECIFIED PRE-EMERGENT PER MANUFACTURER'S RECOMMENDATIONS TO ALL GROUNDCOVER BEDS.

3 SHRUB PLANTING

NOT TO SCALE



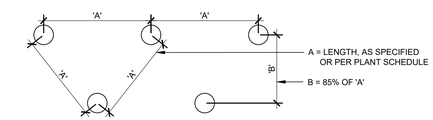
NOTE:

1. NOTIFY LANDSCAPE ARCHITECT WHEN PLACING BOULDERS FOR APPROVAL.
2. PLACE BOULDERS PRIOR TO INSTALLATION OF IRRIGATION.
3. CLEAN BOULDERS OF SOIL AND LOOSE DEBRIS.
4. WHEN PLACING BOULDERS, BURY ⅓ TO ½ OF BOULDER BELOW FINISH GRADE.
5. DO NOT SCAR OR DAMAGE BOULDERS.
6. WHEN GROUPING BOULDERS, DISTRIBUTE SIZES EVENLY (I.E., IN A GROUP OF (6), (2) WILL BE LARGE, (2) WILL BE MEDIUM, AND (2) WILL BE SMALL).

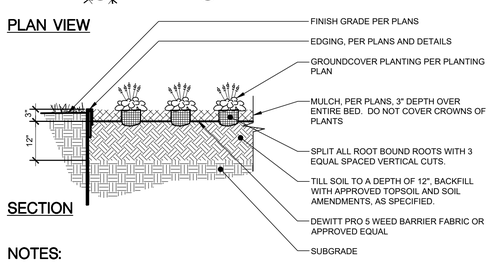
6 BOULDER INSTALLATION

NOT TO SCALE

SPACING "D"	ROW "A"	NO. OF PLANTS	AREA UNIT
6" O.C.	5.2"	7.80	1 SQ. FT.
8" O.C.	6.93"	5.425	1 SQ. FT.
10" O.C.	8.66"	3.46	1 SQ. FT.
12" O.C.	10.4"	1.95	1 SQ. FT.
15" O.C.	13.0"	1.35	1 SQ. FT.
18" O.C.	15.6"	.87	1 SQ. FT.
24" O.C.	20.8"	.5976	1 SQ. FT.
30" O.C.	26.0"	.3886	1 SQ. FT.
36" O.C.	31.2"	.2150	1 SQ. FT.



PLAN VIEW



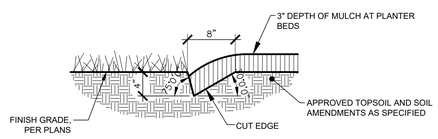
SECTION

NOTES:

1. ALL GROUNDCOVER PLANTS TO BE PLANTED ON CENTER AND IN A TRIANGULAR PATTERN.
2. APPLY SPECIFIED PRE-EMERGENT PER MANUFACTURER'S RECOMMENDATIONS TO ALL GROUNDCOVER BEDS.

4 PERENNIAL & GROUNDCOVER PLANTING

NOT TO SCALE



5 PLANTER BED CUT EDGE

(TYPICAL AT TREES IN TURF AREAS)

NOT TO SCALE

STAMP: PRELIMINARY NOT FOR CONSTRUCTION

DATE: 05/01/2026

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LANDSCAPE DETAILS
NEW CELESTE SUBDIVISION
CALDWELL, ID

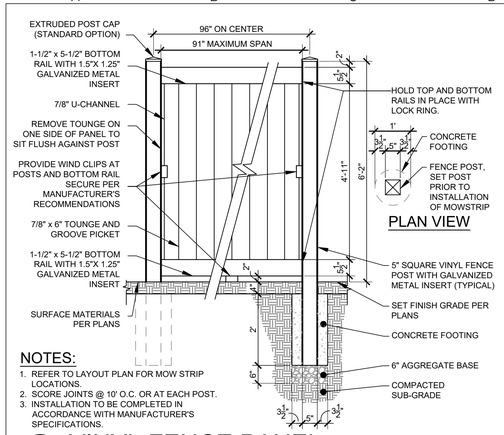
DRAWN BY: SCM

CHECKED BY: AWJ

PROJECT NUMBER 26-232

SHEET: L2.00

USERSMCKEDWN LOCATION:Z:\PROJECTS\2026\26-232 NORTH CELESTE SUB\CAD\SHEETS\26-232 LANDSCAPE PLAN.DWG PRINT DATE:5/1/2026 11:51 AM

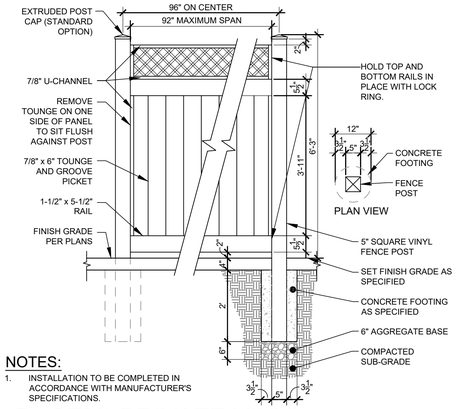


NOTES:

1. REFER TO LAYOUT PLAN FOR MOW STRIP LOCATIONS.
2. SCORE JOINTS @ 10' O.C. OR AT EACH POST.
3. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

1 VINYL FENCE PANEL

SCALE: 1/2"= 1'-0"



NOTES:

1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

2 SEMI-PRIVATE VINYL FENCE PANEL

SCALE: 1/2"= 1'-0"

FENCING LEGEND

6' SOLID TAN VINYL PRIVACY FENCE, SEE DETAIL 1/L3.00

6' TAN VINYL SEMI-PRIVACY FENCE, SEE DETAIL 2/L3.00

OPEN SPACE LEGEND

QUALIFIED OPEN SPACE (100,827 SF)

NON-QUALIFIED OPEN SPACE (25,292 SF)

FENCING AND OPEN SPACE PLAN

SCALE: 1" = 50'-0"

STAMP:

DATE: 05/01/2026

811 Know what's below. Call before you dig.
CALL A MINIMUM OF 48 HOURS BEFORE YOU BEGIN DIGGING, EXCAVATE FOR THE LOCATION OF UNDERGROUND MEMBER UTILITIES

2002 S. Vista Ave
Boise, ID 83705
208.342.2999 Office
info@sbbgo.com
www.sbbgo.com

SOUTH BECK & BAIRD
South Landscape Architecture P.C.
Dba South Beck & Baird Landscape Architecture P.C.

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REVISIONS:

No.	Date	Description

FENCING & OPEN SPACE PLAN
NEW CELESTE SUBDIVISION
CALDWELL, ID

DRAWN BY: SCM

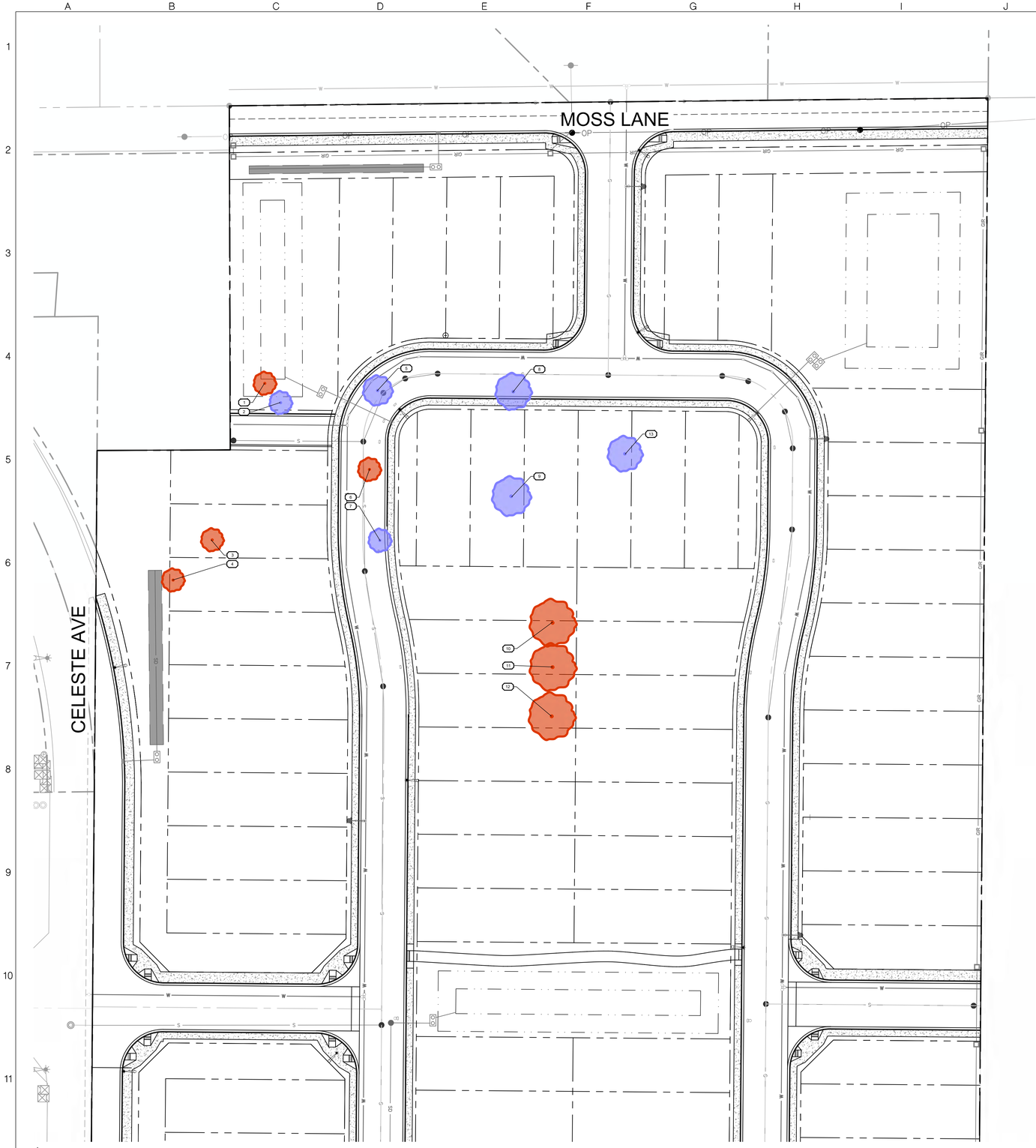
CHECKED BY: AWW

PROJECT NUMBER 26-232

SHEET: L3.00

THE PROFESSIONAL SERVICES OF THE DESIGN PROFESSIONAL ARE INDEPENDENT FOR AND WERE PERFORMED IN THE INTEREST OF THE CLIENT NO CONTRACTUAL OBLIGATIONS ASSUMED BY THE DESIGN PROFESSIONAL FOR THE BENEFIT OF ANY OTHER PERSON INVOLVED IN THE PROJECT.

USER:SMCKEEVER LOCATION:Z:\PROJECTS\2026\26-232 NORTH CELESTE SUB\CAD\SHEETS\26-232 LANDSCAPE PLANING PRINT DATE:5/1/2026 11:51 AM



MITIGATION PLAN

SCALE: 1" = 80'-0"

TREE MITIGATION LEGEND:

1. -R- "REMOVED" TREES THAT DO NOT REQUIRE MITIGATION AS THEY ARE AN UNDESIRABLE SPECIES, TOPPED OR IN OTHERWISE POOR HEALTH.

   -M- "MITIGATION" EXISTING DESIRABLE TREES TO BE REMOVED THAT REQUIRE MITIGATION FROM THE INTERIOR OF THE SITE.

2. THE METHOD OF MITIGATION WILL BE TO USE THE EXISTING PRESERVED TREES LOCATED IN COMMON LOTS OR WITHIN THE TREE PRESERVATION EASEMENT, THAT RESULTS IN A NUMBER OF TREES OVER AND ABOVE THE REQUIRED MITIGATION. NOT INCLUDING THE CALIPER INCHES OR FEET OF THE REQUIRED PROPOSED TREES OR EXISTING TREES USED FOR COMMON AREA REQUIREMENTS.

3. SEE EXISTING TREE INVENTORY TABLE FOR ADDITIONAL INFORMATION.

4. NOTE: TREE REMOVAL SHOWN IS FOR WORST CASE SCENARIO. CONTRACTOR IS ENCOURAGED TO LOCATE BUILDING FOOTPRINTS WITHIN SETBACKS TO MINIMIZE DISTURBANCE TO EXISTING LANDSCAPE. ADDITIONALLY, ALL TREES BOTH NOTED FOR REMOVAL AND RETENTION MAY BE RELOCATED AS NOTED ON SHEET L1.2.

5. DUE TO TIME AND ACCESS LIMITATIONS NOT ALL TREES HAVE BEEN INDIVIDUALLY COUNTED ON LOTS 11 AND 12. THOSE WITHIN THE AREAS LABELED "DENSELY VEGETATED TREE CANOPY" ARE SIMILAR IN SIZE, SPACING, AND SPECIES TO THOSE LOCATED ALONG THE SOUTH EASTERN COMMON AREA BOUNDARY. THESE TREES ARE MIXED DECIDUOUS AND EVERGREENS WITH AN AVERAGE SPACING OF 26 TREES PER 100 L.F. ADDING AN APPROXIMATE MINIMUM OF 156 MORE, FULL GROWN TREES, LOCATED WITHIN THE TREE PRESERVATION EASEMENT, THAT COULD BE USED TOWARDS MITIGATION.

TREE NO.	TREE TYPE	SIZE (CAL")	CONDITION	STATUS (R, M, P, C, A)	MITIGATION (INCH/FT.)	HEIGHT (FEET)
1	COTTONWOOD	36	POOR	R	0.0	
2	CRABAPPLE	12	GOOD	M	12.0	
3	ELM	12	POOR	R	0.0	
4	ELM	12	POOR	R	0.0	
5	SPRUCE	14	GOOD	M	14.0	0
6	MAPLE	14	GOOD	M	14.0	
7	SPRUCE	14	GOOD	M	14.0	0
8	SPRUCE	18	GOOD	M	18.0	0
9	PINE	24	GOOD	M	24.0	0
10	COTTONWOOD	18	POOR	R	0.0	
11	COTTONWOOD	18	POOR	R	0.0	
12	COTTONWOOD	18	POOR	R	0.0	
13	CEDAR	20	GOOD	M	20.0	0
inches	REMOVED	230.0				
	MITIGATED	116.0				

STAMP:

DATE: 05/01/2026

811 Know what's below. Call before you dig.

CALL 811 AT LEAST 2 WORKING DAYS IN ADVANCE BEFORE YOU BEGIN DIGGING, EXCAVATE FOR THE PURPOSE OF LOCATING UNDERGROUND MEMBER UTILITIES

SOUTH BECK & BAIRD
2002 S. Vista Ave
Boise, ID 83705
208.342.2999 Office
info@sbbgo.com
www.sbbgo.com
South Landscape Architecture P.C.
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REVISIONS:

No.	Date	Description

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MITIGATION PLAN
NEW CELESTE SUBDIVISION
CALDWELL, ID

DRAWN BY: SCM

CHECKED BY: AWJ

PROJECT NUMBER 26-232

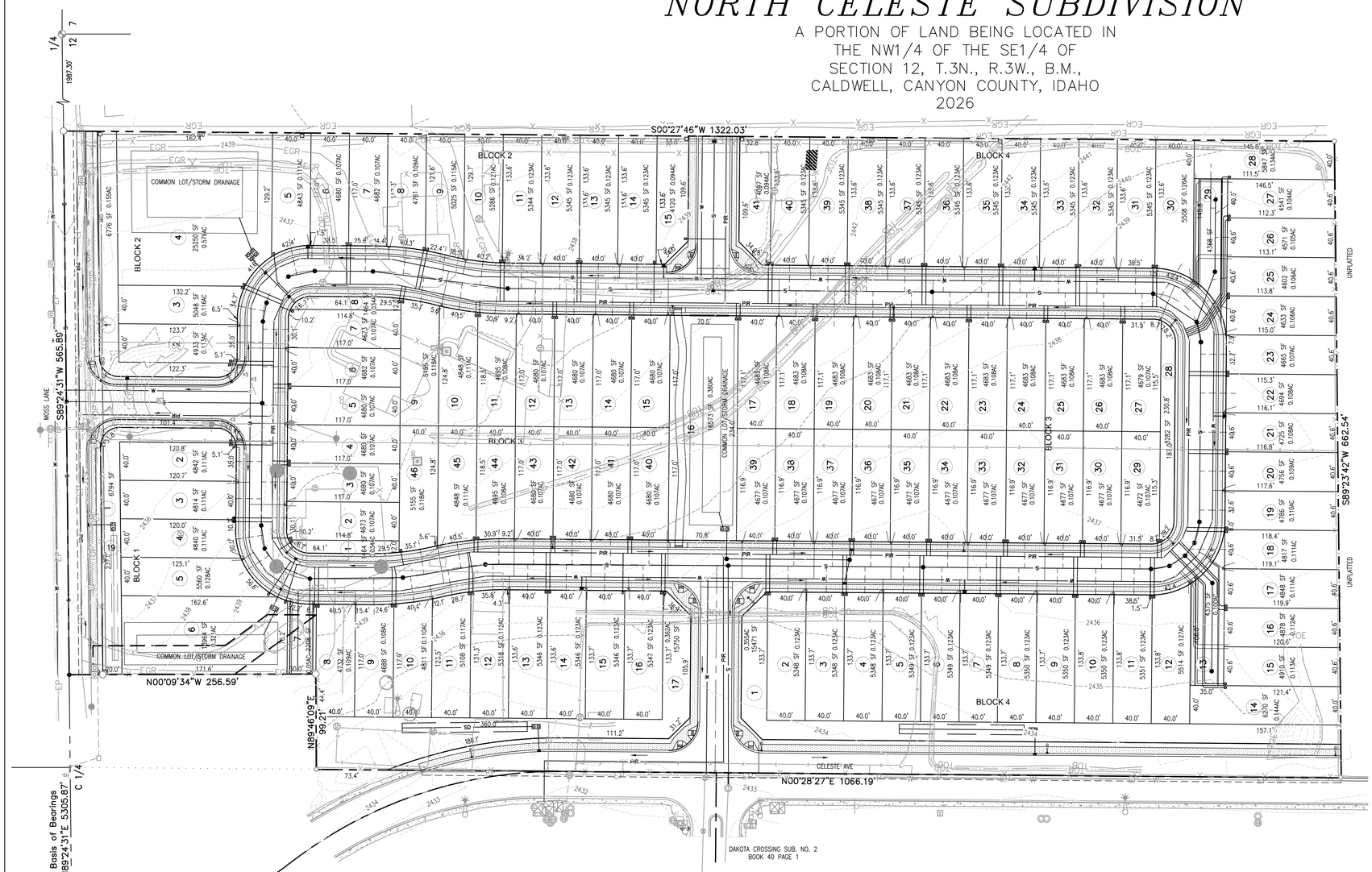
SHEET: L4.00

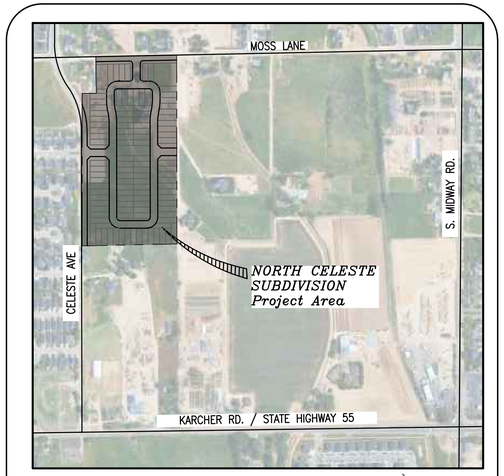
USER:SMCKEEVER LOCATION:Z:\PROJECTS\2026\26-232 NORTH CELESTE SUB\CAD\SHEETS\26-232 LANDSCAPE PLAN.DWG PRINT DATE:5/1/2026 11:51 AM

PRELIMINARY PLAT SHOWING

NORTH CELESTE SUBDIVISION

A PORTION OF LAND BEING LOCATED IN
THE NW1/4 OF THE SE1/4 OF
SECTION 12, T.3N., R.3W., B.M.,
CALDWELL, CANYON COUNTY, IDAHO
2026





- VICINITY MAP -
1"=500'

SCALE 1" = 60'

PRELIMINARY DEVELOPMENT FEATURES

ZONING	R2
TOTAL ACRES	19.53 AC
TOTAL LOTS	118
SINGLE FAMILY LOTS	104
COMMON/OPEN SPACE LOTS	14
RESIDENTIAL GROSS DENSITY	5.325 UNITS/ACRE
AREA OF SITE FOR R.O.W	4.79 ACRES
OPEN SPACE	125,956 SF OR 2.89 AC
PERCENTAGE OF OPEN SPACE	14.79%
NET AREA FOR RESIDENTIAL	11.85 AC
RESIDENTIAL NET DENSITY	8.77 UNITS/ACRE
MINIMUM RESIDENTIAL LOT SIZE	4,571 SF
AVERAGE RES BLDG. LOT SIZE	4,962 SF
MAXIMUM RESIDENTIAL LOT SIZE	6,270 SF

- BENCHMARKS -

–NAVD 1988–

CHISELED "X" AT THE BSW

NORTHING: 9728.805'

EASTING: 22632.565'

ELEVATION: 2435.04'

- LEGEND -

EXISTING PROPERTY BOUNDARY LINE	SUBDIVISION BOUNDARY LINE
EXISTING LOT LINE	LOT LINE
EXISTING FENCE	SECTION LINE
EXISTING SANITARY SEWER LINE W/ MANHOLE	RIGHT–OF–WAY LINE
EXISTING OVERHEAD POWER LINE	EASEMENT LINE
EXISTING WATER MAIN	FENCE
EXISTING IRRIGATION LINE	SANITARY SEWER LINE W/ MANHOLE
EXISTING EDGE OF PAVEMENT	WATER MAIN
EXISTING EDGE OF DIRT ROAD	IRRIGATION LINE
EXISTING BOTTOM OF DITCH	EDGE OF PAVEMENT
EXISTING TOP OF BANK	NEW SIDEWALK
EXISTING SIDEWALK	

NOTES:

1. NO DIRECT LOT ACCESS SHALL BE ALLOWED ONTO CELESTE AVE OR MOSS LANE.
2. ALL LOTS SHALL HAVE SEWER SERVICE PROVIDED BY THE CITY OF CALDWELL.
3. ALL LOTS SHALL HAVE DOMESTIC WATER PROVIDED BY THE CITY OF CALDWELL.
4. THE DEVELOPER WILL COMPLY WITH IDAHO CODE 31–3805 BY PROVIDING PRESSURE IRRIGATION TO ALL LOT PER THE CITY OF CALDWELL STANDARDS.
5. MINIMUM BUILDING SETBACK LINES SHALL BE IN ACCORDANCE WITH THE ZONING ORDINANCE AT THE TIME OF ISSUANCE OF THE BUILDING PERMIT.
6. STORM WATER DRAINAGE SHALL BE COLLETED AND OR RETAINED ON SITE BY CATCH BASINS, UNDERGROUND PIPING, SWALES, DRAINAGE PONDS AND SEEPAGE BEDS PER THE CITY OF CALDWELL STORM WATER POLICY MANUAL.
7. THIS DEVELOPMENT RECOGNIZES SECTION 22–4503, RIGHT TO FARM ACT, WHICH STATES, IDAHO CODE "NO AGRICULTURAL OPERATION OR AN APPURTENANCE TO IT SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER THE SAME HAS BEEN IN OPERATION FOR MORE THAN ONE YEAR, WHEN THE OPERATIONS WAS NOT A NUISANCE AT THE TIME THE OPERATION BEGAN, PROVIDED THAT THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHENEVER A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTURAL OPERATION OR AN APPEARANCE TO IT".
8. LOTS 1, 6, 7, AND 17 BLOCK 1, LOTS 1, 4, AND 15 BLOCK 2, LOTS 1, 8, 16, AND 28 BLOCK 3, LOTS 1, 13, 29, AND 41 BLOCK 4, ARE COMMON LOTS TO BE OWNED AND MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.
9. STORM DRAIN FACILITIES SHALL BE CONTAINED WITHIN LOTS 1, 6 AND 17, BLOCK 1, LOT 4, BLOCK 2, AND LOT 16 BLOCK 3.
10. TO THE BEST OF THE PREPARER'S KNOWLEDGE, THIS PRELIMINARY PLAT MEETS ALL REQUIREMENTS OF CITY CODE.

BOUNDARY CERTIFICATION

ENGINEER
CK–ENGINEERING
SCOTT WONDERS
6700 W. STATE ST
BOISE, ID 83703
(208) 639–1992
SCOTT@CK–ENGINEERS.COM

DEVELOPER
KB HOMES
WENDY KIRKPATRICK SHRIEF
2487 W NAVIGATOR DR.
MERIDIAN, IDAHO 83642
(208) 617–2790
WKRSHRIEF@KBHOME.COM

SURVEYOR
IDAHO SURVEY GROUP
CODY McCAMMON
9955 W. EMERALD ST.
BOISE, ID 83704
(208) 846–8570
CODYM@IDAHOSURVEY.COM

BEFORE DIGGING, CALL DIGLINE AT 1-800-342-1585

REVISIONS:

NORTH CELESTE SUBDIVISION
CALDWELL, CANYON COUNTY, ID

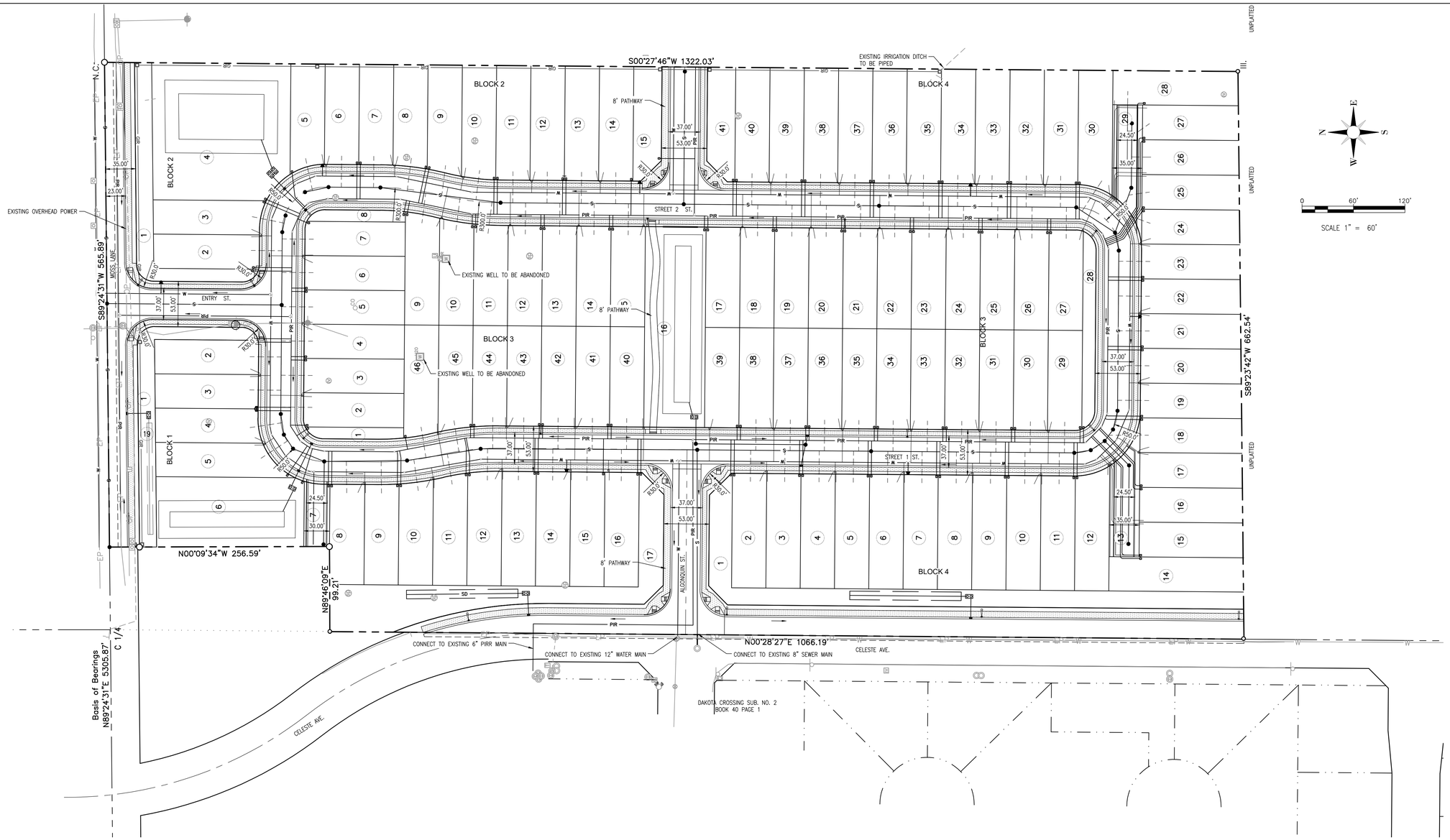
PRELIMINARY PLAT

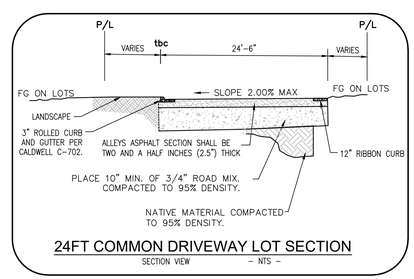
CK ENGINEERING
6700 W. STATE ST.
BOISE, ID 83714
PHONE 208-639-1992

DRAWN BY: DL
CHECKED BY: WSW
DATE: 04/01/26
FILE: NC–PRE–PLAT.DWG
DIR: D:\KB HOMES\NORTH CELESTE\CK DWGS\P–PLAT

PROFESSIONAL ENGINEER
NOT APPROVED
10683
FOR CONSTRUCTION
STATE OF IDAHO
W. SCOTT WONDERS

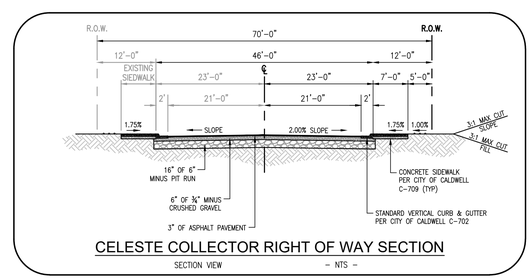
SHEET
P1.0





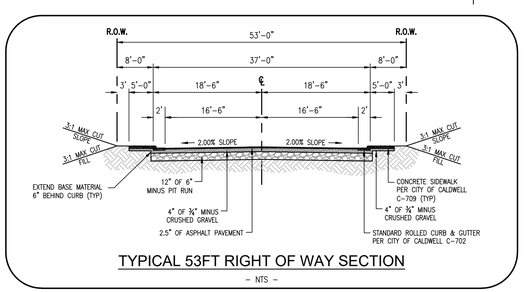
24FT COMMON DRIVEWAY LOT SECTION

SECTION VIEW – NTS –



CELESTE COLLECTOR RIGHT OF WAY SECTION

SECTION VIEW – NTS –



TYPICAL 53FT RIGHT OF WAY SECTION

– NTS –

BEFORE DIGGING, CALL DIGLINE AT 1-800-342-1585

REVISIONS:

NORTH CELESTE SUBDIVISION
CALDWELL, CANYON COUNTY, ID

PRELIMINARY PLAT UTILITY
PLAN AND STREET SECTIONS

CK ENGINEERING
6700 W. STATE ST.
BOISE, ID 83714
PHONE 208-639-1992

DRAWN BY: DL
CHECKED BY: MSW
DATE: 04/1/2026
FILE: NC-PRE-PLAT.DWG
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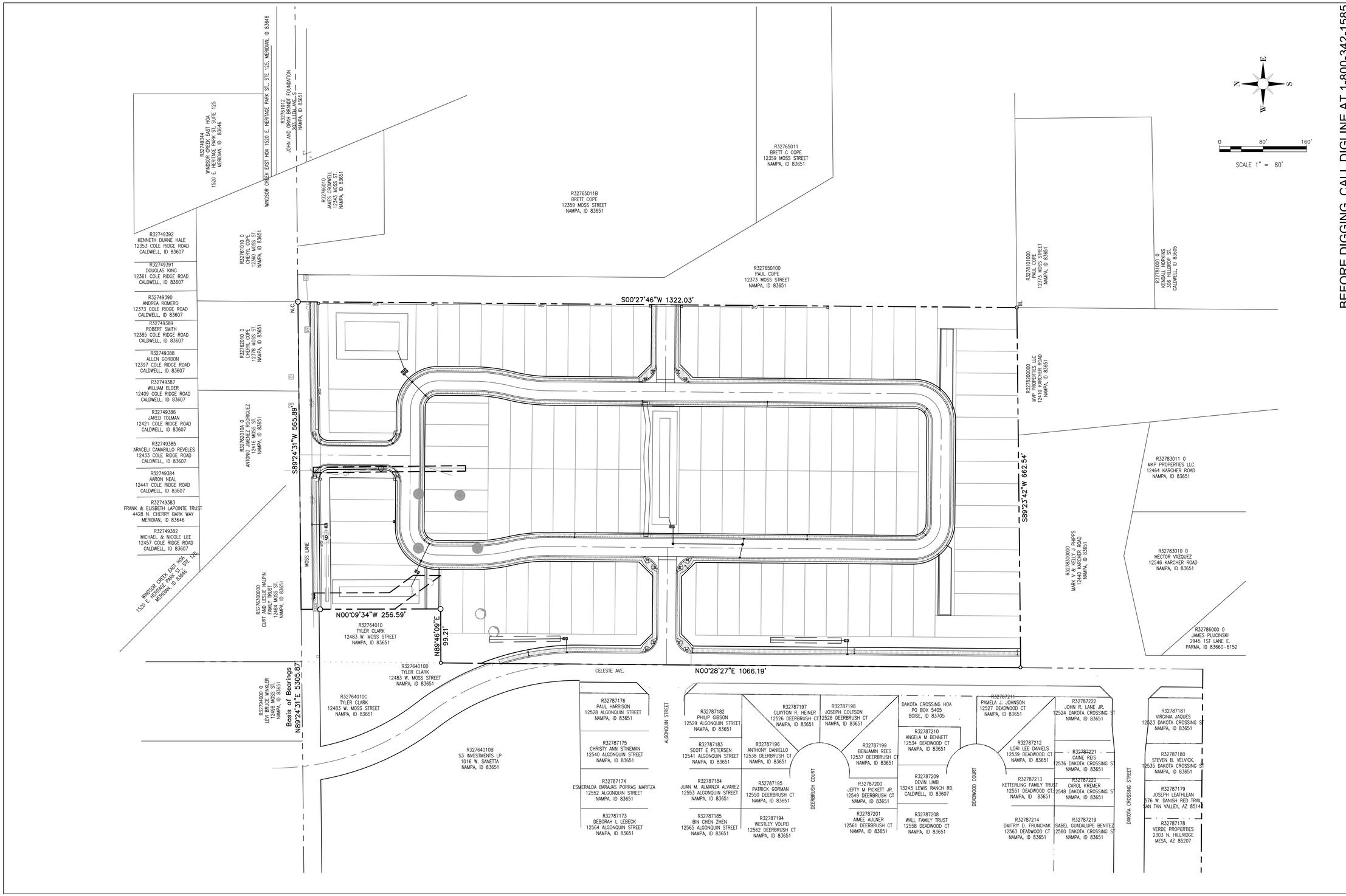
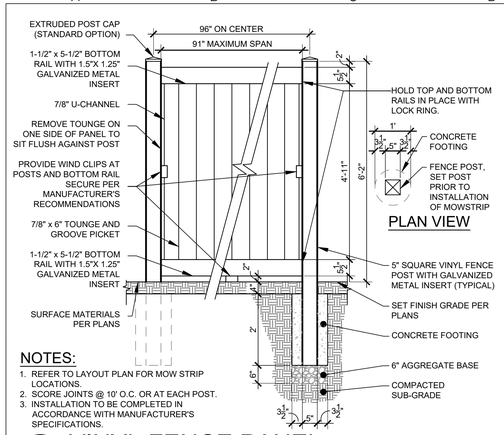
SHEET
P1.1


BEFORE DIGGING, CALL DIGLINE AT 1-800-342-1585
REVISIONS:
NORTH CELESTE SUBDIVISION
CALDWELL, CANYON COUNTY, ID
PRELIMINARY PLAT 300' PROPERTY OWNERS
SCALE 1" = 80'
0 80' 160'
N
S
E
W
S00°27'46"W 1322.03'
S89°24'31"W 565.89'
S89°23'42"W 662.54'
N00°09'34"W 256.59'
N89°46'09"E 99.21'
N00°28'27"E 1066.19'
Basis of Bearings
N89°24'31"E 5305.87
MOSS LANE
CELESTE AVE.
ALGONQUIN STREET
DEERBRUSH COURT
DEADWOOD COURT
DAKOTA CROSSING STREET
R32749344 WINDSOR CREEK EAST HOA 1520 E. HERITAGE PARK ST. SUITE 125 MERIDIAN, ID 83646
WINDSOR CREEK EAST HOA 1520 E. HERITAGE PARK ST., SITE 125, MERIDIAN, ID 83646
R32761012 JOHN AND DIAH BRANDT FOUNDATION 12351 MOSS LANE NAMPA, ID 83651
R32765011 BRETT C COPE 12359 MOSS STREET NAMPA, ID 83651
R32765011B BRETT COPE 12359 MOSS STREET NAMPA, ID 83651
R32760010 JAMES CRAWFORD 12343 MOSS ST. NAMPA, ID 83651
R32650100 PAUL COPE 12373 MOSS STREET NAMPA, ID 83651
R32781010D PAUL COPE 12373 MOSS STREET NAMPA, ID 83651
R32781000 0 KENDALL HOPPING 306 HILLDROP ST. CALDWELL, ID 83605
R32760000 MVP PROPERTIES LLC 12410 KARCHER ROAD NAMPA, ID 83651
R32783011 0 MKP PROPERTIES LLC 12464 KARCHER ROAD NAMPA, ID 83651
R32783010 0 HECTOR VAZQUEZ 12546 KARCHER ROAD NAMPA, ID 83651
R32786000 0 JAMES PLUCINSKI 2945 1ST LANE E. PARMA, ID 83660-6152
R32783000 MARK V. & KELLY J PHIPPS 12464 KARCHER ROAD NAMPA, ID 83651
R32749392 KENNETH DUANE HALE 12353 COLE RIDGE ROAD CALDWELL, ID 83607
R32749391 DOUGLAS KING 12361 COLE RIDGE ROAD CALDWELL, ID 83607
R32749390 ANDREA ROMERO 12373 COLE RIDGE ROAD CALDWELL, ID 83607
R32749389 ROBERT SMITH 12385 COLE RIDGE ROAD CALDWELL, ID 83607
R32749388 ALLEN GORDON 12397 COLE RIDGE ROAD CALDWELL, ID 83607
R32749387 WILLIAM ELDER 12409 COLE RIDGE ROAD CALDWELL, ID 83607
R32749386 JARED TOLMAN 12421 COLE RIDGE ROAD CALDWELL, ID 83607
R32749385 ARACELI CAMARILLO REVELES 12433 COLE RIDGE ROAD CALDWELL, ID 83607
R32749384 AARON NEAL 12441 COLE RIDGE ROAD CALDWELL, ID 83607
R32749383 FRANK & ELISBETH LAPOINTE TRUST 4428 N. CHERRY BARK WAY MERIDIAN, ID 83646
R32749382 MICHAEL & NICOLE LEE 12457 COLE RIDGE ROAD CALDWELL, ID 83607
WINDSOR CREEK EAST HOA 1520 E. HERITAGE PARK ST. SITE 125 MERIDIAN, ID 83646
R32761010 0 CHERYL COPE 12373 MOSS ST NAMPA, ID 83651
R32761010 0 CHERYL COPE 12373 MOSS ST NAMPA, ID 83651
R32761010A 0 ANTONIO JIMENEZ RODRIGUEZ 12345 MOSS ST NAMPA, ID 83651
R32760300000 CURT AND LESLIE HALPIN 12484 MOSS ST. NAMPA, ID 83651
R32764010 TYLER CLARK 12483 W. MOSS STREET NAMPA, ID 83651
R32764010D TYLER CLARK 12483 W. MOSS STREET NAMPA, ID 83651
R32764010C TYLER CLARK 12483 W. MOSS STREET NAMPA, ID 83651
R32764000 0 LEVI BRUCE WINKLER 12489 MOSS ST. NAMPA, ID 83651
R32764010B S3 INVESTMENTS LP 1016 W. SANETTA NAMPA, ID 83651
R32787176 PAUL HARRISON 12528 ALGONQUIN STREET NAMPA, ID 83651
R32787175 CHRISTY ANN STINEMAN 12540 ALGONQUIN STREET NAMPA, ID 83651
R32787174 ESMERALDA BARAJAS PORRAS MARITZA 12552 ALGONQUIN STREET NAMPA, ID 83651
R32787173 DEBORAH L LEBECK 12564 ALGONQUIN STREET NAMPA, ID 83651
R32787182 PHILIP GIBSON 12529 ALGONQUIN STREET NAMPA, ID 83651
R32787183 SCOTT E PETERSEN 12541 ALGONQUIN STREET NAMPA, ID 83651
R32787184 JUAN M. ALMANZA ALVAREZ 12553 ALGONQUIN STREET NAMPA, ID 83651
R32787185 BIN CHEN ZHEN 12565 ALGONQUIN STREET NAMPA, ID 83651
R32787197 CLAYTON R. HEINER 12526 DEERBRUSH CT NAMPA, ID 83651
R32787196 ANTHONY DANIELLO 12538 DEERBRUSH CT NAMPA, ID 83651
R32787195 PATRICK GORMAN 12550 DEERBRUSH CT NAMPA, ID 83651
R32787194 WESTLEY VOLPEI 12562 DEERBRUSH CT NAMPA, ID 83651
R32787198 JOSEPH COLTSON 12526 DEERBRUSH CT NAMPA, ID 83651
R32787199 BENJAMIN REES 12537 DEERBRUSH CT NAMPA, ID 83651
R32787200 JEFFTY M PICKETT JR. 12549 DEERBRUSH CT NAMPA, ID 83651
R32787201 AIMEE AULNER 12561 DEERBRUSH CT NAMPA, ID 83651
DAKOTA CROSSING HOA PO BOX 5405 BOISE, ID 83705
R32787210 ANGELA M BENNETT 12534 DEADWOOD CT NAMPA, ID 83651
R32787209 DEWIN LAMB 13243 LEWIS RANCH RD. CALDWELL, ID 83607
R32787208 WALL FAMILY TRUST 12558 DEADWOOD CT NAMPA, ID 83651
R32787211 PAMELA J. JOHNSON 12527 DEADWOOD CT NAMPA, ID 83651
R32787212 LORI LEE DANIELS 12539 DEADWOOD CT NAMPA, ID 83651
R32787213 KETTERLING FAMILY TRUST 12551 DEADWOOD CT NAMPA, ID 83651
R32787214 DMITRIY D. FRUNCHAK 12563 DEADWOOD CT NAMPA, ID 83651
R32787222 JOHN R. LANE JR. 12524 DAKOTA CROSSING ST NAMPA, ID 83651
R32787221 CAINE REIS 12536 DAKOTA CROSSING ST NAMPA, ID 83651
R32787220 CAROL KREMER 12548 DAKOTA CROSSING ST NAMPA, ID 83651
R32787219 ISABEL GUADALUPE BENITEZ 12560 DAKOTA CROSSING ST NAMPA, ID 83651
R32787181 VIRGINIA JAQUES 12523 DAKOTA CROSSING ST NAMPA, ID 83651
R32787180 STEVEN B. VELVICK. 12535 DAKOTA CROSSING ST NAMPA, ID 83651
R32787179 JOSEPH LEATHLEAN 576 W. DANISH RED TRAIL SAN TAN VALLEY, AZ 85140
R32787178 VERDE PROPERTIES 2303 N. HILLRIDGE MESA, AZ 85207
CK ENGINEERING
6700 W. STATE ST.
BOISE, ID 83714
PHONE 208-639-1992
DRAWN BY: DL
CHECKED BY: WSW
DATE: 04/2/2026
FILE: NC-PRE-PLAT.DWG
DIR: D:\KB HOMES\NORTH CELESTE\CK DWGS\P-PLAT
PROFESSIONAL ENGINEER
LICENSED
10683
STATE OF IDAHO
W. SCOTT WONDERS
NOT APPROVED FOR CONSTRUCTION
SHEET
P1.2



NOTES:

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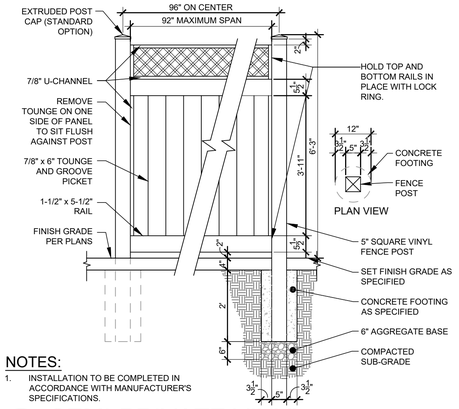
2. SCORE JOINTS @ 10' O.C. OR AT EACH POST.
3. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

1 VINYL FENCE PANEL

SCALE: 1/2"= 1'-0"



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1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

2 SEMI-PRIVATE VINYL FENCE PANEL

SCALE: 1/2"= 1'-0"

FENCING LEGEND

6' SOLID TAN VINYL PRIVACY FENCE, SEE DETAIL 1/L3.00

6' TAN VINYL SEMI-PRIVACY FENCE, SEE DETAIL 2/L3.00

OPEN SPACE LEGEND

QUALIFIED OPEN SPACE (100,827 SF)

NON-QUALIFIED OPEN SPACE (25,292 SF)

FENCING AND OPEN SPACE PLAN

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SOUTH BECK & BAIRD
South Landscape Architecture P.C.
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REVISIONS:

No.	Date	Description

FENCING & OPEN SPACE PLAN
NEW CELESTE SUBDIVISION
CALDWELL, ID

DRAWN BY: SCM

CHECKED BY: AWW

PROJECT NUMBER 26-232

SHEET: L3.00

THE PROFESSIONAL SERVICES OF THE DESIGN PROFESSIONAL ARE INDEPENDENT FOR AND WERE PERFORMED IN THE INTEREST OF THE CLIENT NO CONTRACTUAL OBLIGATIONS ASSUMED BY THE DESIGN PROFESSIONAL FOR THE BENEFIT OF ANY OTHER PERSON INVOLVED IN THE PROJECT

USER:SMCKEEVER LOCATION:Z:\PROJECTS\2026\26-232 NORTH CELESTE SUB\CAD\SHEETS\26-232 LANDSCAPE PLANING PRINT DATE:5/1/2026 11:51 AM

^^ North Celeste facing Southeast ^^

^^ North Celeste facing Northeast ^^

^^ North Celeste facing Southwest ^^

^^ Intersection of Moss Ln/Celeste facing East ^^

^^ Corner of Moss Ln/Celeste Facing East ^^

^^ Moss Lane facing East ^^

Moss Lane facing West >>

<< Moss Lane facing North

Klinger, Sophia

From: Shrief, Wendy
Sent: Tuesday, May 5, 2026 11:09 AM
To: Klinger, Sophia
Subject: Proposed North Celeste Street names

Avenida Crescenta
Via Bocina
Via Calinda
Via Brasa
Via Copeta

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KITTELSON & ASSOCIATES

TRANSPORTATION IMPACT STUDY

North Celeste Subdivision

May 2026

PREPARED FOR
CITY OF CALDWELL
411 Blaine Street
Caldwell, Idaho 83605

PREPARED BY
KITTELSON & ASSOCIATES, INC.
101 S Capitol Boulevard, Suite 600
Boise, ID 83702
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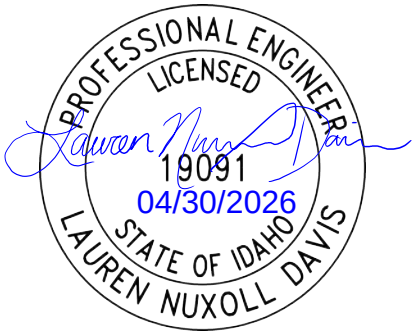
Transportation Impact Study

North Celeste Subdivision TIS

Caldwell, Idaho



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Project No. 32758

May 2026

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Appendix C Year 2025 Existing Traffic Operation Worksheets

Appendix D Crash Data

Appendix E Year 2030 Background In Process Development Turning Volumes

Appendix F Year 2030 Background Traffic Operation Worksheets

Appendix G Year 2030 Traffic Operation Worksheets

Appendix H Site Access Evaluation Worksheets

Section 1
Executive Summary

EXECUTIVE SUMMARY

Kittelson & Associates, Inc. (Kittelson) has prepared a Transportation Impact Study (TIS) for the North Celeste Subdivision in Caldwell, Idaho. The North Celeste Subdivision is located in the southeast quadrant of the intersection of Celeste Avenue and Moss Lane, just north of SH-55 (Karcher Road). The proposed site currently consists of approximately 19.52 acres and is open land with some rural single-family housing and farmland. The site is currently not zoned in the City of Caldwell but will be annexed into the city with development. The development plan proposes to build approximately 104 single-family houses. The anticipated buildout year for the development is 2030.

The TIS resulted in the following findings and recommendations.

FINDINGS

Existing Conditions

- All study intersections were found to operate acceptably during the existing weekday AM and PM peak hours.

Year 2030 Background Traffic Conditions

- Year 2030 background traffic volumes were forecast using an 8% compounded annual growth rate on Moss Lane and Midway Road, and a 1% compounded annual growth rate on all other roadways.
- Year 2030 background traffic analysis (without inclusion of site-generated traffic) found that all study intersections are expected acceptably during the weekday AM and PM peak hours.

Trip Generation

- The development plan proposes to build approximately 104 single-family houses.
- The development is estimated to generate a total of 1,505 daily net new trip ends, of these, 75 are estimated to occur in the weekday AM peak hour (20 inbound / 55 outbound), and 100 are estimated to occur in the weekday PM peak hour (62 inbound / 38 outbound).

Year 2030 Total Traffic Conditions

- Year 2030 total traffic conditions found that the site generated trips did not impact any additional intersections .

Site Access Evaluation

- The turn lane analysis resulted in no turn lane warranted at the sight accesses.

- The intersection sight distance evaluation identified that intersection sight distance can be achieved at all the proposed site access locations.

RECOMMENDATIONS

Based on the report's analyses and evaluation findings, recommendations were developed accordingly for time scenario's conditions.

Year 2030 Mitigations Needed with the North Celeste Subdivision

No mitigations are recommended to accommodate the year 2030 total traffic volumes.

All Site Accesses

Construct all accesses to the development with the following designations:

- All local streets within the development should be constructed with one travel lane in each direction.
- Site driveways with access to public streets should provide sufficient stacking distance for four vehicles (100 feet) to ensure acceptable operation and accommodate larger vehicles, including utility service and delivery vehicles.
- Site accesses along Moss Lane and Celeste Avenue should match the existing grade or be higher at the intersection to ensure the best possible sight distance.
- All accesses and internal streets should be designed to provide adequate intersection site distance. Shrubbery and landscaping near the intersection and site access point should be maintained to ensure adequate sight distance is maintained.
- Site accesses are assumed to match the existing grade of the connected roadway at the intersection and back at least one car length. Significant changes to the approach grade could impact the sight distances. If widening occurs along any of the site access road, care should be taken to ensure adequate grades and intersection sight distance is maintained.

Section 2
Introduction

INTRODUCTION

Kittelson & Associates, Inc. (Kittelson) has conducted a Transportation Impact Study (TIS) for the proposed North Celeste Subdivision in Caldwell, Idaho. The study was prepared in accordance with the City of Caldwell *Municipal Code Section 10-10-01* (Reference 1) and the Idaho Transportation Department (ITD) *Rules Governing Highway Right-of-Way Encroachment Rights-of-Way* (Reference 2). The TIS examines the current transportation network and addresses the transportation impacts associated with background growth and the proposed development.

PROJECT DESCRIPTION

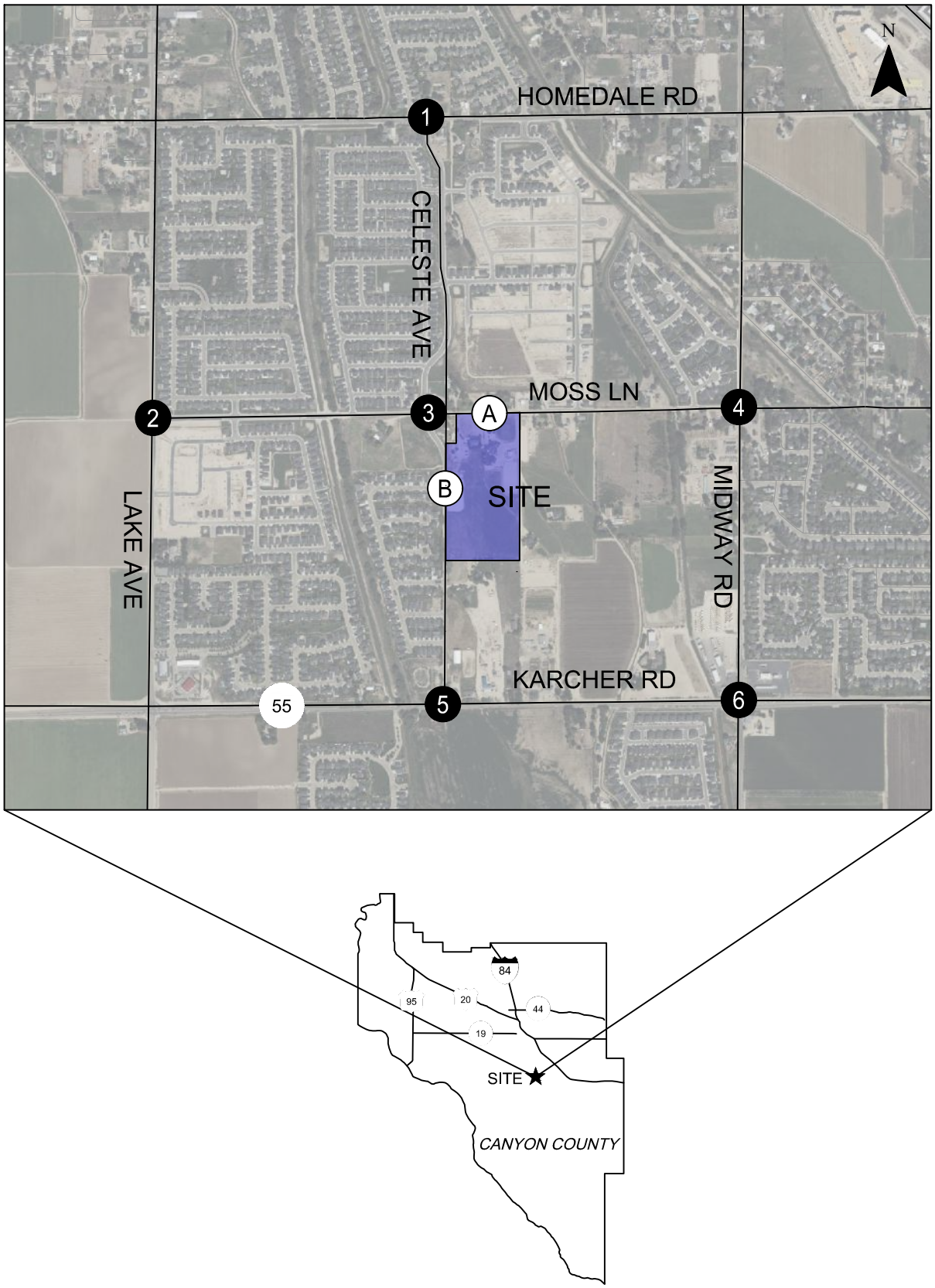
The North Celeste Subdivision is located in Caldwell, Idaho, in the southeast quadrant of the intersection of Celeste Avenue and Moss Lane, just north of SH-55 (Karcher Road). The proposed site currently consists of approximately 19.5 acres and is open land with some rural single-family housing and farmland. The site is currently not zoned in the City of Caldwell but will be annexed into the city with development. The development plan proposes to build approximately 104 single-family houses while retaining 2 existing single-family houses. Figure 1 shows the site's vicinity in Caldwell, Idaho. Figure 2 illustrates the preliminary development site plan.

SCOPE OF THE REPORT

ITD and City of Caldwell reviewed and agreed with the scope, methodology and key assumptions within this TIS in March 2022. *Appendix A includes the Proposed Scope of Work for the Transportation Impact Analysis memorandum and response emails from ITD and City of Caldwell*. This analysis represents an update to the previously approved study using new traffic counts collected in 2025; no changes have been made to the approved land uses or site access assumptions.

This report evaluates these transportation issues:

- Existing land use and transportation system conditions, including intersections and roadways within the site vicinity for the typical weekday AM and PM peak periods;
- Estimated local and regional growth in the study area for future year background analyses based on an annual compounded growth rate;
- Intersection analysis under year 2030 background traffic conditions (existing counts plus regional growth but not including the specific North Celeste Subdivision) during the weekday AM and PM peak periods;
- Trip generation and distribution estimates;
- Intersection analysis under year 2030 total traffic conditions (year 2030 background traffic plus site-generated trips) during the weekday AM and PM peak periods;
- Identified transportation mitigations at the study intersections under existing, year 2030 background and year 2030 total traffic conditions; and
- Evaluation of site access intersections.



#- Study Intersections

Ⓧ- Site Access

Site Vicinity Map
Caldwell, Idaho

Figure
1

KITTELSON & ASSOCIATES

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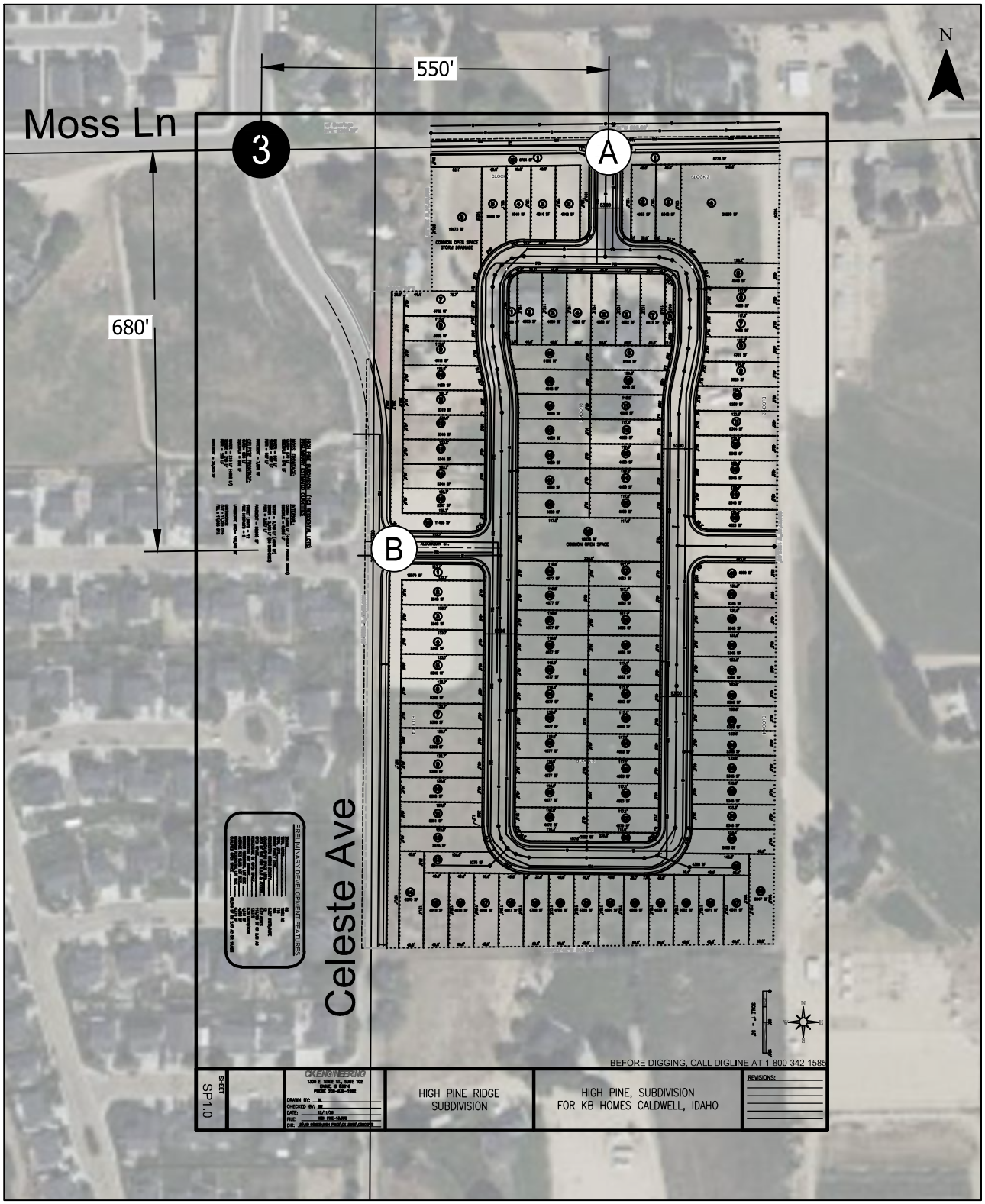

(#) - Study Intersections

(X) - Site Access

Site Plan
Caldwell, Idaho

Figure
2

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STUDY AREA

The following study intersections were identified during the scoping process and included in the analysis:

- Existing Intersections
    1. Homedale Road / Celeste Avenue (*Two-Way Stop-Controlled*)
    2. Moss Lane / Lake Avenue (*Two-Way Stop-Controlled*)
    3. Moss Lane / Celeste Avenue (*All-Way Stop-Controlled*)
    4. Moss Lane / Midway Road (*Two-Way Stop-Controlled*)
    5. SH-55 (Karcher Road) / Celeste Avenue (*Two-Way Stop-Controlled*)
    6. SH-55 (Karcher Road) / Midway Road (*Traffic Signal*)

    B. *Future Site Access B* / Algonquin Street / Celeste Avenue (*Two-Way Stop-Controlled*)
        - The Algonquin Street / Celeste Avenue intersection currently exists as a three-leg stop-controlled intersection with the proposed Site Access B serving as a new fourth-leg.
- Future Intersections

    A. Site Access A / Moss Lane (*Two-Way Stop-Controlled*)

INTERSECTION PERFORMANCE MEASURES

Intersection performance measures reported in this study include level of service (LOS), volume-to-capacity ratio (v/c), and delay.

The performance measures are used to gauge the performance of the transportation system and overall quality of the travel experience through an intersection or roadway segment as it is perceived by the traveler:

- *Level-of-service (LOS)* is a commonly used performance measure. LOS uses an “A” to “F” ranking based on the average control delay experienced by motorists. LOS “A” conditions have very low vehicles delay times (10 seconds or less), while LOS “F” conditions have high delay times (over 80 seconds on average per vehicle at the signalized intersection) that are considered unacceptable to most drivers.
- *Volume-to-capacity (v/c)* compares the volume of traffic to the theoretical capacity of the facility to accommodate traffic. A v/c ratio of 1.0 indicates an intersection, or movement at an intersection, is operating at capacity. A v/c ratio over 1.0 indicates the intersection’s capacity is exceeded.

Overall intersection performance is calculated for signalized intersections. For two-way stop-controlled intersections, performance measures are reported for the critical movement.

TRAFFIC ANALYSIS METHODOLOGY

The intersection operational analysis was performed using the *Highway Capacity Manual (HCM) 7th Edition* analysis procedures (Reference 3). To ensure that this analysis is based on a reasonable worst-case scenario, the peak 15-minute flow rate during all peak hours was used in the evaluation of all intersection LOS and V/C ratios. This analysis reflects conditions that are only likely to occur for 15-minutes out of each average peak hour. The transportation system will likely operate better than the conditions described in this report during all other time periods. The intersection operations analyses conducted for the TIS were prepared using Synchro 12.

The *HCM 2000* (Reference 4) was utilized due to the ability to report overall intersection v/c ratios for a signalized intersection since the *HCM 7th Edition* does not report overall intersection v/c ratio.

PERFORMANCE MEASURES

The operating standards of ITD and the City of Caldwell were used to assess the traffic operations of the study intersections and roadways.

City of Caldwell Standards

City of Caldwell's target operating standards are LOS D or better for all intersections and a v/c ratio less than 1.0 for the overall intersection as well as each lane group.

ITD Intersection Standards

Although not policy, ITD's desired thresholds are LOS D or better for all intersections and a v/c ratio of 0.90 or better for the overall intersections as well as each lane group.

Table 1 summarizes the LOS standards for the study area intersections (signalized and unsignalized).

Table 1. Study Intersections and Corresponding Operational Standards

ID	Study Intersection	Agency	Traffic Control	City of Caldwell Target Operating Standard	ITD Operating Standard
1	Homedale Rd / Celeste Ave	City of Caldwell	Two-way, stop-control (TWSC)	• LOS D or better • Critical Lane Group V/C Ratio ≤ 1.0	• N/A
2	Moss Lane / Lake Ave	City of Caldwell	Two-way, stop-control (TWSC)	• LOS D or better • Critical Lane Group V/C Ratio ≤ 1.0	• N/A
3	Moss Lane / Celeste Ave	City of Caldwell	All-way, stop-control (AWSC)	• LOS D or better • Critical Lane Group V/C Ratio ≤ 1.0	• N/A
4	Moss Lane / Midway Rd	City of Caldwell	Two-way, stop-control (TWSC)	• LOS D or better • Critical Lane Group V/C Ratio ≤ 1.0	• N/A
5	Celeste Ave / SH-55	ITD / City of Caldwell	Two-way, stop-control (TWSC)	• LOS D or better • Critical Lane Group V/C Ratio ≤ 1.0	• LOS D or better • Critical Lane Group V/C Ratio ≤ 0.90
6	Midway Road / SH-55	ITD / City of Caldwell	Traffic Signal	• LOS D or better • Intersection V/C Ratio ≤ 1.0	• LOS D or better • Lane Group & Intersection V/C Ratio ≤ 0.90

Section 3
Existing Conditions

EXISTING CONDITIONS

The existing conditions analysis identifies the site conditions and current operational and geometric characteristics of the roadways within the study area. These conditions will be compared with future conditions later in this report. Information regarding site conditions, adjacent land uses, existing traffic operations and transportation facilities in the study area was collected.

SITE CONDITIONS AND ADJACENT LAND USES

The proposed development is currently not zoned in the City of Caldwell but will be annexed into the city with development. The site is located on the southeast quadrant of the intersection of Celeste Avenue and Moss Lane with residential developments to the north, south, and east and farmland to the west.

TRANSPORTATION FACILITIES

The transportation system inventory identifies the current characteristics of roadways within the study area. Major roadways within the study area were identified and catalogued, including transit facilities and pedestrian and bicycle infrastructure.

Roadway Facilities

Table 2 provides a summary of the existing roadway facilities included in this study within the site vicinity.

Table 2. Existing Study Transportation Facilities and Roadways

Roadway	Functional Classification[1]	Number of Lanes	Posted Speed (MPH[2])	Sidewalks	Bicycle Lanes	On-Street Parking
Homedale Road	Minor Arterial	2	35	Partial[3]	No	No
Moss Lane	Collector	2	30	Partial[3]	No	No
SH-55	Principal Arterial	2	55	No	No	No
Lake Avenue	Minor Arterial	2	30	Partial[3]	No	No
Celeste Avenue	Collector	2	20	Partial[3]	Yes[4]	No
Midway Road	Collector	2	35	Partial[3]	No	No

[1] Per City of Caldwell Comprehensive Plan Highway & Functional Street Classification Map. [2] MPH represents miles per hour. [3] Along subdivision developments. [4] Partial bicycle lanes, the southern portion of Celeste doesn't contain bicycle lanes.

Pedestrian and Bicycle Facilities

Within the site's vicinity, sidewalks are only present along roadways built as part of nearby residential developments. Most of the other roadways, including SH-55, are rural in nature and do not have pedestrian and bicycle facilities.

Transit Facilities

Valley Regional Transit (VRT) is a public transportation service provider that provides fixed route buses and paratransit services within Ada and Canyon County. VRT's central bus station is located downtown Boise and provides county and intercounty connections within the Treasure Valley.

There is one bus route servicing the vicinity of the site – Nampa/Caldwell on Demand (Route 150). The on-Demand model allows people in Canyon County to book a ride when needed and get picked up/dropped off at the closest bus stop or virtual stop.

EXISTING TRAFFIC OPERATIONS

Peak hour turning movement counts were collected for this study in December 2025 during AM peak (7:00 AM – 9:00 AM) and PM peak (4:00 PM – 6:00 PM) periods. As coordinated with City of Caldwell and ITD during the scoping process, the 2025 collected counts were used to develop existing conditions traffic volumes for this study.

Appendix B includes the weekday AM and PM period counts collected at each of the study intersections.

Weekday AM and PM Peak Hour Intersection Operations

Existing peak hour traffic operations were analyzed for a typical mid-weekday AM peak period and PM peak period. Individual peak hours for each intersection were used to provide a conservative analysis.

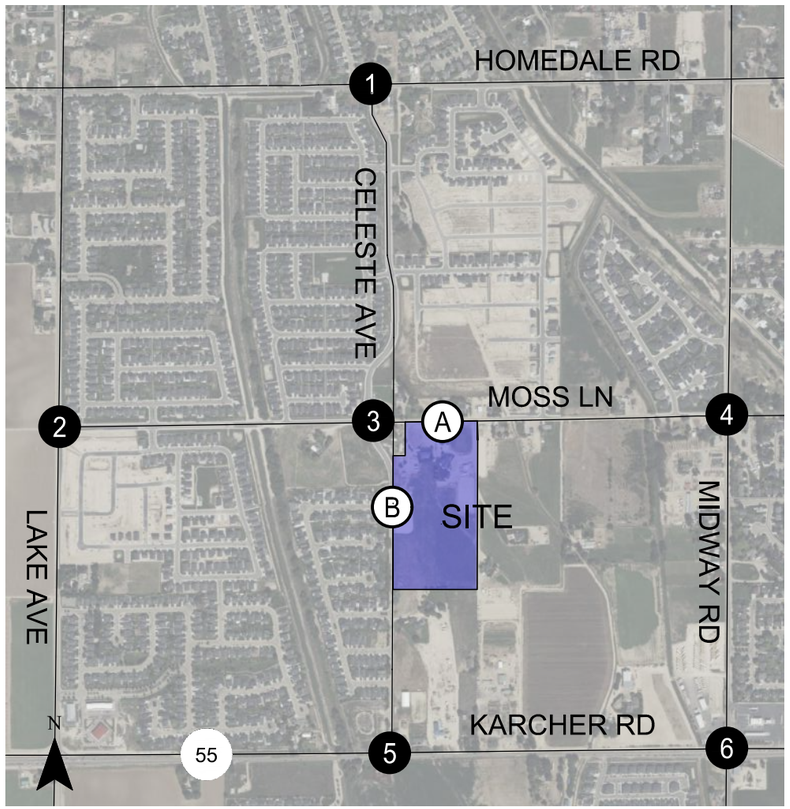
Table 3 presents the traffic operation results for each intersection and its corresponding lane groups during existing weekday AM and PM peak periods. Figure 3 presents lane configurations, traffic control devices and the AM and PM peak hour traffic volumes at each of the study intersections. *Appendix C includes the year 2025 existing conditions Synchro worksheets*.

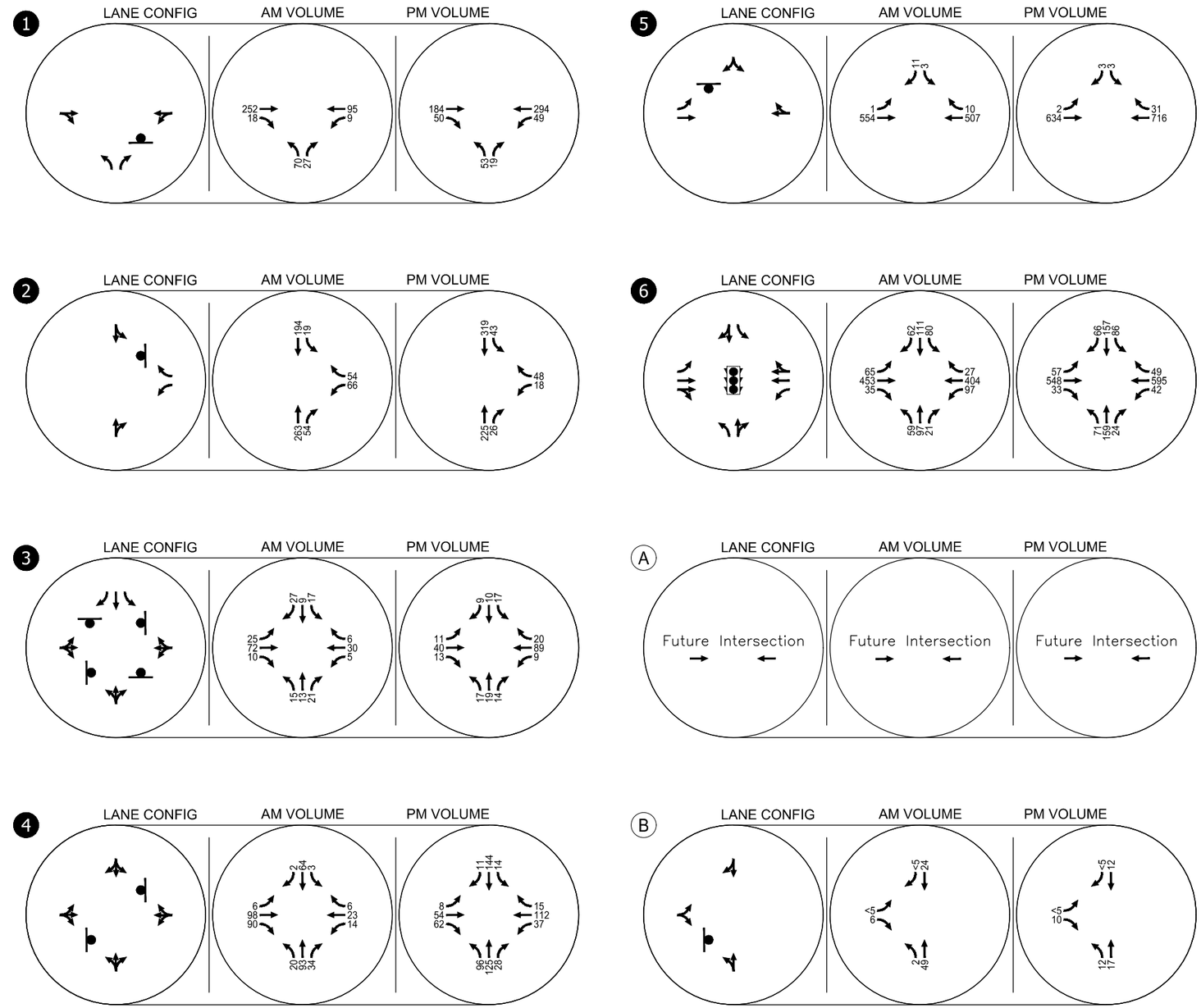
Table 3. Year 2025 Existing Intersection Operations

No.	Intersection	Intersection Control	Intersection AM/PM			Lane Group	AM Peak Hour			PM Peak Hour		
			V/C	LOS	Delay		V/C	LOS	Delay	V/C	LOS	Delay
1	Celeste Avenue / Homedale Road	TWSC	-	-	-	EBTR	-	-	-	-	-	-
						WBTL	0.01	A	8.1	0.04	A	7.8
						NBL	0.13	B	12.0	0.14	C	15.4
						NBR	0.04	B	10.1	0.03	A	9.5
2	Lake Avenue / Moss Lane	TWSC	-	-	-	WBL	0.14	B	13.6	0.05	B	14.7
						WBR	0.08	B	10.4	0.07	A	9.9
						NBTR	-	-	-	-	-	-
						SBTL	0.02	A	8.0	0.04	A	7.9
3	Celeste Avenue / Moss Lane	AWSC	-	-	-	EBLTR	0.02	A	9.0	0.09	A	8.0
						WBLTR	0.07	A	8.0	0.17	A	8.4
						NBLTR	0.09	A	8.3	0.08	A	8.1
						SBL	0.03	A	8.5	0.03	A	8.4
						SBT	0.02	A	8.2	0.02	A	7.8
						SBR	-	A	7.3	0.01	A	7.1
4	Midway Road / Moss Lane	TWSC	-	-	-	EBLTR	0.27	B	11.4	0.25	B	14.2
						WBLTR	0.08	B	11.4	0.45	C	21.5
						NBLTR	0.01	A	7.4	0.07	A	7.8
						SBLTR	-	A	7.5	0.01	A	7.6
5	SH-55 / Celeste Avenue	TWSC	-	-	-	EBL	-	A	8.5	-	A	9.2
						SBLR	0.04	B	13.9	0.03	C	21.6
6	SH-55 / Midway Road	Traffic Signal	0.51/ 0.54	C/ C	23.7 / 23.7	EBL	0.22	B	13.4	0.22	B	13.9
						EBTR	0.76	B	18.6	0.71	B	17.8
						WBL	0.32	B	13.4	0.15	B	13.8
						WBTR	0.66	B	17.3	0.79	B	19.0
						NBL	0.21	B	16.1	0.23	B	16.0
						NBTR	0.54	B	19.7	0.63	C	20.2
						SBL	0.25	B	15.8	0.25	B	15.8
						SBTR	0.69	C	20.2	0.74	C	20.9
B	Celeste Avenue / Algonquin Street / *Future Access B*	TWSC	-	-	-	EBLR	0.03	A	8.6	0.04	A	8.6
						NBTL	0.01	A	7.3	0.03	A	7.4
						SBTR	-	-	-	-	-	-

V/C ratio is defined as vehicle-to-capacity ratio, which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour. LOS stand for Level of Service. Delay is reported in seconds per vehicle. Cells in the table above that are **bolded**, *italicized*, and highlighted indicate an intersection and/or lane group operating below the jurisdictional standards.

As Table 3 shows, all study intersections operate acceptably during the year 2025 existing weekday AM and PM peak hours.





#- Study Intersections
Ⓧ- Site Access
- Stop Sign
- Traffic Signal

Existing Year 2025 Lane Configurations, Traffic Control Devices and Volumes
Weekday AM and PM Peak Hour
Caldwell, Idaho

Figure
3

KITTELSON & ASSOCIATES

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CRASH HISTORY

Crash data for the study intersections and roadways was retrieved from the LHTAC Web Map (MapStore HomePage) for the previous five years on record (2020-2025). This data was used to evaluate and document any potential crash trends occurring at study intersections and along study roadways. *Appendix D contains the crash data retrieved.* Table 4 presents the number of crashes, by crash type and severity, at each study intersection.

Table 4. Study Intersection Crash Type and Severity Summary, 2020-2025

Intersection	Crash Type							Total	Severity		Crash Rate (Crashes/ MEV)
	Rear -End	Fixed Object	Turning	Side Swipe	Angle	Over turn	Other		PDO	Injury	
Moss Lane / Lake Ave	2	-	2	-	-	-	-	**4**	2	2	0.82
Moss Lane / Midway Rd	2	-	1	-	8	-	-	**11**	5	6	0.85
SH-55 / Celeste Ave	3	1	4	-	-	-	1*	**9**	3	6	0.36
SH-55 / Midway Rd	11	-	22	1	5	1	2**	**42**	20	22	**1.22**

*Pedal cycle Crash, ** Head-on and Pedestrian crash

As shown in Table 4, the intersection of SH-55 / Midway Road experiences a crash rate over 1.00, indicating a comparatively elevated crash frequency relative to traffic volume. The dominant crash type is turning-related, followed by rear-end, suggesting potential issues with turning movements, traffic control, or driver expectancy. Overall, the combination of a high crash rate and substantial number of injury crashes indicates that this intersection may warrant further safety evaluation and consideration of mitigation measures.

ITD's SH-55, Farmway Road to Middleton Road project identifies this intersection as a future ThrU-Turn intersection, which is expected to reduce crashes by eliminating direct left-turn and crossing movements, which are the primary contributors to its elevated crash rate.

Section 4
Transportation Impact Study

TRANSPORTATION IMPACT ANALYSIS

The transportation impact analysis identifies how the study area's transportation system will operate in the year the proposed development is expected to be fully built, in this case year 2030. An evaluation of the impact of traffic generated by the proposed North Celeste Subdivision during the typical weekday AM and PM peak hours was completed as follows:

- Transportation improvements planned in the site vicinity were identified.
- Background weekday AM and PM peak hour traffic conditions for build-out year 2030 were analyzed at each of the study intersections.
- Background conditions were developed by applying an 8 percent annual compounded growth rate to Moss Lane and Midway Road and a 1 percent annual compounded growth rate on all other roadways. These growth rates account for anticipated regional growth in the site vicinity between 2025 and 2030.
- Site-generated trips were estimated for the build-out of the site.
- Site trip distribution patterns were estimated for the site-generated trips based on the existing traffic patterns, the major trip origins and destinations in Caldwell and the Treasure Valley area.
- The build-out year 2030 total traffic conditions were analyzed at each of the study intersections and site-access points during the weekday AM and PM peak hours.

YEAR 2030 BACKGROUND TRAFFIC CONDITIONS

The year 2030 background traffic analysis identifies how the study area's transportation system will operate in the future year without the proposed North Celeste Subdivision in place. This analysis includes traffic attributed to planned developments within the study area and to general growth in the region but does not include traffic from the proposed development.

Planned Intersection and Roadway Improvements

Based on a review of ITD's Statewide Transportation Improvements Plan (STIP, Reference 5), ITD's Statewide Transportation Investment Program (ITIP, Reference 6), and the City of Caldwell's Comprehensive Plan (Reference 7), the following improvements are planned in the study area:

- **ITD's Statewide Transportation Improvements Plan (STIP)**
  - No specific projects listed within the study area.
- **ITD's Idaho Transportation Investment Program (ITIP)**
  - SH 55: Farmway to Middleton-This project will make capacity and safety improvements including widening SH-55 to two travel lanes in each direction and installing a continuous median traffic separator from 10th Ave to Middleton Rd. Intersections at the mile will be signalized, and there will be right-in-right-out-left-in turn movements at the mid-mile. Improvements include bridge replacements, culvert extensions, separated multi-use pathways, sound walls and significant utility relocations.
  - Midway Rd: SH-55 to Caldwell Blvd- This project will rehabilitate pavement and construct shared-use shoulders on Midway Road between SH-55 (Karcher Road) and I-84B (Caldwell Boulevard) in Canyon County.
  - SH 55: Farmway to Middleton – ITD is designing improvements for SH-55 (Karcher Road) to improve safety and operations along the corridor.
    - These improvements will redesign the intersection of SH-55 / Midway Road to operate as a ThrU-Turn intersection, redirecting major road left-turning movements to beyond the extents of the intersection, and increasing the number of eastbound and westbound through travel lanes from 2 to 3 through the intersection.
    - These improvements will redesign the intersection of SH-55 / Celeste Avenue to operate as an RCUT intersection, providing a right-in, left-in, right-out configuration and redirecting left-turn movements further west to a dedicated U-turn movement.

While these improvements are planned and ITD has begun the design process, construction began in 2024 and is anticipated to be completed around 2028, however it was not included in the 2030 background conditions analysis.

- **City of Caldwell's Comprehensive Plan**
  - No specific projects listed within the study area.

Background Growth

Based on a review of previous studies in the area and the COMPASS model, and to account for several in-process developments in the surrounding area an 8% compound growth rate has been applied to

Moss Lane and Midway Road. To provide conservative analysis and account for general regional growth a 1% compound growth rate has been applied to all other roadways. These assumptions were previously accepted as part of the approved TIS and remain valid for this updated analysis.

In-Process Developments

The scoping agreement for this study asked the City of Caldwell to provide information regarding any background developments that should be included in the analysis of this study as background improvements. No additional information was provided. However, based on prior knowledge and experience of the study area one in-process residential development was included in this analysis.

The in-process residential development will be located south of Homedale Road and east of Celeste Avenue. Based on a site visit by the project team the houses of this development have already begun construction (assumed 75% completion), so their completion is assumed to be prior than that the of the North Celeste Subdivision. The exact number of single-family homes being constructed was not known so this study assumes the number of homes per square foot will be similar to other new residential developments in the immediate vicinity. An estimated 41 single-family homes were assumed.

Appendix E includes figures detailing the assumed in-process developments turning movement volumes.

Year 2030 Background Intersection Volumes

Year 2030 background traffic volumes reflect existing traffic counts plus three years of background traffic growth plus the one residential in-process development described above.

Year 2030 Background Intersection Operations

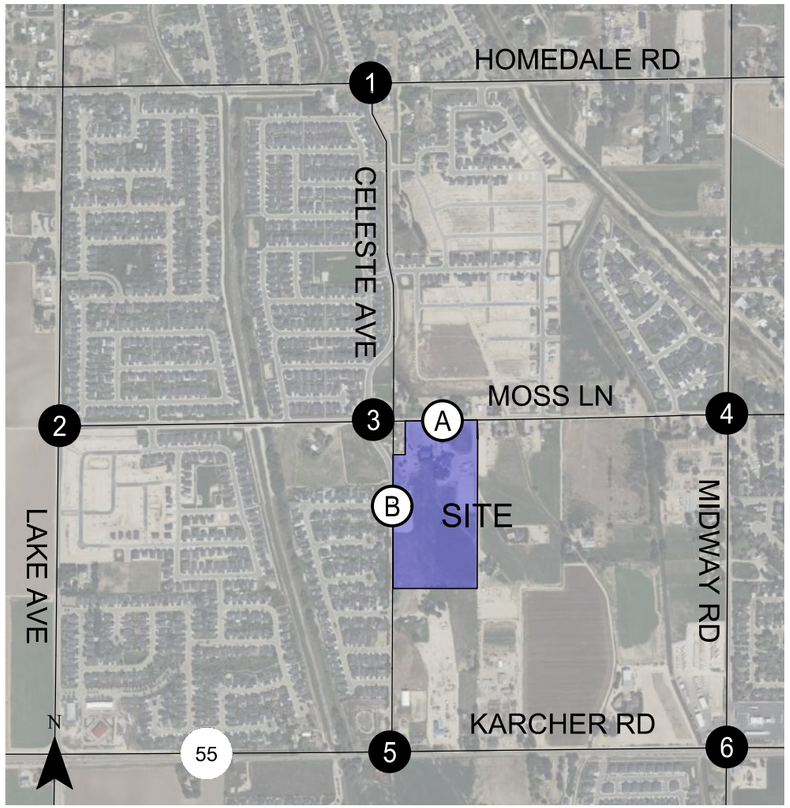
Table 5 presents the traffic operations results for each study intersection and its lane groups under year 2030 background conditions during the weekday AM and PM peak hours. Figure 4 presents the lane configurations; traffic control devices and the weekday AM and PM 2030 background traffic volumes at each of the study intersections. *Appendix F includes the year 2030 background conditions Synchro worksheets*.

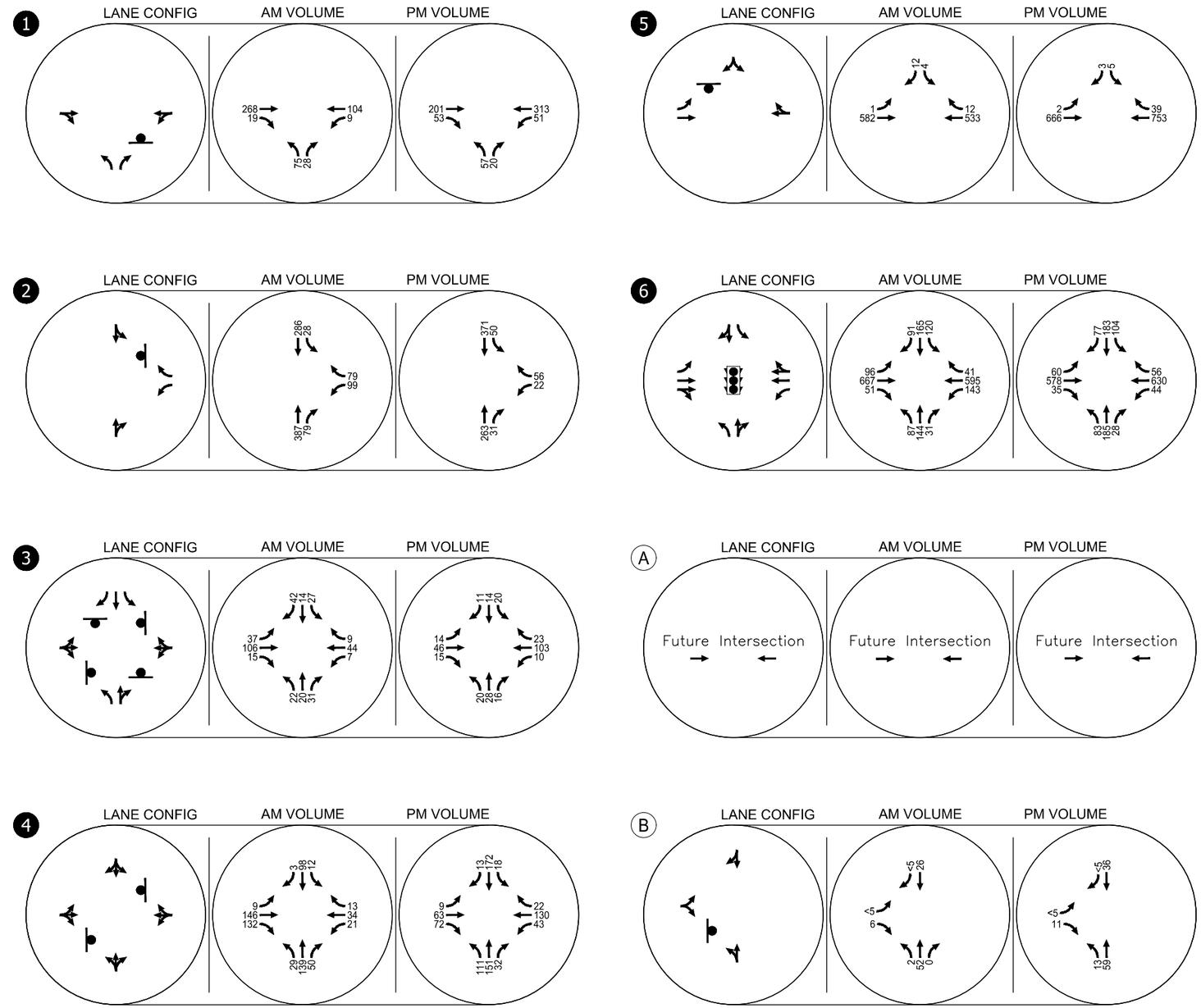
As shown in Table 5, all study intersections are projected to operate at acceptably under year 2030.

Table 5. Year 2030 Background Traffic Intersection Operations - Weekday AM and PM Peak Hour

No.	Intersection	Intersection Control	Intersection AM/PM			Lane Group	AM Peak Hour			PM Peak Hour		
			V/C	LOS	Delay		V/C	LOS	Delay	V/C	LOS	Delay
1	Celeste Avenue / Homedale Road	TWSC	-	-	-	EBTR	-	-	-	-	-	-
						WBTL	0.01	A	7.9	0.04	A	7.9
						NBL	0.14	B	12.3	0.16	C	16.2
						NBR	0.04	B	10.1	0.03	A	9.7
2	Lake Avenue / Moss Lane	TWSC	-	-	-	WBL	0.31	C	20.1	0.07	C	16.7
						WBR	0.14	B	11.8	0.08	B	10.3
						SBTL	0.03	A	8.4	0.04	A	8
3	Celeste Avenue / Moss Lane	AWSC	-	-	-	EBLTR	0.25	A	9.4	0.11	A	8.2
						WBLTR	0.09	A	8.3	0.2	A	8.7
						NBLTR	0.08	A	8.9	0.07	A	8.7
						SBL	0.05	A	8.7	0.04	A	8.6
						SBT	0.02	A	8.1	0.02	A	8
						SBR	0.06	A	7.5	0.02	A	7.2
4	Midway Road / Moss Lane	TWSC	-	-	-	EBLTR	0.46	B	14.9	0.27	B	13.7
						WBLTR	0.15	B	14.1	0.48	C	20.8
						NBLTR	0.02	A	7.5	0.09	A	7.8
						SBLTR	0.01	A	7.6	0.01	A	7.6
5	SH-55 / Celeste Avenue	TWSC	-	-	-	EBL	0	A	8.6	0	A	9.4
						SBLR	0.04	B	14.7	0.05	D	25.7
6	SH-55 / Midway Road	Traffic Signal	0.67/0.57	C/C	23.7/23.7	EBL	0.32	B	15	0.23	B	14.7
						EBTR	0.84	C	22.1	0.69	B	18.8
						WBL	0.49	B	15.6	0.16	B	14.5
						WBTR	0.69	B	19.5	0.81	C	20.5
						NBL	0.33	B	19	0.28	B	16.6
						NBTR	0.62	C	22.8	0.65	C	20.4
						SBL	0.37	B	18.4	0.31	B	16.4
						SBTR	0.79	C	24.7	0.79	C	22.3
B	Celeste Avenue / Algonquin Street / *Future Access B*	TWSC	-	-	-	EBLR	0.01	A	8.4	0.01	A	8.5
						NBTL	0	A	7.3	0.01	A	7.3

V/C ratio is defined as vehicle-to-capacity ratio, which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour. LOS stand for Level of Service. Delay is reported in seconds per vehicle. Cells in the table above that are **bolded**, *italicized*, and highlighted indicate an intersection and/or lane group operating below the jurisdictional standards.





#- Study Intersections

Ⓧ- Site Access

- Stop Sign

- Traffic Signal

Year 2030 Background Lane Configurations, Traffic Control Devices and Volumes
Weekday AM and PM Peak Hour
Caldwell, Idaho

Figure
4

KITTELSON & ASSOCIATES

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PROPOSED DEVELOPMENT PLAN

The North Celeste Subdivision is located in the southeast quadrant of the intersection of Celeste Avenue and Moss Lane, just north of SH-55 (Karcher Road). The proposed site currently consists of approximately 19.5 acres and is open land with some rural single-family housing and farmland. The site is currently not zoned in the City of Caldwell but will be annexed into the city with development.

Trip Generation

The estimated projected weekday daily, AM peak hour and PM peak hour vehicle trips for the proposed development were based on the *Trip Generation Manual, 12th Edition* (Reference 8). Table 6 summarizes the estimated trip generation for the proposed development.

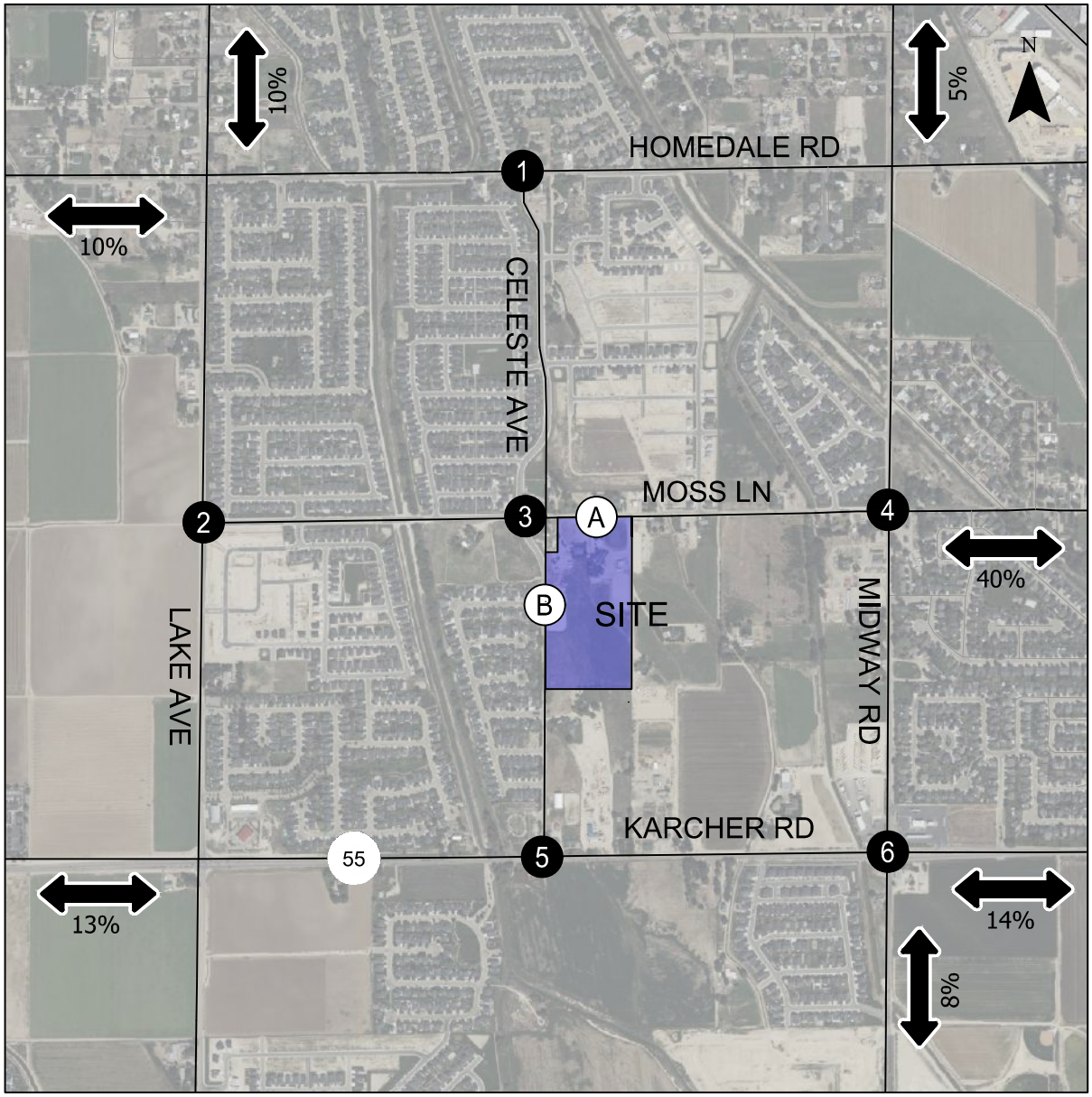
Table 6. North Celeste Estimated Trip Generation

Land Use	ITE Code	Units	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single Family Housing	210	104	1,105	75	20	55	100	62	38

As shown in Table 6, upon full build out the proposed North Celeste Subdivision is estimated to generate a total of 1,105 daily net new trip ends, of these, 75 are estimated to occur in the weekday AM peak hour (20 inbound / 55 outbound), and 100 are estimated to occur in the weekday PM peak hour (62 inbound / 38 outbound).

Site Trip Distribution/Trip Assignment

The trip distribution patterns are based on the access connections to and from the proposed development and their attraction/destination characteristics. The distribution of site generated trips onto the roadway system was based on review of the roadway system, the area of impact model run by COMPASS that included in process developments, and knowledge of the travel patterns in the area. The site generated trip distribution pattern used for this analysis is shown in Figure 5. The trip assignment for year 2030 build out of the project is provided in Figure 6. These trips reflect the trip generation of the proposed development during a typical weekday AM and PM peak hour.



- Study Intersections
Ⓧ - Site Access
XX% - Trip Distribution Percentage

Estimated Trip Distribution Pattern
Caldwell, Idaho

Figure
5

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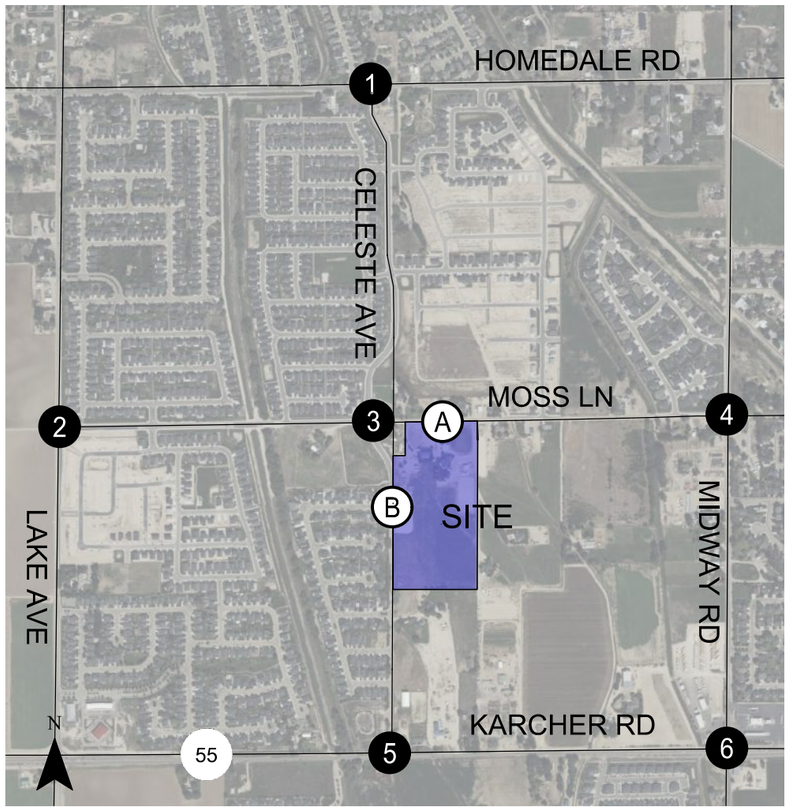

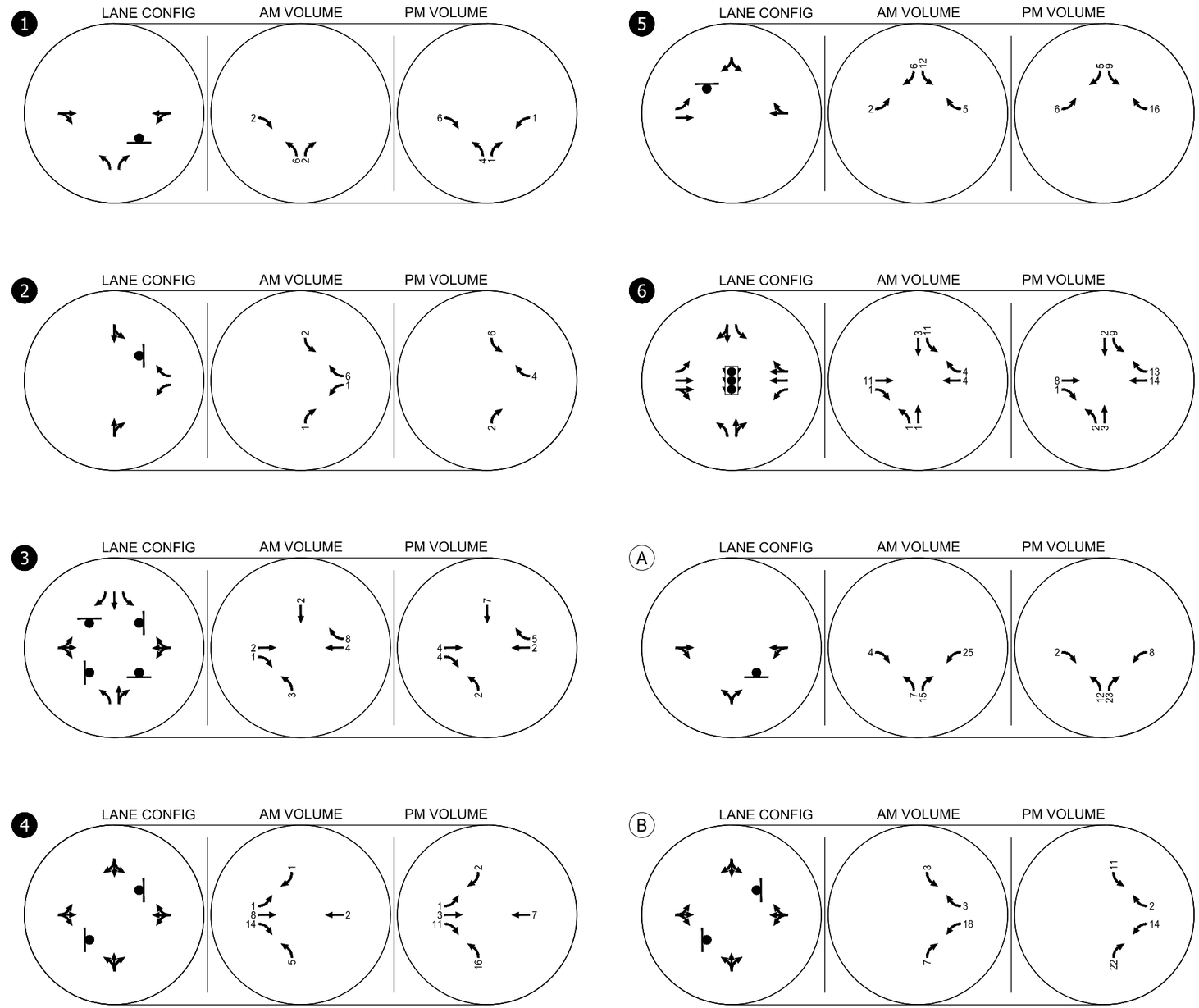

#- Study Intersections
X- Site Access
- Stop Sign
- Traffic Signal

Estimated Trip Assignment
Weekday AM and PM Peak Hour
Caldwell, Idaho

Figure
6

KITTELSON & ASSOCIATES

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YEAR 2030 TOTAL TRAFFIC CONDITIONS

The total traffic conditions analysis forecasts how the study area's transportation system will operate with the traffic generated by the proposed North Celeste Subdivision. The year 2030 background traffic volumes (shown in Figure 4) were added to the site-generated traffic (shown in Figure 6) to arrive at the year 2030 total traffic volumes that are shown in Figure 7.

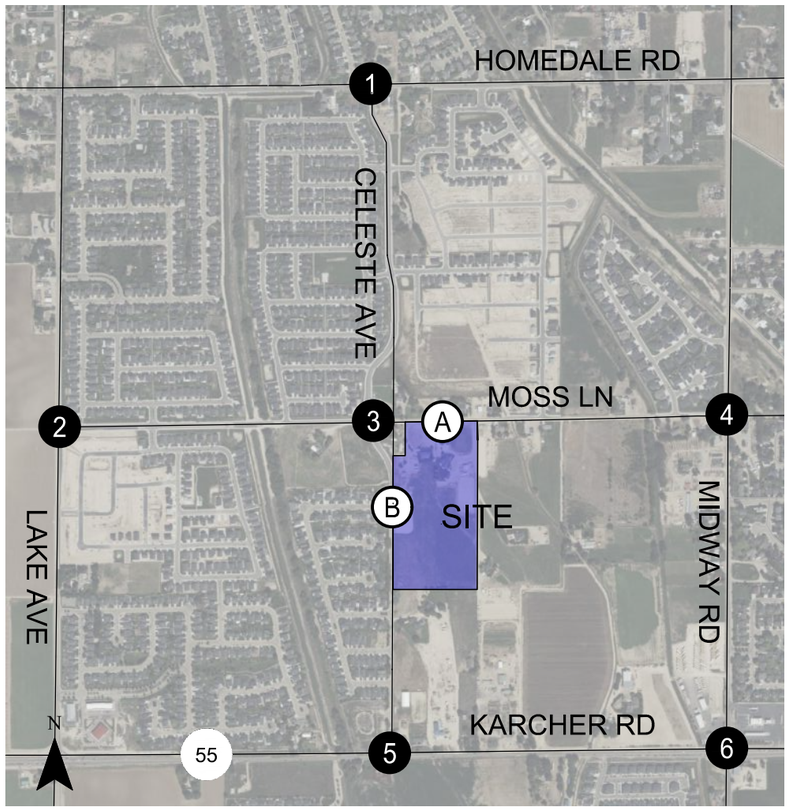
Year 2030 Total Traffic Conditions Intersection Operations

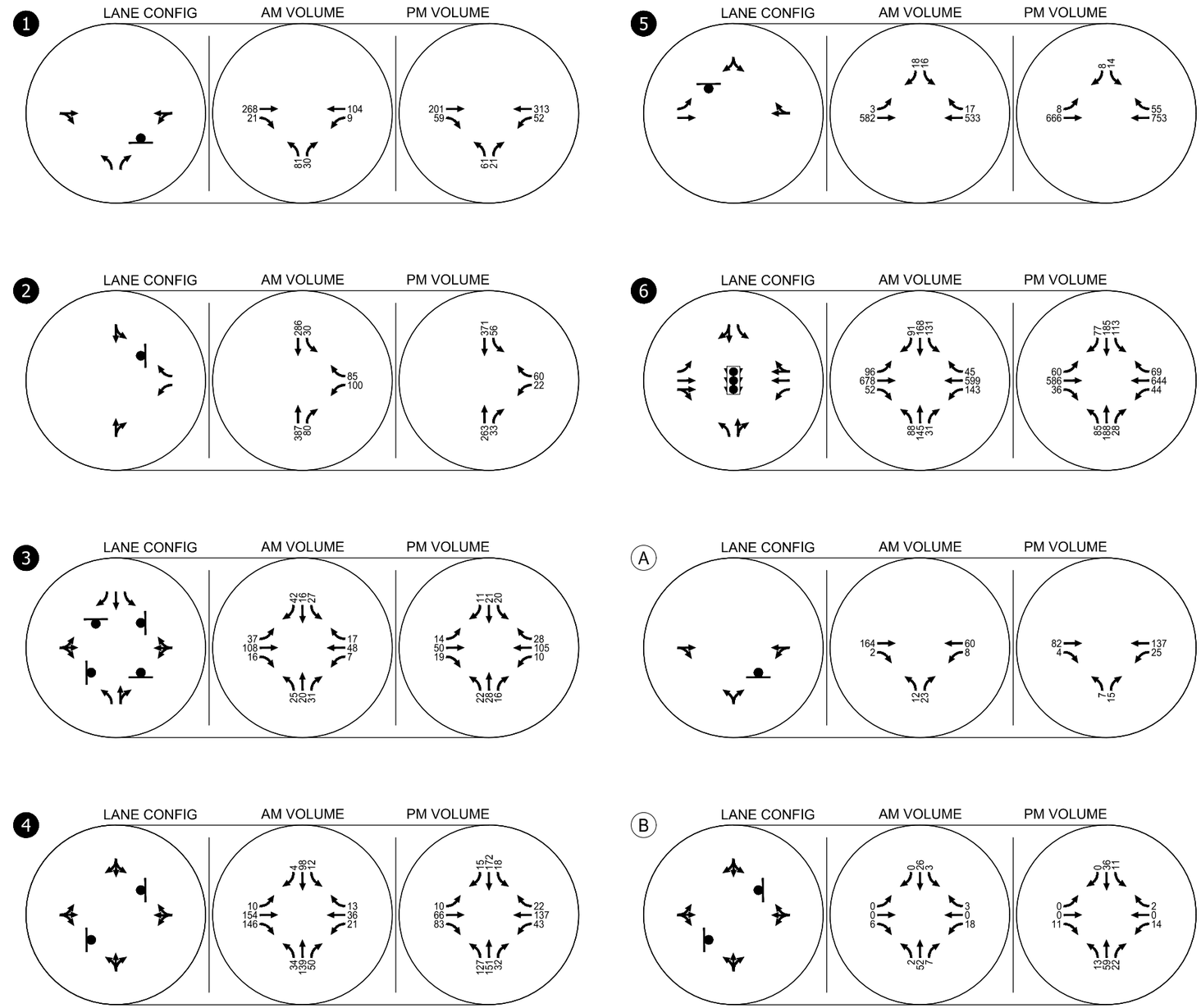
Table 7 presents the traffic operations results for each study intersection and its corresponding lane groups under 2030 total traffic conditions during the weekday AM and PM peak hours. Figure 7 shows the lane configurations and traffic volumes for year 2030total traffic conditions. *Appendix G contains the year 2030 total traffic LOS worksheets for the weekday AM and PM peak hours.*

Table 7. Year 2030 Total Traffic Intersection Operations - Weekday AM and PM Peak Hour

No.	Intersection	Intersection Control	Intersection AM/PM			Lane Group	AM Peak Hour			PM Peak Hour		
			V/C	LOS	Delay		V/C	LOS	Delay	V/C	LOS	Delay
1	Celeste Avenue / Homedale Road	TWSC	-	-	-	EBTR	-	-	-	-	-	-
						WBTL	0.01	A	7.9	0.04	A	7.9
						NBL	0.16	B	12.4	0.18	C	16.5
						NBR	0.05	B	10.1	0.03	A	9.7
2	Lake Avenue / Moss Lane	TWSC	-	-	-	WBL	0.31	C	20.4	0.07	C	17.1
						WBR	0.15	B	11.9	0.09	B	10.3
						SBTL	0.03	A	8.4	0.05	A	8.0
3	Celeste Avenue / Moss Lane	AWSC	-	-	-	EBLTR	0.25	A	9.5	0.12	A	8.3
						WBLTR	0.11	A	8.4	0.21	A	8.8
						NBLTR	0.08	A	8.2	0.07	A	8.1
						SBL	0.05	A	8.8	0.04	A	8.6
						SBT	0.03	A	8.1	0.03	A	8.1
						SBR	0.06	A	7.6	0.02	A	7.3
4	Midway Road / Moss Lane	TWSC	-	-	-	EBLTR	0.5	C	15.8	0.31	B	14.4
						WBLTR	0.17	B	14.6	0.53	C	23.2
						NBLTR	0.02	A	7.5	0.10	A	7.9
						SBLTR	0.01	A	7.6	0.01	A	7.6
5	SH-55 / Celeste Avenue	TWSC	-	-	-	EBL	-	A	8.6	0.01	A	9.5
						SBLR	0.11	C	18.1	0.13	D	28.7
6	SH-55 /Midway Road	Traffic Signal	0.67/ 0.58	C / C	23.7/ 23.7	EBL	0.32	B	15.1	0.23	B	14.8
						EBTR	0.84	C	22.3	0.68	B	18.7
						WBL	0.49	B	15.7	0.16	B	14.5
						WBTR	0.69	B	19.6	0.82	C	20.7
						NBL	0.33	B	19.5	0.29	B	17.0
						NBTR	0.65	C	24.3	0.67	C	21.7
						SBL	0.40	B	18.7	0.34	B	16.8
						SBTR	0.80	C	24.9	0.79	C	22.7
A	Site Access A / Moss Lane	TWSC	-	-	-	WBTL	0.01	A	7.6	0.02	A	7.4
						NBLR	0.05	A	9.7	0.03	A	9.3
B	Celeste Avenue / Algonquin Street / Site Access B	TWSC	-	-	-	EBLTR	0.01	A	8.4	0.01	A	8.5
						WBLTR	0.03	A	9.1	0.02	A	9.6
						NBLTR	-	A	7.3	-	A	7.3
						SBLTR	-	A	7.3	-	A	7.4

V/C ratio is defined as vehicle-to-capacity ratio, which calculates the number of vehicles divided by the capacity of the roadway/intersection during the peak 15 minutes of the peak hour. LOS stand for Level of Service. Delay is reported in seconds per vehicle. Cells in the table above that are **bolded**, *italicized*, and highlighted indicate an intersection and/or lane group operating below the jurisdictional standards.





#- Study Intersections

Ⓧ- Site Access

- Stop Sign

- Traffic Signal

Year 2030 Total Lane Configurations, Traffic Control Devices and Volumes
Weekday AM and PM Peak Hour
Caldwell, Idaho

Figure
7

KITTELSON & ASSOCIATES

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The results of the year 2030 total traffic analysis are consistent with those of the 2030 background conditions analysis. As shown in Table 7, all study intersections are projected to operate at acceptable operating standards during the year 2030 total weekday AM and PM peak hours.

SITE ACCESS EVALUATION

This section evaluates the need for turn lanes and intersection sight distance. All analyses and evaluation in this section is based on full build-out of the site in year 2030. *Appendix H contains the worksheets for the turn lane warrants and additional operation analyses for site access evaluation.*

Turn Lane Warrant Analysis

Turn lane warrants were analyzed for the site accesses along Moss Lane and Celeste Avenue. The warrant analysis used were sourced from NCHRP Report 279 and 457.

Table 8 shows the results of the turn lane analysis at the site access locations.

Table 8. Turn Lane Analysis Results

No.	Site Access	Proposed Access Type	Turn Lane	Warranted
A	Moss Lane / Site Access A	Full-movement, stop-control	EB Right-Turn Lane WB Left-Turn Lane	No No
B	Celeste Avenue / Site Access B	Full-movement, stop-control	NB Right-Turn Lane SB Left-Turn Lane	No No

Based on the analysis, no turn lanes are warranted at the site accesses.

Intersection Sight Distance

Intersection sight distance was reviewed at the proposed access locations on Moss Lane and Celeste Avenue. Sight distance was not evaluated for on the planned internal roadways since these have yet to be designed or constructed.

Moss Lane / Site Access A

Site Access A is located approximately 550 feet east of the Moss Lane / Celeste intersection. Looking to the west on Moss Lane, there is approximately 400 feet of intersection site distance, which meets the 335 feet required by AASHTO for the posted speed limit of 30 mph along Moss Lane. Looking to the east on Moss Lane, there is approximately 500 feet of intersection site distance, which meets the 335 feet required by AASHTO for the posted speed limited of 30 mph along Moss Lane.

Celeste Avenue / Site Access B

Site Access B is located approximately 680 feet south of the Moss Lane / Celeste intersection. Looking to the north on Celeste Avenue, there is approximately 300 feet of intersection site distance, which is within the 280 feet required by AASHTO for a posted speed limit of 25 mph even though the posted speed limit on Celeste Avenue is 20 mph. Looking to the south on Celeste Avenue, there is over 1,000 feet of intersection site distance.

General Recommendations for All Site Accesses

In addition to the above sight distance evaluation, the following recommendations have been identified to ensure adequate safety and operations at the site access points, internal intersections, and roadways:

- Remove miscellaneous vegetation and shrubbery, and potential obstructions along Moss Lane and Celeste Avenue as necessary to obtain and maintain adequate intersection sight distance.
- Site accesses are assumed to match the existing grade of the connected roadway at the intersection and back at least one car length. Significant changes to the approach grade could impact the sight distances.
- Shrubbery, weeds, and landscaping near the internal intersections and site access points should be maintained to ensure adequate sight distance.
- If widening occurs along any of the site access road, care should be taken to ensure adequate grades and intersection sight distance is maintained.
- Intersection sight distance should be analyzed as part of the final access design and roadway widening.

REFERENCES

1. City of Caldwell. *City of Caldwell Municipal City Code Section 10-10-01.* 2021.
2. Idaho Transportation Department. IDAPA 39.03.43. Rules Governing Highway Right-of-Way Encroachment Rights-of-Way. 2014.
3. Transportation Research Board. *Highway Capacity Manual, 7th Edition.* April 2022
4. Transportation Research Board. *Highway Capacity Manual 2000.* 2000.
5. Idaho Transportation Department. Idaho's Statewide Transportation Improvement Program. January 2026.
6. Idaho Transportation Department. Idaho's Transportation Investment Program. September 2025.
7. City of Caldwell, Idaho. *2040 Comprehensive Plan.* February 3, 2020.
8. Institute of Transportation Engineers. *Trip Generation Manual, 12th Edition.* September 2024.

Appendix A
Proposed Scope of Work Memorandum

KITTELSON & ASSOCIATES
101 S CAPITOL BOULEVARD, SUITE 301
BOISE, ID 83702
P 208.338.2683 F 208.338.2685

MEMORANDUM

Date:	March 3, 2022	Project #: 27093
To:	Angela Lively, EIT and Rob MacDonald, PE – City of Caldwell	
From:	Lauren Nuxoll, PE, PTOE and Sam Mantsch	
Project:	Banner Ridge Subdivision TIS – Caldwell, Idaho	
Subject:	Proposed Scope of Work for the Transportation Impact Study	

This memorandum documents the proposed scope and summarizes assumptions for the transportation impact study (TIS) for the proposed Banner Ridge Subdivision development. This project is located south of Moss Lane to the west of Midway Road. The site is currently not zoned in the City of Caldwell but will be annexed into the city with development. Figure 1 shows the site vicinity and project boundaries.

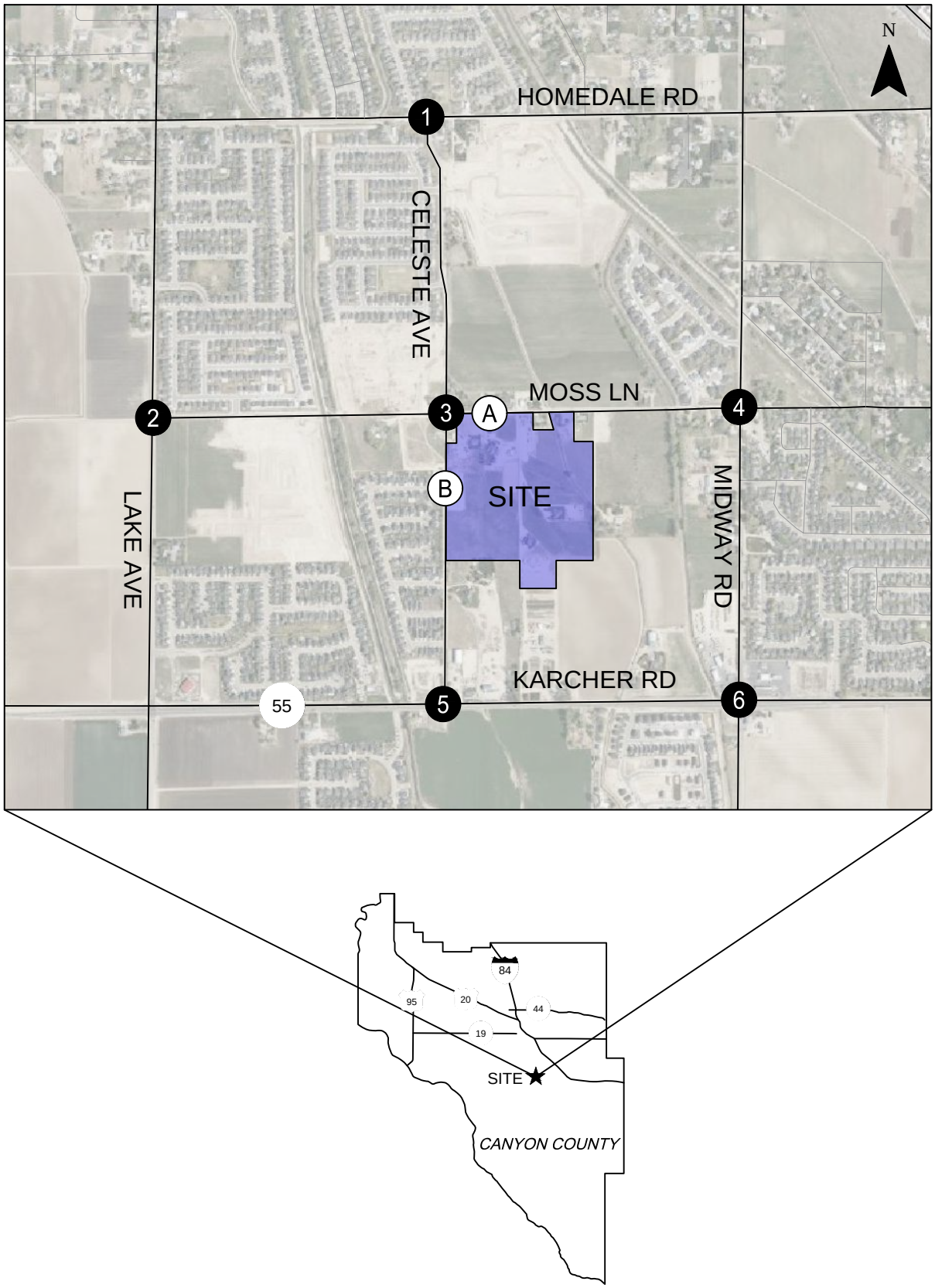
The information presented in this memorandum was developed based on information provided by the property developer, modeling prepared by COMPASS, and our familiarity with the area and with the City of Caldwell and Idaho Transportation Department (ITD) policies.

This memorandum addresses the following items:

- Project Description
- Estimated Trip Generation and Distribution
- Analysis Scenarios and Study Assumptions
- Analysis Tools

PROJECT DESCRIPTION

The Banner Ridge Subdivision is located in the northwest quadrant of the intersection of Midway Road and SH 55 (Karcher Road), just south of Moss Lane. The proposed site consists of approximately 40 acres and is currently open land with some rural single-family housing and farmland. The development plan proposes to build approximately 160 single-family houses on the site, while retaining 2 existing single-family houses. Figure 2 illustrates the proposed development site plan.



(#) - Study Intersections

(X) - Site Access

Site Vicinity Map
Caldwell, Idaho

Figure
1

KITTELSON & ASSOCIATES

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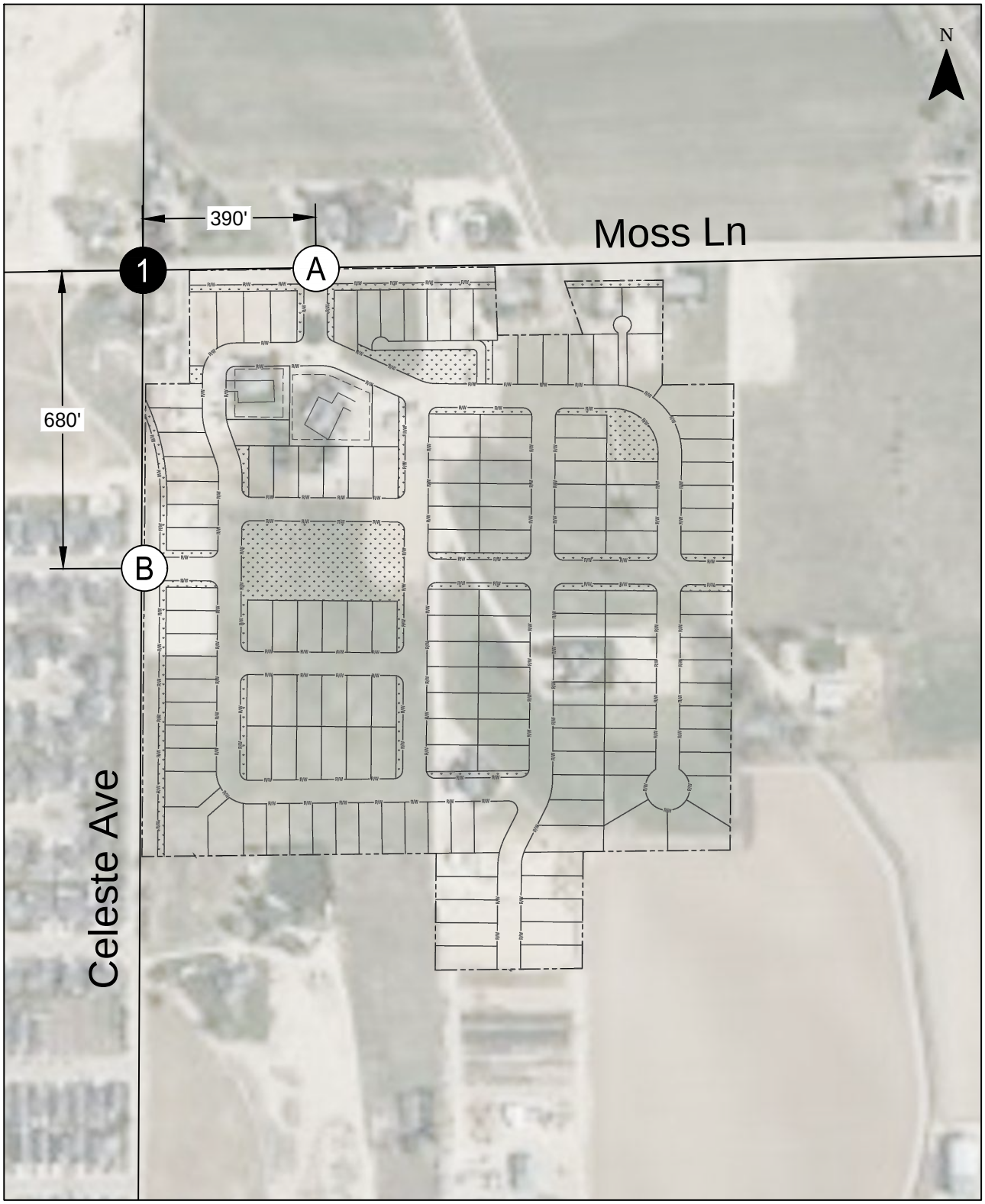

- Study Intersections

- Site Access

Site Plan
Caldwell, Idaho

Figure
2

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Access to the development is proposed via one full access on Celeste Avenue and one full access on Moss Lane. This development will construct part of Celeste Avenue along the western site frontage. There is a stubbed connection at the south and east ends of the site that can be changed to a cul-de-sac if the City of Caldwell requests. The proposed access points are in the following locations:

- Site Access A / Moss Lane: full access located on Celeste Avenue as a new east leg to the intersection of Celeste Ave/Algonquin St, approximately 1,975' north of Karcher Road.
- Site Access B / Celeste Avenue: full access located on Moss Lane approximately 2,265' west of Midway Road.

COMPASS forwarded the model run to ITD who had a few concerns with Site Access B / Celeste Avenue. ITD is concerned with the intersection of SH 55 / Celeste Avenue and do not want to add traffic to the intersection until the SH 55 widening project constructs an RCUT at this location. They can also see the connection to Moss Lane through this development has the potential to divert traffic from the SH 55 / Celeste Avenue intersection to Moss Lane. However, in the absence of a desirable connection between Celeste and Midway they prefer to see the development's access to Celeste temporarily limited (gated). Therefore, there will be two scenarios considered in this TIS:

- Scenario 1: Full accesses onto Moss Lane and Celeste Avenue through Site Access A and B
- Scenario 2: Full access onto Moss Lane through Site Access A. No access through Site Access B.

ESTIMATED TRIP GENERATION AND DISTRIBUTION

The projected weekday daily, a.m. and p.m. peak hour vehicle trips for the proposed development were estimated based on the *Trip Generation Manual, 11th Edition* (Reference 2). Table 1 summarizes the estimated trip generation for the proposed Banner Ridge Subdivision.

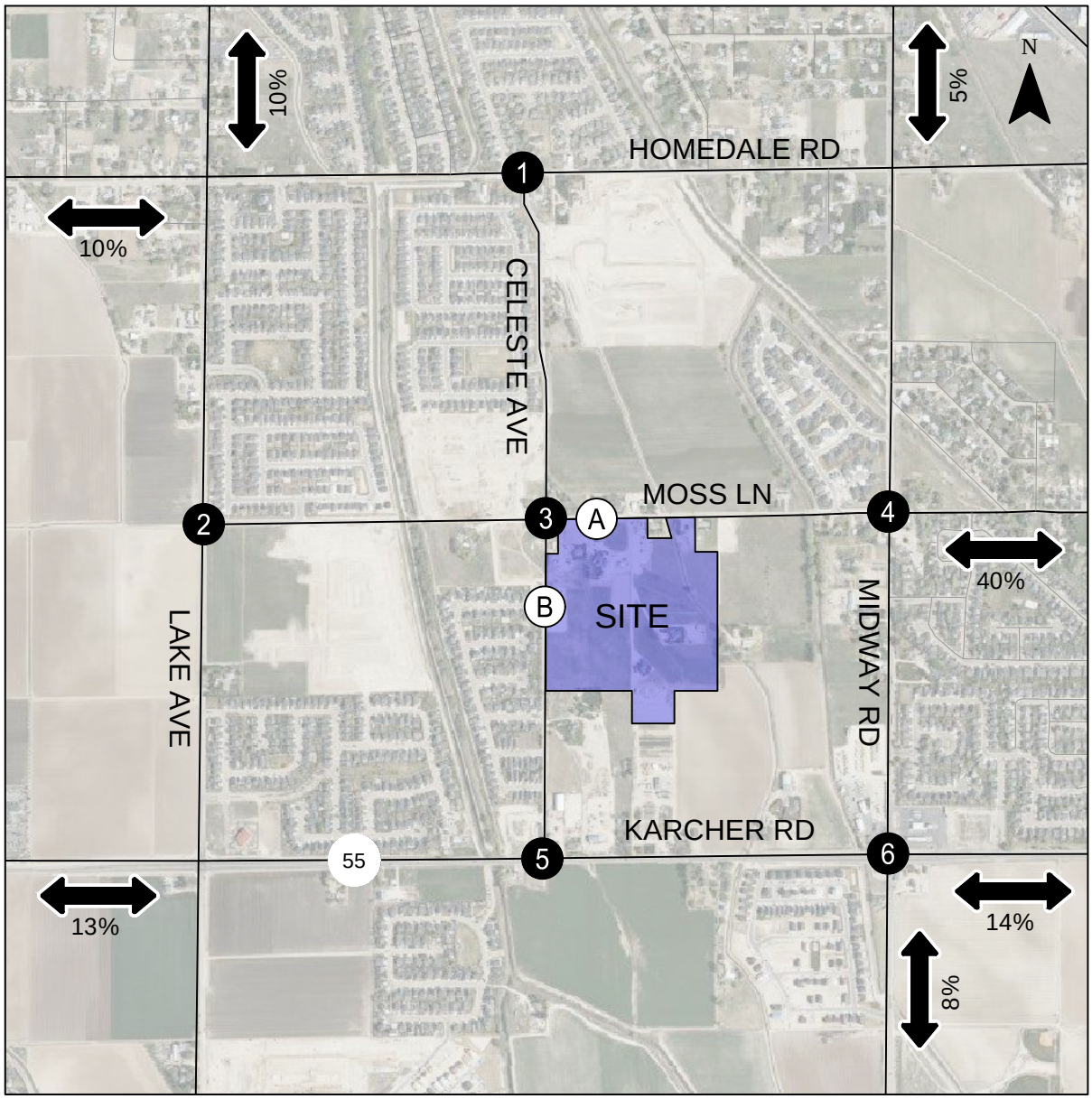
Table 1. Proposed Trip Generation

Land Use	ITE Code	Size	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single Family Home	210	160	1,555	114	30	84	155	98	57

As shown in Table 1, the proposed Banner Ridge Subdivision is estimated to generate a total of 1,555 daily net new trip ends, of these, 114 are estimated to occur in the weekday a.m. peak hour (30 inbound / 84 outbound), and 155 are estimated to occur in the weekday p.m. peak hour (98 inbound / 57 outbound).

Trip Distribution

The distribution of site generated trips onto the roadway system was based on the area of impact model run by COMPASS that included in process developments, a review of the roadway system, and knowledge of travel patterns the area. The proposed trip distribution is shown in Figure 3. *Attachment A contains the COMPASS Model Run Results and emails from ITD.*



- Study Intersections

Ⓧ - Site Access

XX% - Trip Distribution Percentage

Trip Distribution
Caldwell, Idaho

Figure
3

KITTELSON & ASSOCIATES

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ANALYSIS SCENARIOS & STUDY ASSUMPTIONS

The proposed TIS assumptions for the analysis include:

- **Study Years:**
  - Existing traffic conditions (Year 2022)
  - Buildout year (Year 2025) background traffic conditions (includes regional growth and in-process developments, but no site development traffic)
  - Buildout year (Year 2025) total traffic conditions (includes background traffic conditions plus site-generated trips from the proposed development)
- **Time Periods:**
  - Weekday a.m. Peak Hour (7-9 AM)
  - Weekday p.m. Peak Hour (4-6 PM)
- **Study Intersections:**
  1. Homedale Road / Celeste Avenue
  2. Moss Lane / Lake Avenue
  3. Moss Lane / Celeste Avenue
  4. Moss Lane / Midway Road
  5. Karcher Road (SH 55) / Celeste Avenue
  6. Karcher Road (SH 55) / Midway Road

  A. Moss Lane / Site Access A

  B. Site Access B (Algonquin Street) / Celeste Avenue
- **Data Collection:**
  - Turning movement counts will be collected during a typical midweek (Tuesday through Thursday) a.m. peak period (7:00 a.m. – 9:00 a.m.) and p.m. peak period (4:00 p.m. – 6:00 p.m.).
  - For crash data, Kittelson will obtain historical crash data from ITD for the last 5 years on record.
- **Background Growth Rate and In-Process Developments:**
  - To be consistent with previous studies in the area and the COMPASS model, an 8% compound growth rate is proposed for Moss Lane and Midway Road. A compound growth rate of 1% is proposed for all other roadways in this study.
  - Kittelson requests that the City of Caldwell provide information in the response to this scope for any background developments that should be included in the TIS as well as the approved traffic impacts studies for the developments.

- **Access Spacing & Needs**
  - Access locations will be evaluated with respect to City of Caldwell policy, spacing requirements, and sight distance.
  - The need for traffic control and turn lanes will also be evaluated at each site access.
- **Planned Transportation Improvements:**
  - Scenario 1 of this study assumes that by buildout of the Banner Ridge Subdivision, Celeste Avenue will be constructed between Karcher Road and Homedale Road, and Moss Lane will be constructed between Lake Avenue and Midway Road.
  - Scenario 2 of this study assumes that at buildout of the Banner Ridge Subdivision, Celeste Avenue and Moss Lane will remain disconnected and access to the development via Celeste Avenue will be temporarily limited (gated).
    - Kittelson requests the City of Caldwell's advice on the assumptions of the connections of Celeste Avenue and Moss Lane.
  - The Idaho 55 South Corridor Plan (Reference 3) identifies the future cross-section of Karcher Road as 4 lanes with a center median and median U-turn (MUT) intersections at one-mile spacing. This project is not funded at this time.
  - Based on our review of ITD's Statewide Transportation Improvements Plan (STIP, Reference 4), there are no projects in the study area.
  - Based on our review of the City of Caldwell's Comprehensive Plan (Reference 5), there are no relevant projects listed in the Transportation Needs Assessment.

ANALYSIS TOOLS AND OPERATING STANDARDS

The intersection operational analysis will be performed using the *Highway Capacity Manual (HCM), 6th Edition* analysis procedures (Reference 6). To ensure that this analysis is based on a reasonable worst-case scenario, the peak 15-minute flow rate during the weekday a.m. and p.m. peak hours will be used in the evaluation of all intersection level-of-service (LOS) and volume-to-capacity (V/C) ratios. The signalized and stop-controlled intersection operations analyses will be completed using Synchro 10 software, and if needed for supplemental analysis, HCS 7 software (version 7.40). For signalized intersection overall V/C ratios, the HCM 2000 procedure (Reference 7) will be used because the HCM 6th Edition procedure does not produce an intersection overall V/C ratio. Roundabout intersection operations analyses will be completed using Sidra 7.

ITD's desired thresholds are LOS D and v/c ratio of 0.90 or better for all intersections and lane groups.

City of Caldwell's target operating standards are LOS D or better for all intersections and a v/c ratio less than 1.0 for the overall intersection as well as each lane group.

NEXT STEPS

We request the City of Caldwell to review this scoping memo and provide a response on the assumptions so that we can move forward with the study. Please contact Lauren Nuxoll at 208.472.9817 or lnuxoll@kittelson.com if you have any questions or comments on the information presented in this memorandum.

REFERENCES

1. City of Caldwell, Idaho. *Zone Map*.
2. Institute of Transportation Engineers. *Trip Generation Manual, 11th Edition*. September 2021.
3. Idaho Transportation Department. *Idaho 55 South Corridor Plan*. December 2013.
4. Idaho Transportation Department. *Idaho Statewide Transportation Investment Program (STIP) – FY22 to FY28*. September 22, 2021.
5. City of Caldwell, Idaho. *2040 Comprehensive Plan*. February 3, 2020.
6. Transportation Research Board. *Highway Capacity Manual 6th Edition*. Washington D.C. 2015.
7. Transportation Research Board. *Highway Capacity Manual 2000*. 2000.

ATTACHMENTS

A. COMPASS Model Run Results and Related Emails

Banner Ridge Proposed Development

The following summarizes the results of an area of influence model run for a proposed redevelopment located northwest of SH-55 (Karcher Rd) and Midway Rd. The proposed development shown in Figure 1 will consist of 160 single family units. Buildout is estimated by 2025.

Figure 1

Table 1 provides the existing demographics for TAZ 2345 and the proposed development's demographics used for the area of influence model run. A temporary TAZ was used to isolate the impact of this development.

Table 1

	2021		**2025 (Proposed)**		**2050**	
	HH	Jobs	HH	Jobs	HH	Jobs
TAZs 2345	*27*	52	27	92	725	360
Temp TAZ 2937	*n/a*	*n/a*	*160*	*0*	*n/a*	*n/a*
Surrounding TAZs	280	13	340	17	625	60
Total	307	65	527	109	1,350	420

Figure 2: Area of Influence (percent contribution to the total peak hour demand)

Note to Reviewers: *The primary purpose of this report is to help agencies determine the scope of a Traffic Impact Study (TIS) and to assist TIS preparers in establishing trip distributions. New demand forecasted by the regional model for a proposed development may not match ITE Trip Generation estimates and they are not intended to replace the trip generation process of the TIS.*

Disclaimer Regarding Updated Model: *The results documented in this report are based on the latest regional model, maintained by COMPASS, released in October of 2021, and based on the COMPASS 2050 Vision adopted in August 2021. Due to changes in demographics, TAZs, model network and model parameters, results should not be compared to those provided prior to October of 2021.*

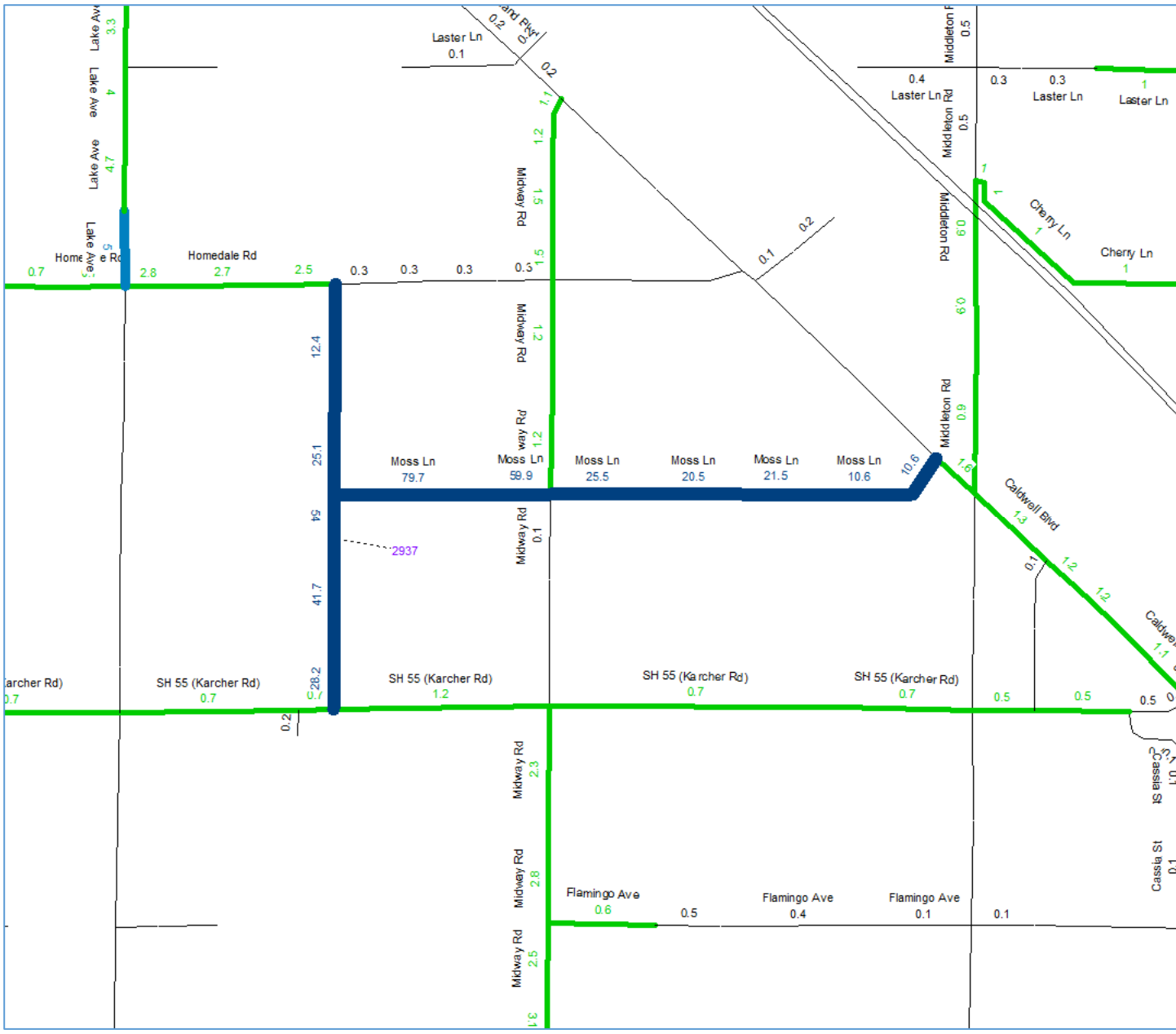


Figure 3: Peak Hour Demand with Proposed Development

Figure 4: Peak Hour Demand without Proposed Development

Figure 5: Surrounding Area TAZs

Figure 6, Figure 7, Figure 8, Figure 9, Figure 10, and Figure 11: Compounded Annual Growth Rates

<u>Note to Reviewers</u>: *The primary purpose of this report is to help agencies determine the scope of a Traffic Impact Study (TIS) and to assist TIS preparers in establishing trip distributions. New demand forecasted by the regional model for a proposed development may not match ITE Trip Generation estimates and they are not intended to replace the trip generation process of the TIS.*

<u>Disclaimer Regarding Updated Model</u>: *The results documented in this report are based on the latest regional model, maintained by COMPASS, released in October of 2021, and based on the COMPASS 2050 Vision adopted in August 2021. Due to changes in demographics, TAZs, model network and model parameters, results should not be compared to those provided prior to October of 2021.*

Figure 2: Area of Influence (percent contribution to the total peak hour demand)

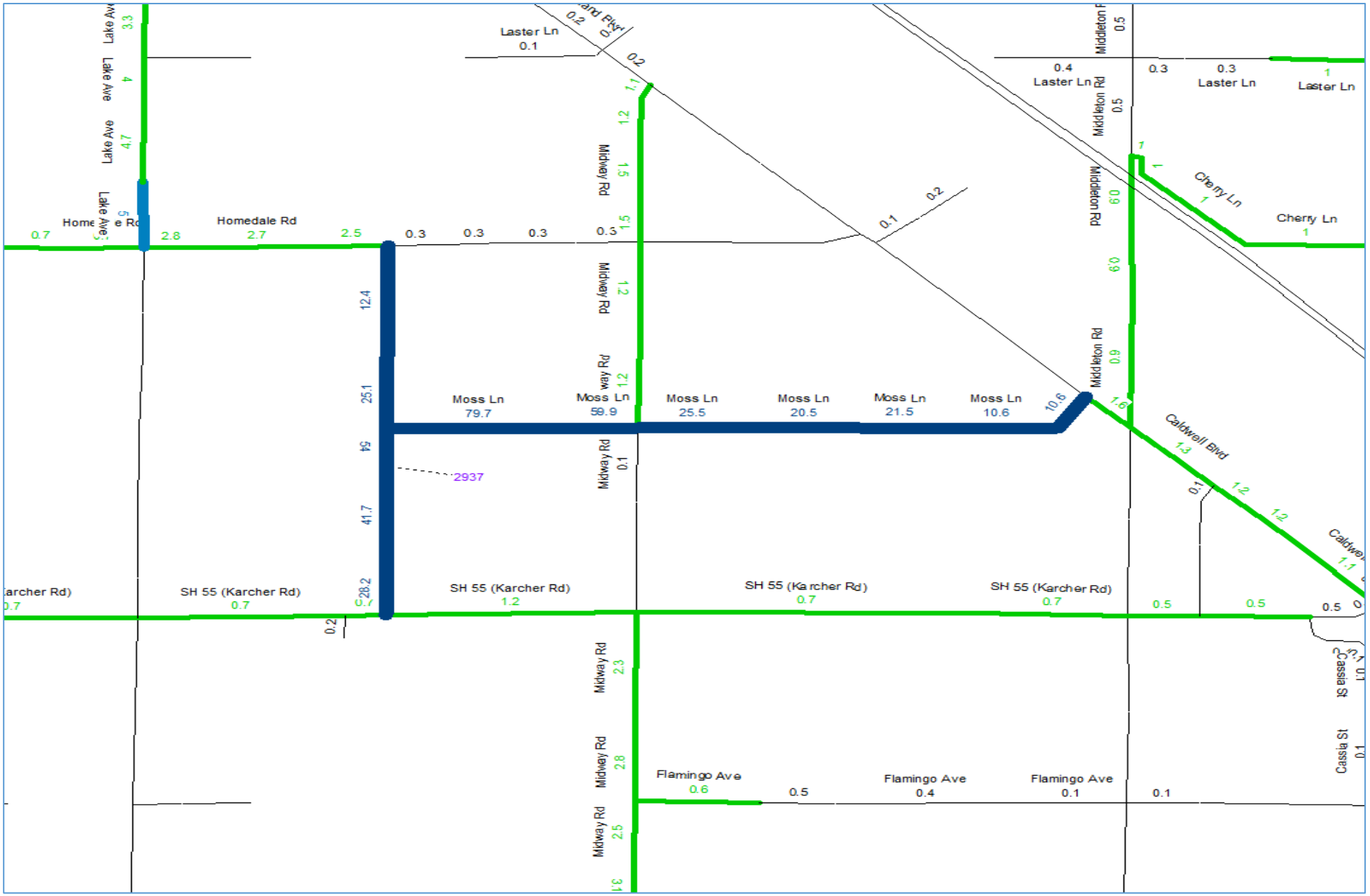


Figure 3: Peak Hour Demand with Proposed Development

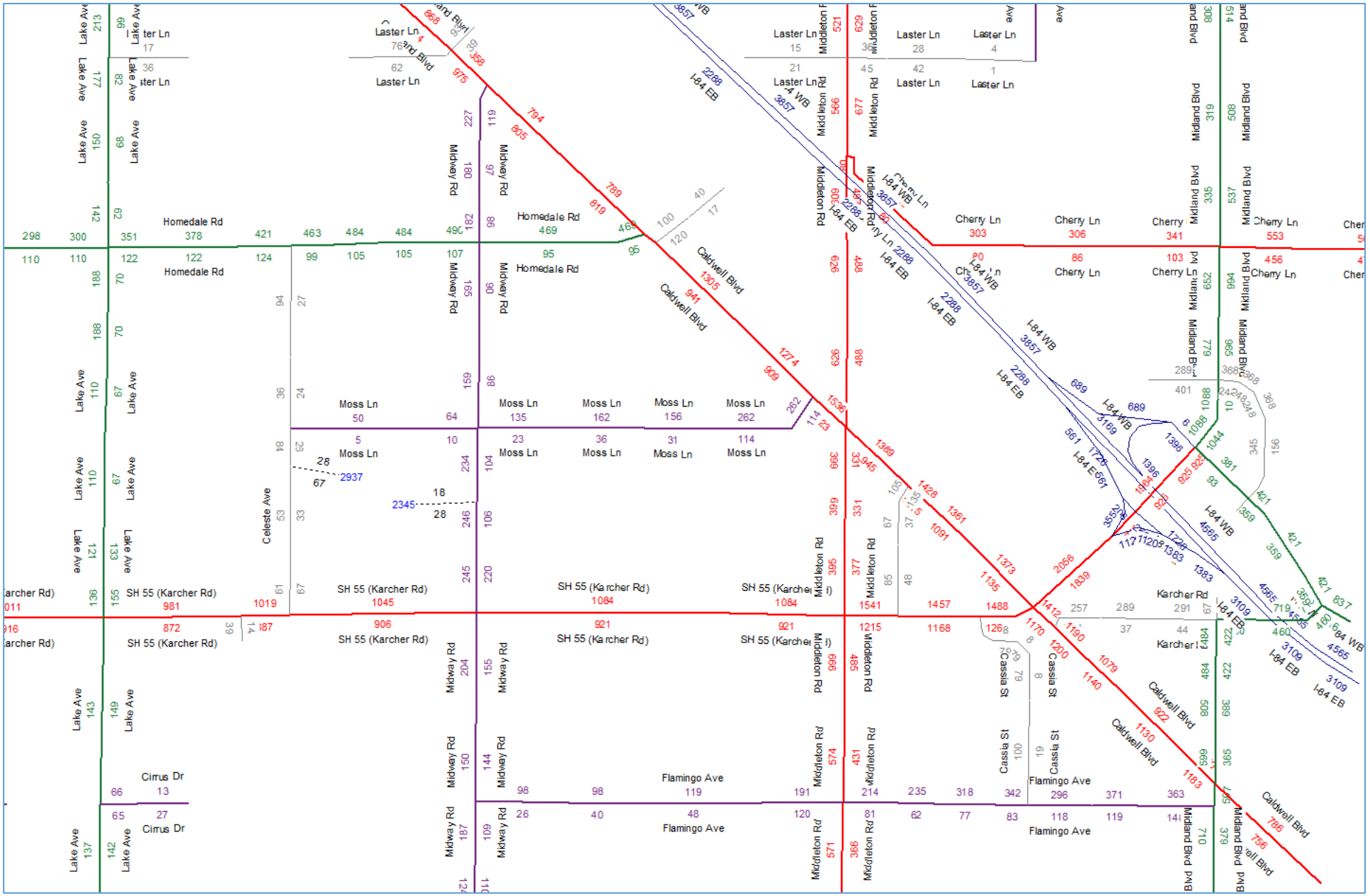


Figure 4: Peak Hour Demand without Proposed Development

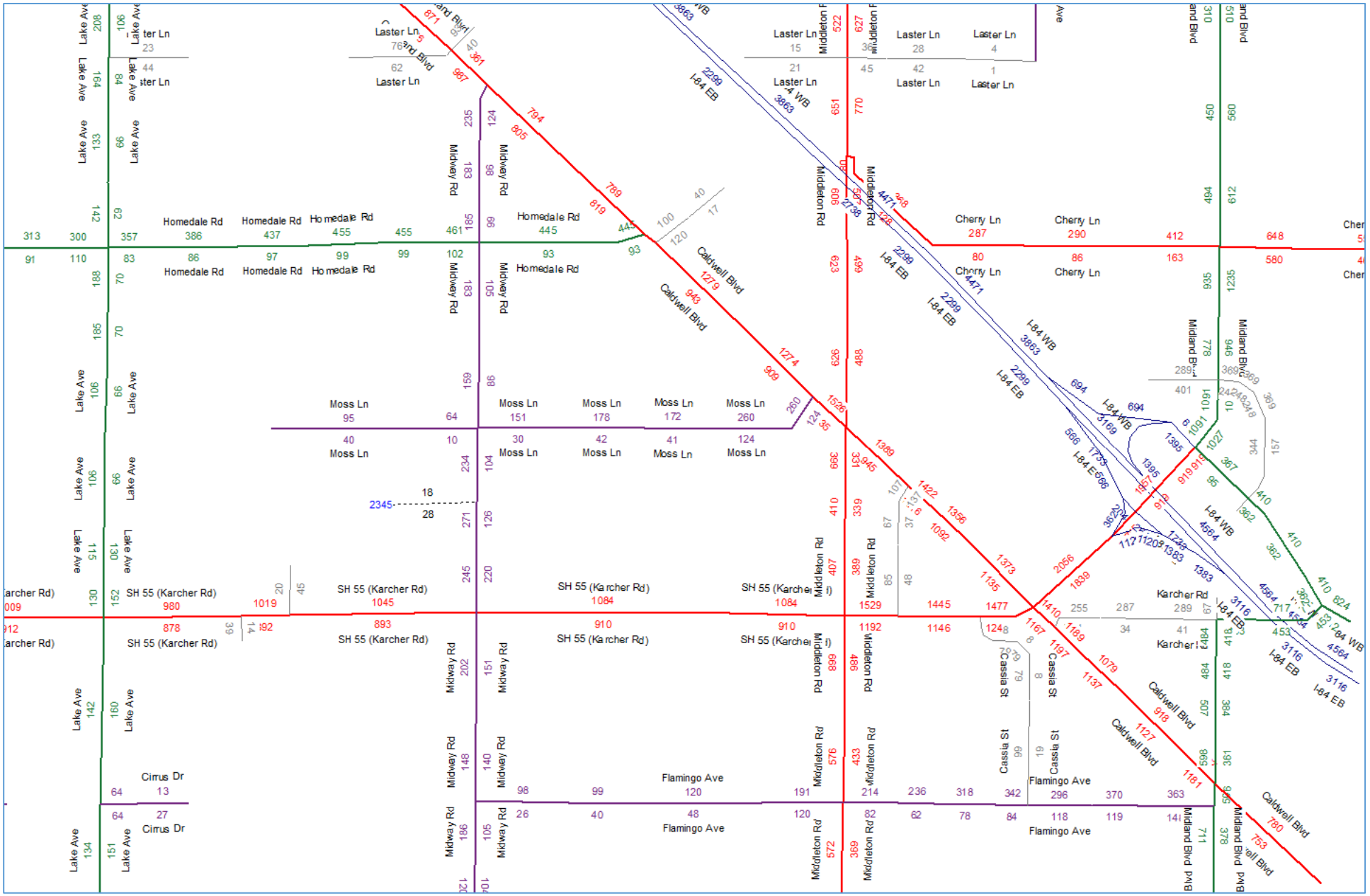
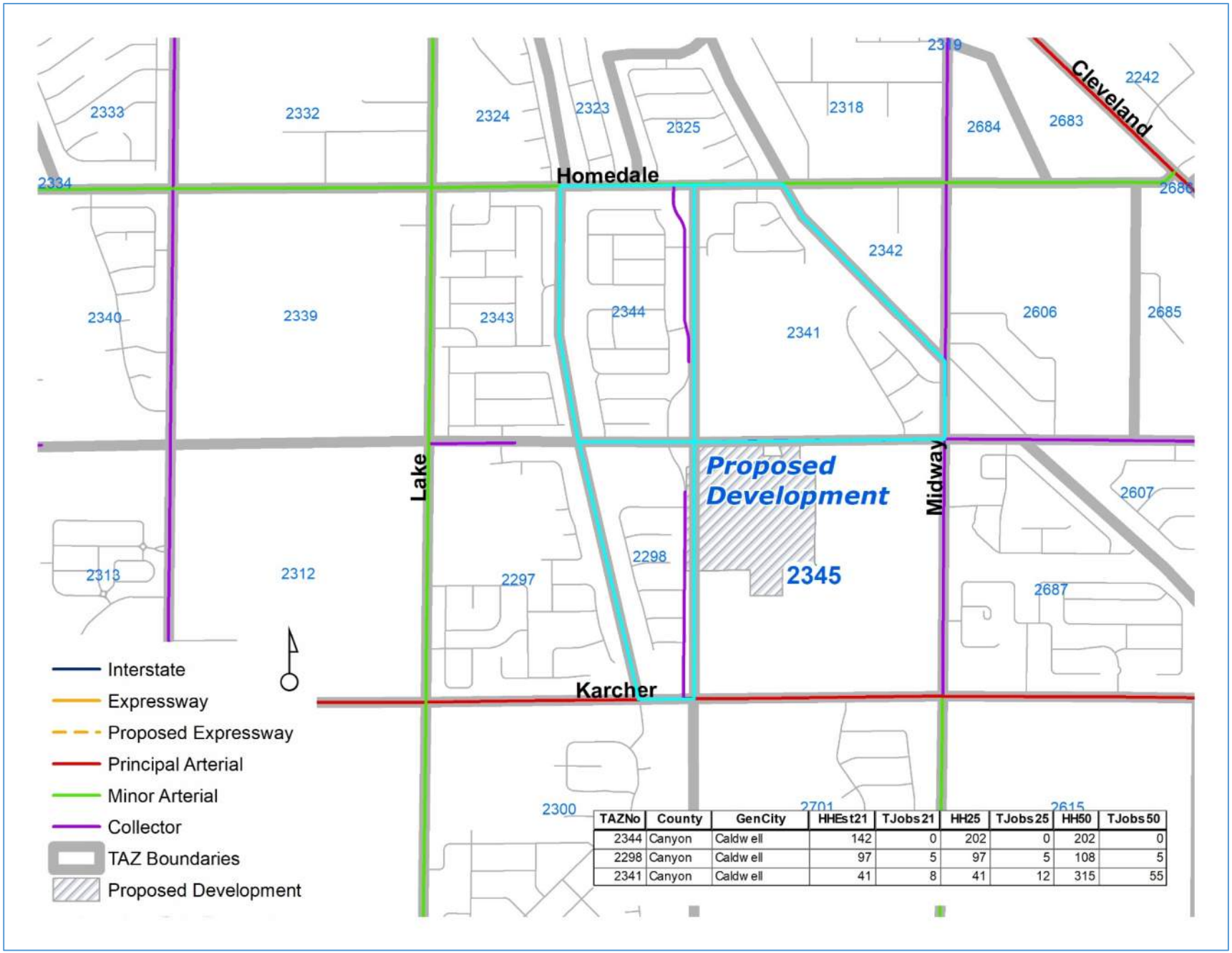


Figure 5: Surrounding Area TAZs



TAZNo	County	GenCity	HHEst21	TJobs21	HH25	TJobs25	HH50	TJobs50
2344	Canyon	Caldwell	142	0	202	0	202	0
2298	Canyon	Caldwell	97	5	97	5	108	5
2341	Canyon	Caldwell	41	8	41	12	315	55

Figure 6: 2021 to 2025 Compounded Annual Growth Rates

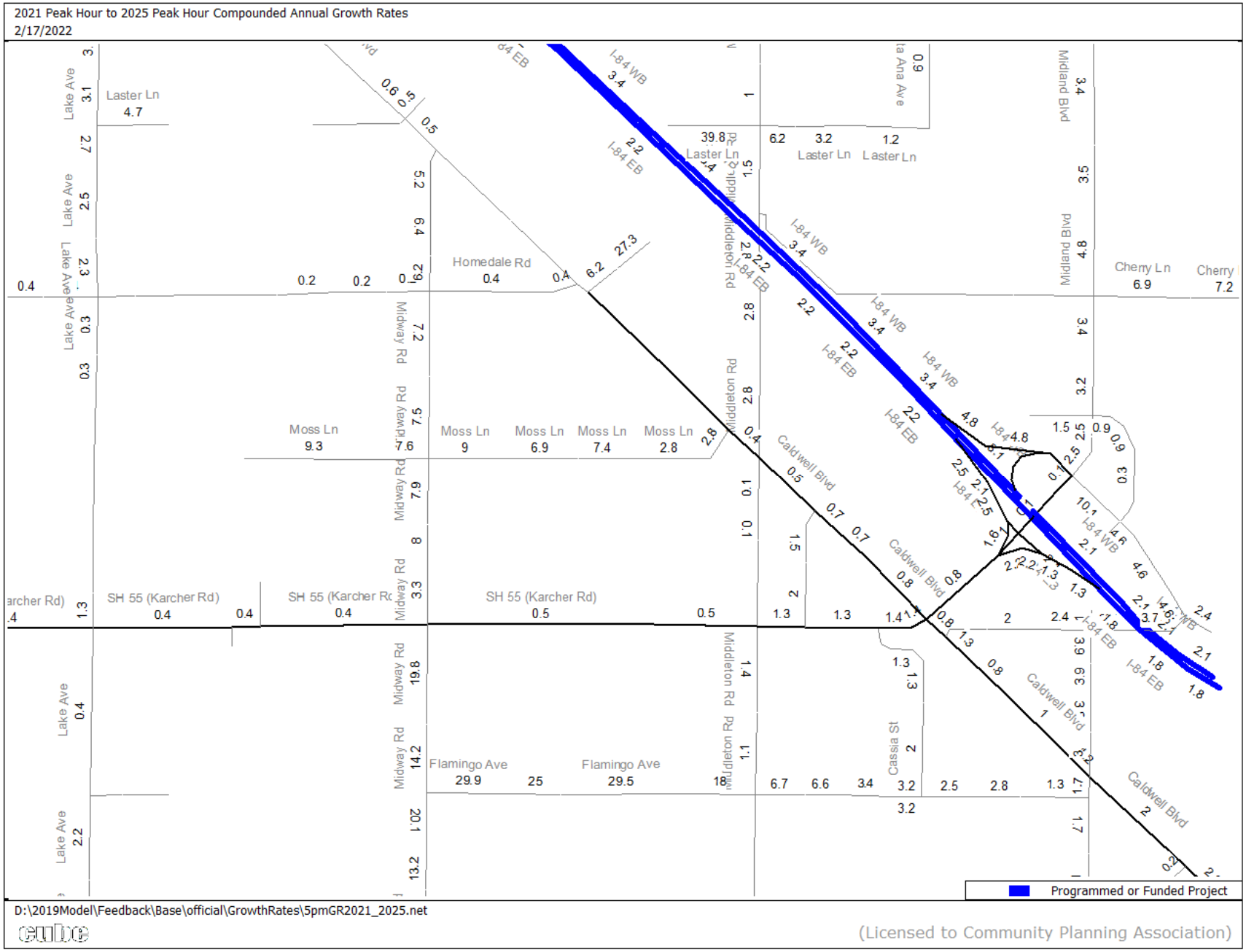


Figure 7: 2025 to 2030 Compounded Annual Growth Rates

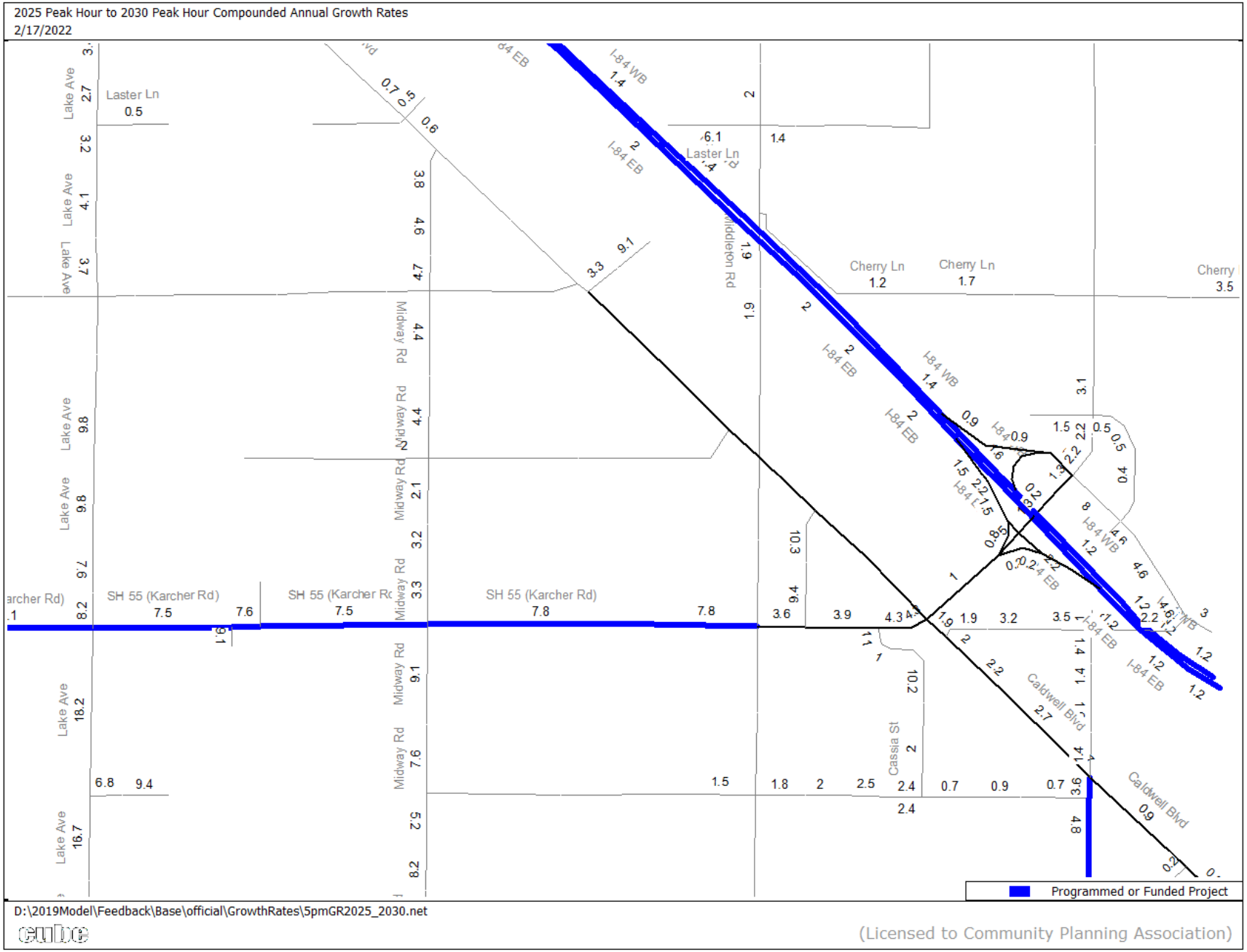


Figure 8: 2030 to 2035 Compounded Annual Growth Rates

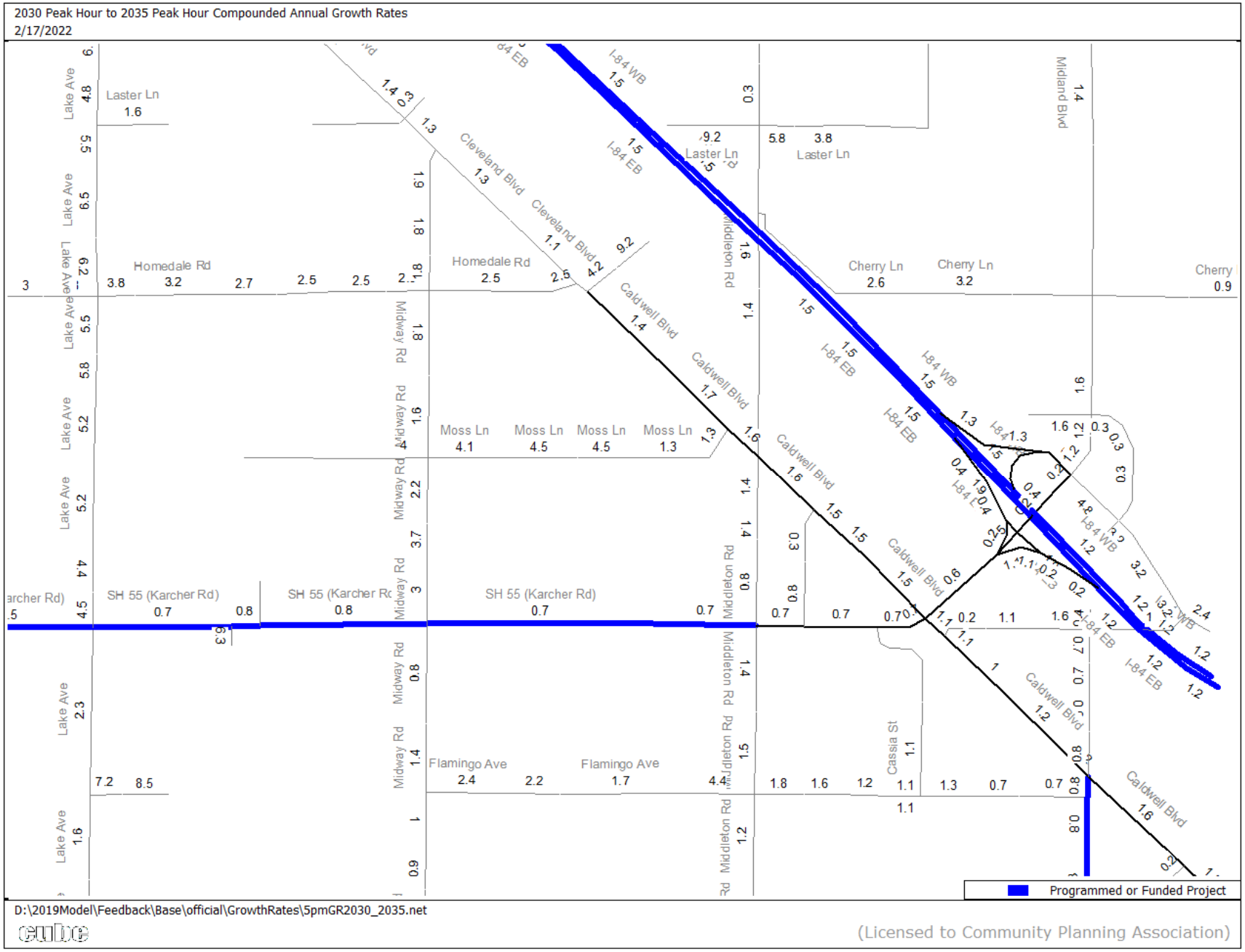


Figure 9: 2035 to 2040 Compounded Annual Growth Rates

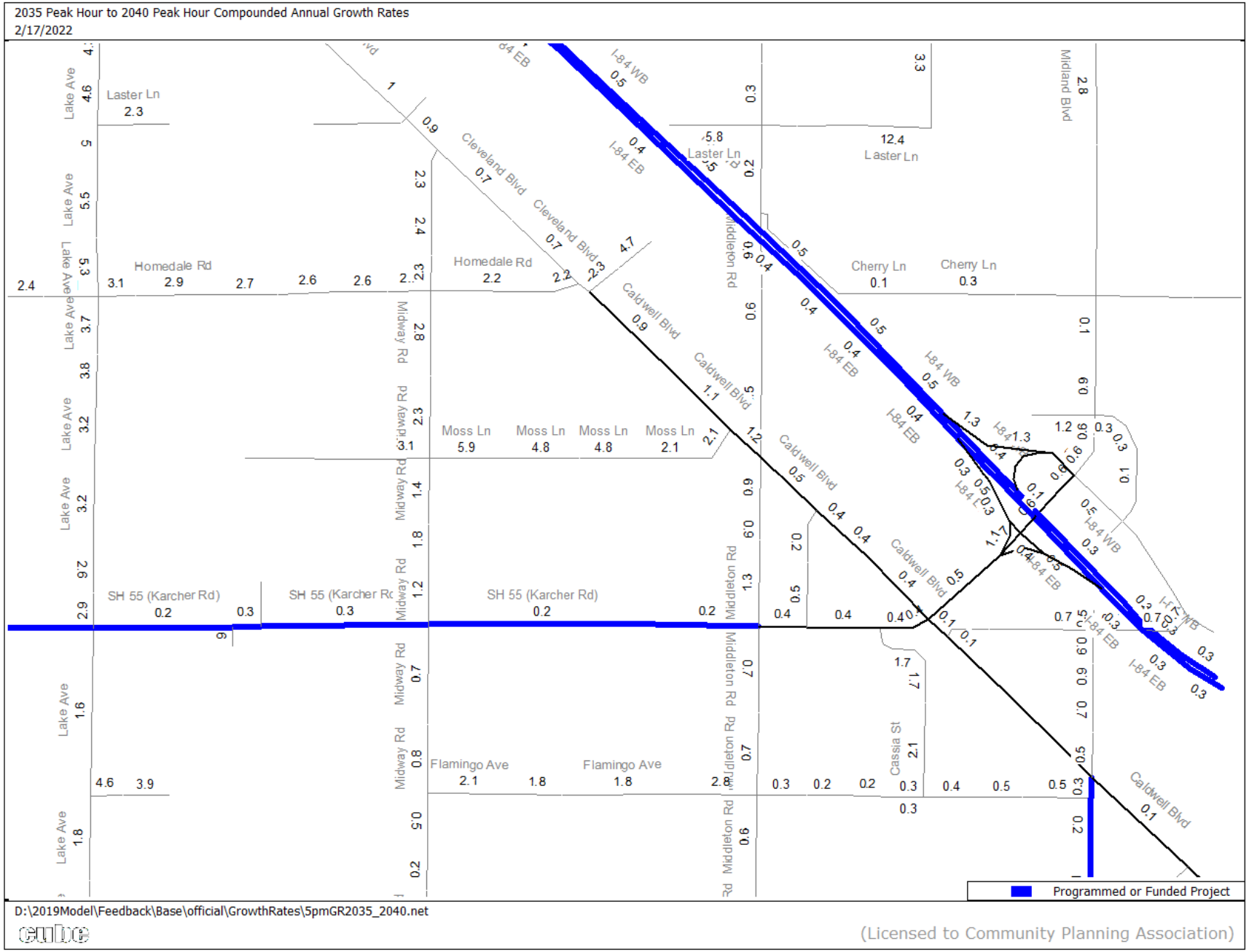


Figure 10: 2040 to 2045 Compounded Annual Growth Rates

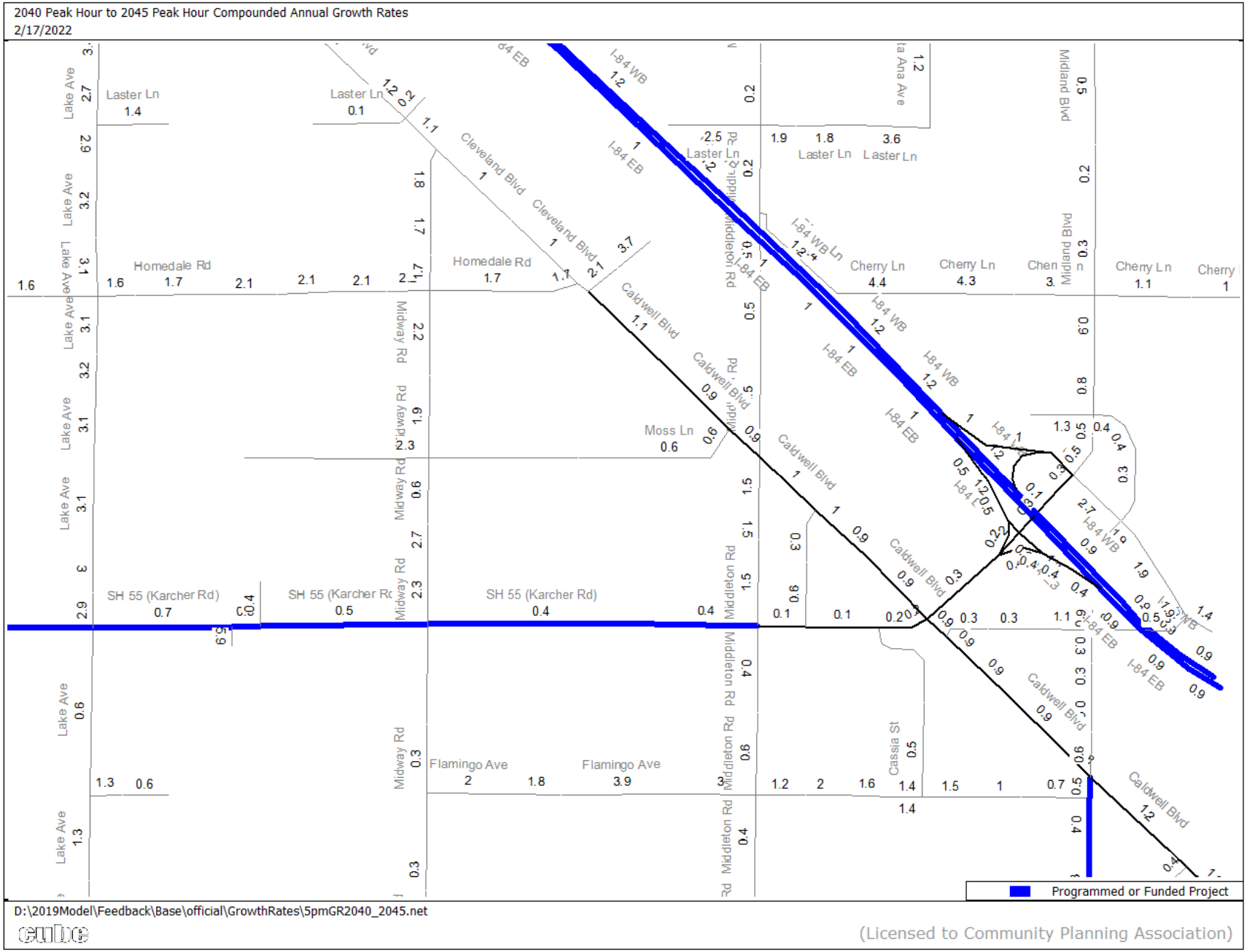


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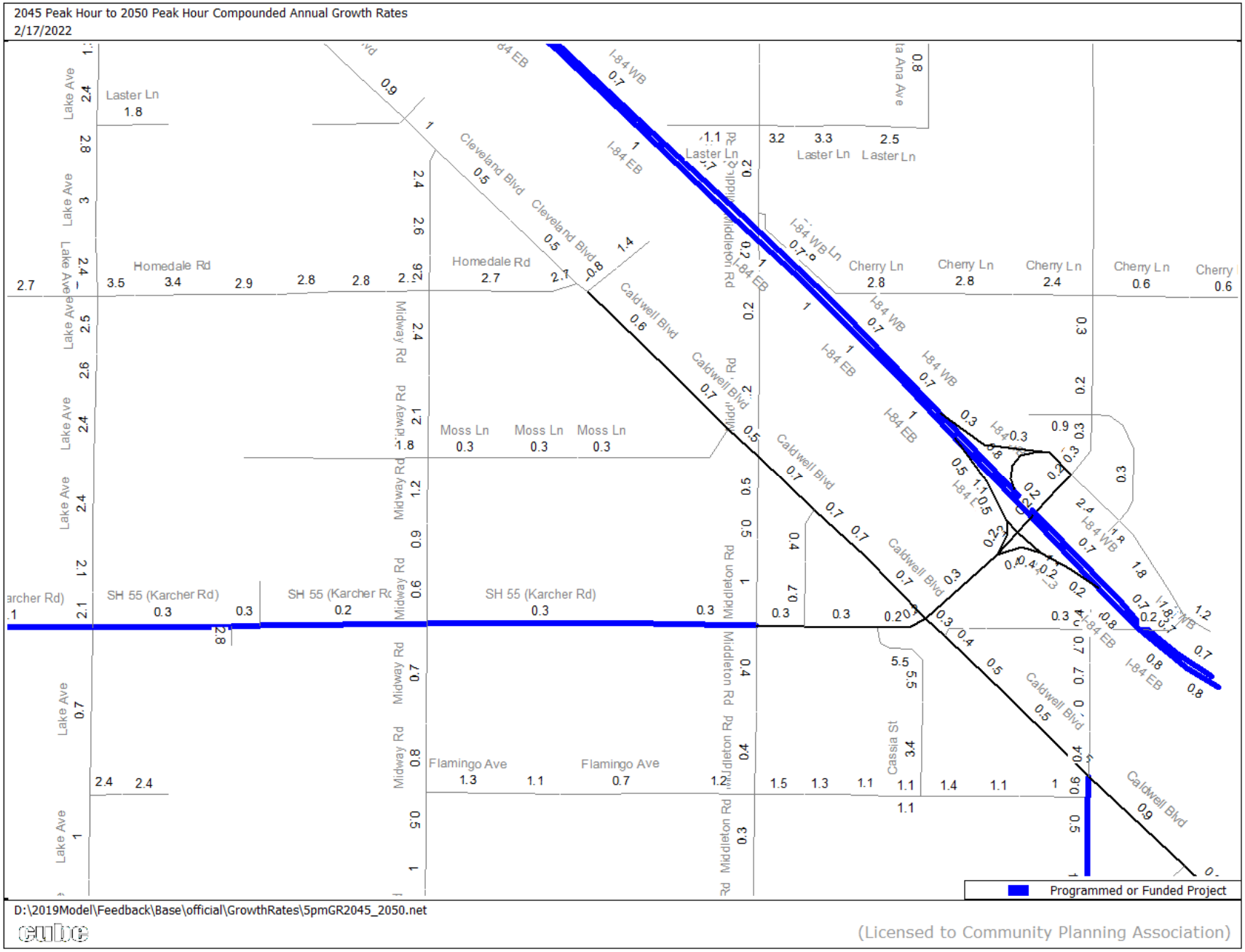
Figure 11: 2045 to 2050 Compounded Annual Growth Rates



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(Licensed to Community Planning Association)

Sam Mantsch

From: Mitch Skiles <mskiles@compassidaho.org>
Sent: Wednesday, February 23, 2022 11:05 AM
To: Sam Mantsch
Cc: Lauren Nuxoll; Mary Ann Waldinger
Subject: FW: Model Run Request (Banner Ridge Subdivision)

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Sam,

Please see CHD4's comments below.

Thanks,

Mitch Skiles, P.E. | Principal Planner - Modeler
Community Planning Association (COMPASS)
700 NE 2nd Street, Suite 200
Meridian, ID 83642
Direct: 208-475-2234 | Main: 208-855-2558
Typical Availability: Monday - Thursday
http://www.compassidaho.org

From: Chris Hopper <CHopper@canyonhd4.org>
Sent: Wednesday, February 23, 2022 11:02 AM
To: Regan Hansen <Regan.Hansen@itd.idaho.gov>; Mitch Skiles <mskiles@compassidaho.org>; Sarah Arjona <Sarah.Arjona@itd.idaho.gov>
Cc: Mary Ann Waldinger <MWaldinger@compassidaho.org>
Subject: RE: [EXTERNAL] FW: Model Run Request (Banner Ridge Subdivision)

Regan-
This is a Caldwell city project; CHD4 will not have jurisdiction over any internal street, nor Celeste, Moss, or Midway Rd in the project vicinity. We would defer to any input from the affected agencies (Caldwell, ITD) unless there is need for an outside opinion. We support ITD's request to minimize additional traffic using Celeste Ave to/from Karcher Rd; two-way stop control at that intersection does not provide capacity or safety for the current volumes given the current Karcher Rd v/c ratios.
Please let me know if we need to consider this further, but we really don't have a dog in this fight.
Respectfully,

Chris Hopper, P.E.
District Engineer

Canyon Highway District No. 4
15435 Hwy 44
Caldwell, Idaho 83607
208-454-8135

From: Regan Hansen <Regan.Hansen@itd.idaho.gov>
Sent: Wednesday, February 23, 2022 10:41 AM
To: Mitch Skiles <mskiles@compassidaho.org>; Chris Hopper <CHopper@canyonhd4.org>; Sarah Arjona <Sarah.Arjona@itd.idaho.gov>
Cc: Mary Ann Waldinger <MWaldinger@compassidaho.org>
Subject: RE: [EXTERNAL] FW: Model Run Request (Banner Ridge Subdivision)

Hi Mitch,

We would like to see analysis at Celeste & 55 and Midway & 55.

We are already concerned with Celeste and do not want to see traffic added to it until the Karcher widening project constructs an RCUT. That said, we can see the connection of Celeste to Moss as having the potential to divert WB exiting traffic from, rather than adding to, Celeste. This would likely only be desirable if traffic does not need to enter the development (i.e. take Algonquin) to get from Celeste to Moss. In the absence of a desirable connection between Celeste and Midway to take pressure off of Celeste, we might prefer to see the development's access to Celeste temporarily limited (e.g. gated) so that this development's traffic accesses Karcher via Midway. This is an issue that we would like for CCHD to weigh in on and perhaps to be considered as alternate scenarios in the TIS.

Thank you,

Regan Hansen, P.E.
Traffic Signal Engineer
District 3 Traffic Section
Idaho Transportation Department
P: 208-332-7170 | E: Regan.Hansen@itd.idaho.gov

YOUR Safety • • • ▶ YOUR Mobility • • • ▶ YOUR Economic Opportunity

From: Mitch Skiles <mskiles@compassidaho.org>
Sent: Tuesday, February 22, 2022 6:03 AM
To: Chris Hopper <chopper@canyonhd4.org>; Regan Hansen <Regan.Hansen@itd.idaho.gov>; Sarah Arjona <Sarah.Arjona@itd.idaho.gov>
Cc: Mary Ann Waldinger <MWaldinger@compassidaho.org>
Subject: [EXTERNAL] FW: Model Run Request (Banner Ridge Subdivision)

--- This email is from an external sender. Be cautious and DO NOT open links or attachments if the sender is unknown. ---
Hello All,

We received the request below for an area of influence analysis. Our report is attached for your review.

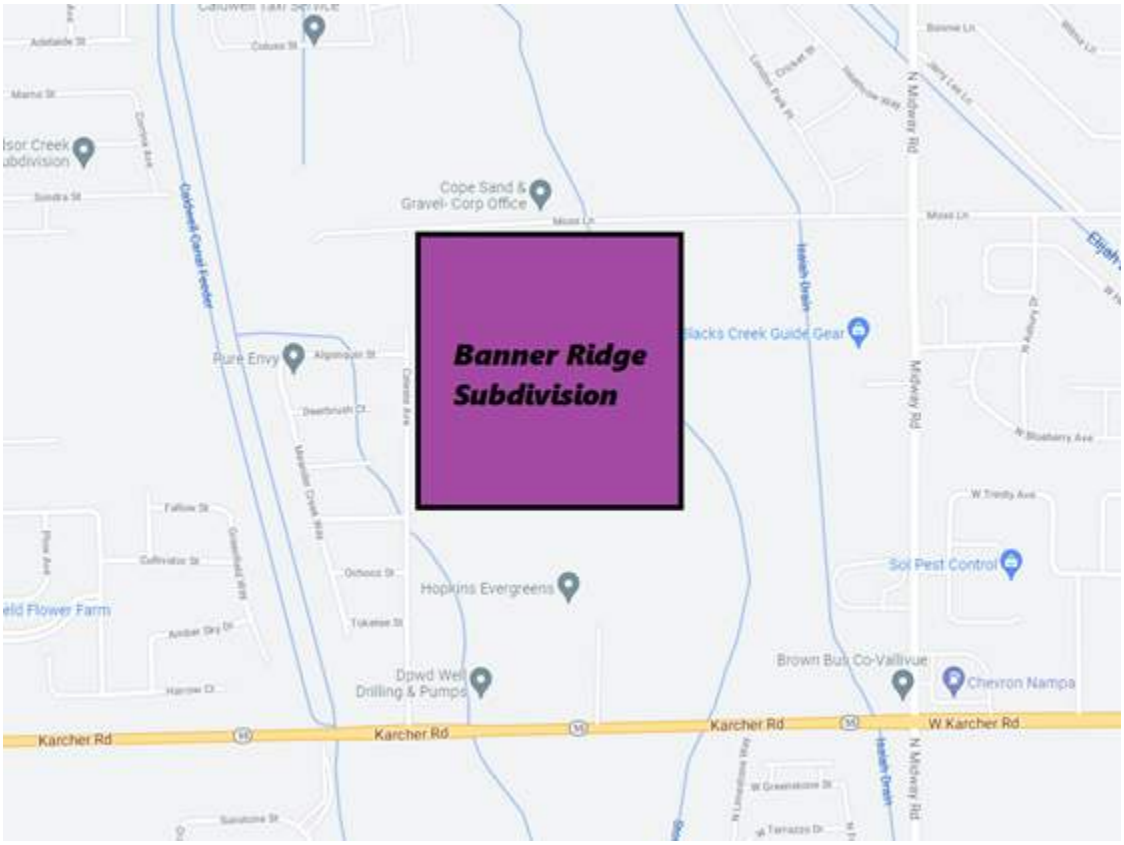
Thanks,

Mitch Skiles, P.E. | Principal Planner - Modeler
Community Planning Association (COMPASS)
700 NE 2nd Street, Suite 200
Meridian, ID 83642
Direct: 208-475-2234 | Main: 208-855-2558
Typical Availability: Monday - Thursday
http://www.compassidaho.org

From: Sam Mantsch <smantsch@kittelson.com>
Sent: Wednesday, February 16, 2022 3:26 PM
To: Mitch Skiles <mskiles@compassidaho.org>
Cc: Lauren Nuxoll <lnuxoll@kittelson.com>
Subject: Model Run Request (Banner Ridge Subdivision)

Hi Mitch,

We would like to request a model run for the Banner Ridge Subdivision in Caldwell. Proposing 160 single family homes. There will be one access on Celeste Ave (at Algonquin St) and one on Moss Lane. See the attached Site Plan and site location below. Buildout for this development will be in 2025. Please assume that Celeste Avenue will be fully constructed between Karcher Road and Homedale Road by 2025. The City of Caldwell would like to study the impacts of traffic going north on Celeste Avenue.



Thanks and Let us know if you have questions.

Appendix B
Existing Traffic Count Data

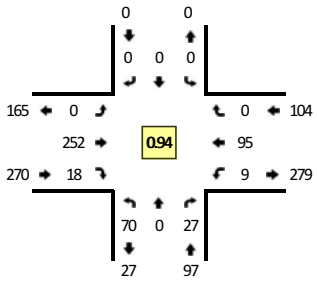
Type of peak hour being reported: Intersection Peak

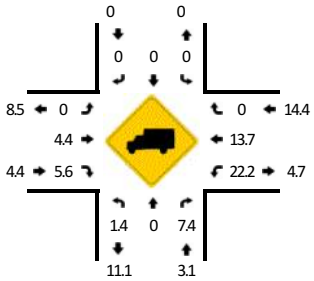
Method for determining peak hour: Total Entering Volume

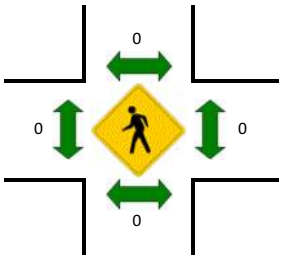
LOCATION: Celeste Ave -- Homedale Rd
CITY/STATE: Caldwell, ID

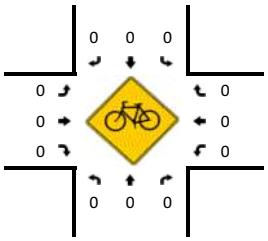
QC JOB #: 17373801
DATE: Wed, Dec 17 2025

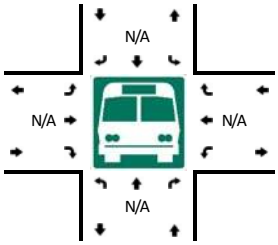
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

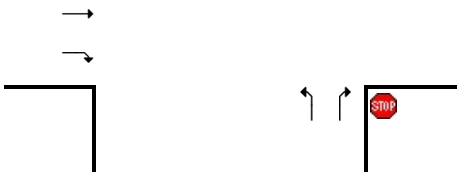


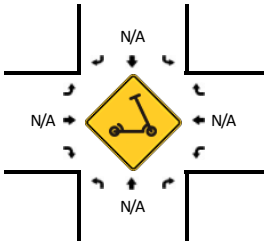












R* = RTOR

15-Min Count Period Beginning At	Celeste Ave (Northbound)					Celeste Ave (Southbound)					Homedale Rd (Eastbound)					Homedale Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	13	0	10	0	0	0	0	0	0	0	0	65	1	0	0	2	20	0	0	0	111	
7:15 AM	14	0	4	0	0	0	0	0	0	0	0	68	4	0	0	0	23	0	0	0	113	
7:30 AM	20	0	8	0	0	0	0	0	0	0	0	60	6	0	0	4	27	0	0	0	125	
7:45 AM	23	0	5	0	0	0	0	0	0	0	0	59	7	0	0	3	25	0	0	0	122	471
8:00 AM	17	0	4	0	0	0	0	0	0	0	0	51	11	0	0	2	21	0	0	0	106	466
8:15 AM	13	0	7	0	0	0	0	0	0	0	0	53	7	0	0	0	21	0	0	0	101	454
8:30 AM	10	0	9	0	0	0	0	0	0	0	0	68	17	0	0	3	22	0	0	0	129	458
8:45 AM	7	0	5	0	0	0	0	0	0	0	0	38	5	0	0	4	19	0	0	0	78	414

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	80	0	32	0	0	0	0	0	0	0	0	240	24	0	0	16	108	0	0	0	500
Heavy Trucks	0	0	4			0	0	0			0	16	4			0	4	0			28
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/22/2025 3:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

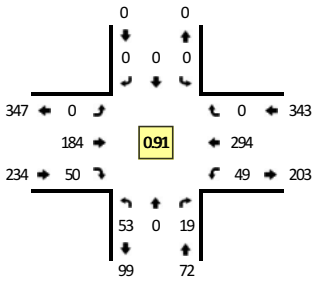
Type of peak hour being reported: Intersection Peak

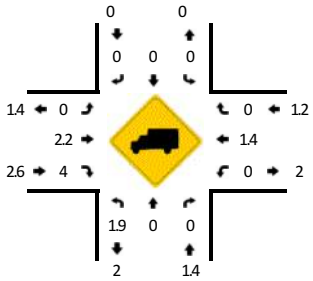
Method for determining peak hour: Total Entering Volume

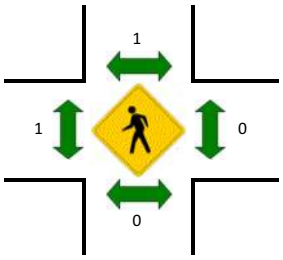
LOCATION: Celeste Ave -- Homedale Rd
CITY/STATE: Caldwell, ID

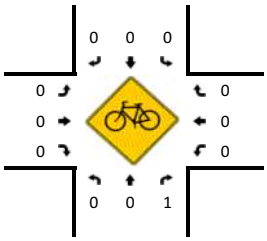
QC JOB #: 17373802
DATE: Tue, Dec 16 2025

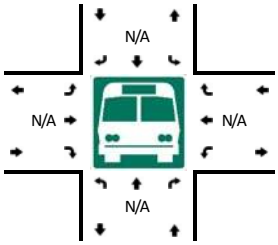
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

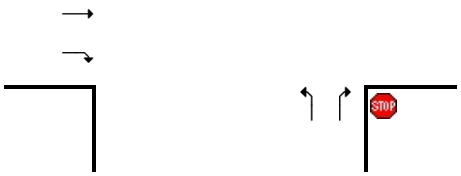


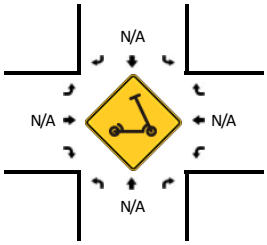












R* = RTOR

15-Min Count Period Beginning At	Celeste Ave (Northbound)					Celeste Ave (Southbound)					Homedale Rd (Eastbound)					Homedale Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	10	0	2	0	0	0	0	0	0	0	0	40	13	0	0	6	42	0	0	0	113	
4:15 PM	10	0	2	0	0	0	0	0	0	0	0	44	16	0	0	6	50	0	0	0	128	
4:30 PM	3	0	4	0	0	0	0	0	0	0	0	39	15	0	0	9	75	0	0	0	145	
4:45 PM	11	0	6	0	0	0	0	0	0	0	0	53	9	0	0	12	54	0	0	0	145	531
5:00 PM	16	0	2	0	0	0	0	0	0	0	0	41	12	0	0	15	85	0	0	0	171	589
5:15 PM	15	0	6	0	0	0	0	0	0	0	0	53	12	0	0	9	83	0	0	0	178	639
5:30 PM	11	0	5	0	0	0	0	0	0	0	0	37	17	0	0	13	72	0	0	0	155	649
5:45 PM	11	0	7	0	0	0	0	0	0	0	0	35	16	0	0	8	66	0	0	0	143	647

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	60	0	24	0	0	0	0	0	0	0	0	212	48	0	0	36	332	0	0	0	712
Heavy Trucks	0	0	0			0	0	0			0	4	0			0	0	0			4
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/22/2025 3:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

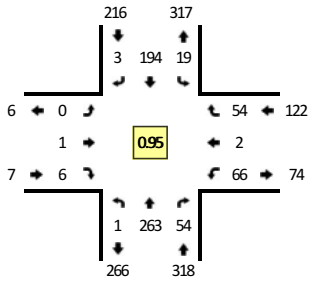
Type of peak hour being reported: Intersection Peak

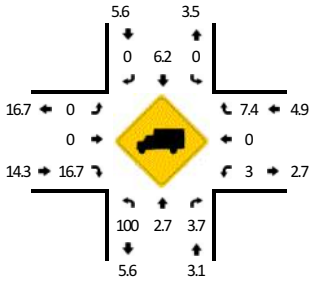
Method for determining peak hour: Total Entering Volume

LOCATION: Lake Ave -- Moss St
CITY/STATE: Caldwell, ID

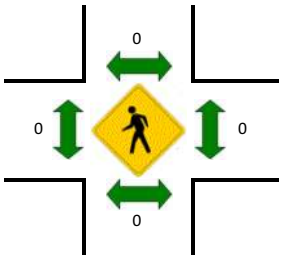
QC JOB #: 17373803
DATE: Wed, Dec 17 2025

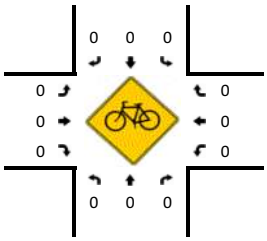
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

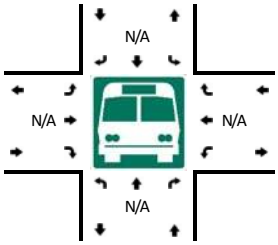


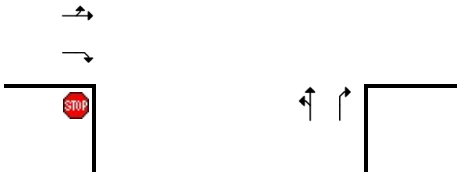


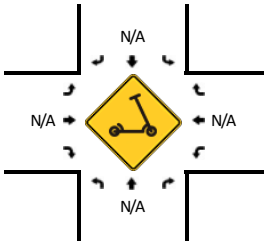
TRUE DATA TO IMPROVE MOBILITY











R* = RTOR

15-Min Count Period Beginning At	Lake Ave (Northbound)					Lake Ave (Southbound)					Moss St (Eastbound)					Moss St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	46	4	0	0	1	40	2	0	0	0	0	2	0	0	12	0	7	0	0	114	
7:15 AM	0	68	6	0	0	4	48	3	0	0	0	0	3	0	0	15	1	10	0	0	158	
7:30 AM	0	78	15	0	0	0	49	0	0	0	0	0	2	0	0	19	0	12	0	0	175	
7:45 AM	0	68	24	0	0	8	40	0	0	0	0	1	0	0	0	19	1	14	0	0	175	622
8:00 AM	1	49	9	0	0	7	57	0	0	0	0	0	1	0	0	13	0	18	0	0	155	663
8:15 AM	0	38	6	0	0	10	54	1	0	0	1	0	4	0	0	2	0	14	0	0	130	635
8:30 AM	0	39	3	0	0	10	45	0	0	0	0	0	3	0	0	1	0	11	0	0	112	572
8:45 AM	0	33	2	0	0	4	30	0	0	0	0	0	1	0	0	2	1	5	0	0	78	475

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	312	60	0	0	0	196	0	0	0	0	0	8	0	0	76	0	48	0	0	700
Heavy Trucks	0	12	0			0	16	0			0	0	0			4	0	0			32
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/22/2025 3:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

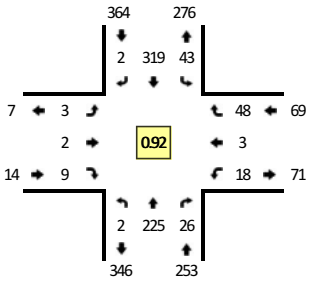
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

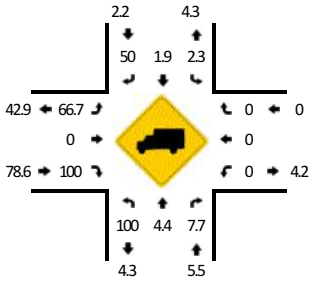
LOCATION: Lake Ave -- Moss St
CITY/STATE: Caldwell, ID

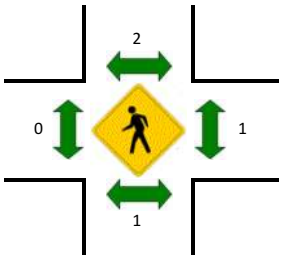
QC JOB #: 17373804
DATE: Tue, Dec 16 2025

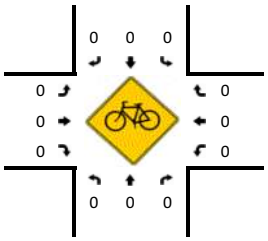
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

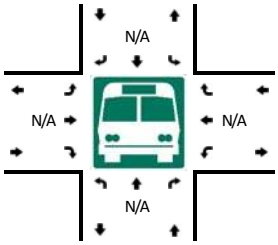


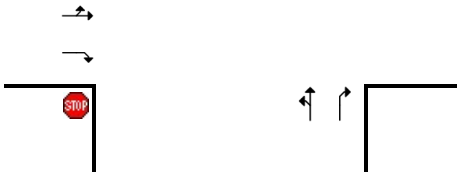
TRUE DATA TO IMPROVE MOBILITY

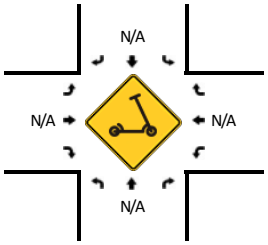












R* = RTOR

15-Min Count Period Beginning At	Lake Ave (Northbound)					Lake Ave (Southbound)					Moss St (Eastbound)					Moss St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	47	3	0	0	15	63	0	0	0	0	0	0	0	0	8	0	14	0	0	150	
4:15 PM	0	60	9	0	0	16	79	0	0	0	0	0	0	0	0	3	0	9	0	0	176	
4:30 PM	0	61	4	0	0	9	77	1	0	0	1	0	1	0	0	4	0	9	0	0	167	
4:45 PM	0	40	3	0	0	8	83	0	0	0	1	1	1	0	0	4	0	12	0	0	153	646
5:00 PM	1	64	13	0	0	11	74	0	0	0	0	0	4	0	0	5	1	18	0	0	191	687
5:15 PM	1	60	6	0	0	15	85	1	0	0	1	1	3	0	0	5	2	9	0	0	189	700
5:30 PM	0	50	10	0	0	19	60	1	0	0	0	1	0	0	0	1	1	12	0	0	155	688
5:45 PM	0	47	4	0	0	14	69	0	0	0	0	0	0	0	0	7	0	14	0	0	155	690

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	4	256	52	0	0	44	296	0	0	0	0	0	16	0	0	20	4	72	0	0	764
Heavy Trucks	4	4	4			4	8	0			0	0	16			0	0	0			40
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/22/2025 3:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

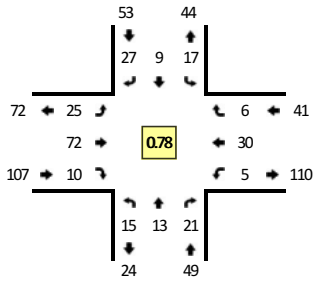
Type of peak hour being reported: Intersection Peak

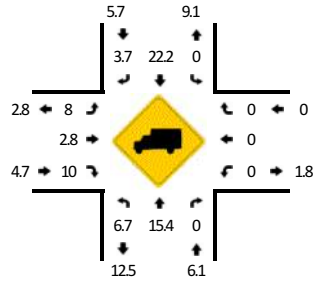
Method for determining peak hour: Total Entering Volume

LOCATION: Celeste Ave -- Moss Lane
CITY/STATE: Nampa, ID

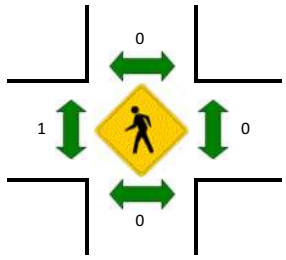
QC JOB #: 17373805
DATE: Wed, Dec 17 2025

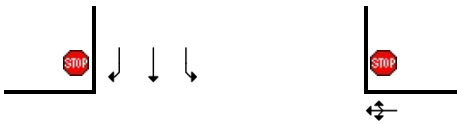
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

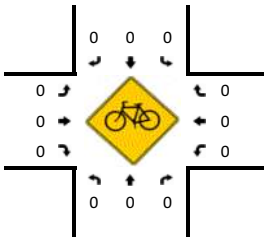


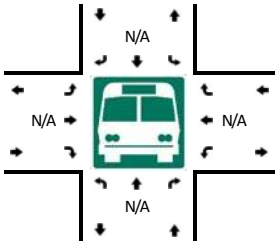


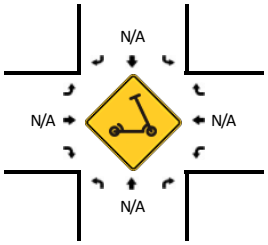
TRUE DATA TO IMPROVE MOBILITY











R* = RTOR

15-Min Count Period Beginning At	Celeste Ave (Northbound)					Celeste Ave (Southbound)					Moss Lane (Eastbound)					Moss Lane (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	1	2	6	0	0	4	0	6	0	0	1	20	2	0	0	0	3	1	0	0	46	
7:15 AM	5	3	1	0	0	3	1	8	0	0	3	19	2	0	0	1	3	1	0	0	50	
7:30 AM	2	1	6	0	0	6	3	9	0	0	8	16	1	0	0	2	12	0	0	0	66	
7:45 AM	4	5	8	0	0	6	3	5	0	0	11	21	5	0	0	2	8	2	0	0	80	242
8:00 AM	4	4	6	0	0	2	2	5	0	0	3	16	2	0	0	0	7	3	0	0	54	250
8:15 AM	3	2	3	0	0	5	1	1	0	0	1	8	2	0	0	3	5	2	0	0	36	236
8:30 AM	2	8	3	0	0	9	0	1	0	0	0	18	3	0	0	2	3	0	0	0	49	219
8:45 AM	1	2	2	0	0	4	0	1	0	0	1	10	2	0	0	2	7	2	0	0	34	173

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	16	20	32	0	0	24	12	20	0	0	44	84	20	0	0	8	32	8	0	0	320
Heavy Trucks	0	4	0			0	4	0			0	8	0			0	0	0			16
Buses																					
Pedestrians		0					0					4					0				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/22/2025 3:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

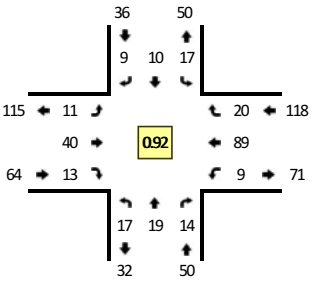
Type of peak hour being reported: Intersection Peak

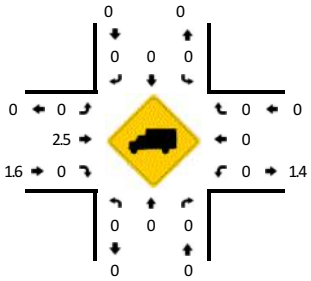
Method for determining peak hour: Total Entering Volume

LOCATION: Celeste Ave -- Moss Lane
CITY/STATE: Nampa, ID

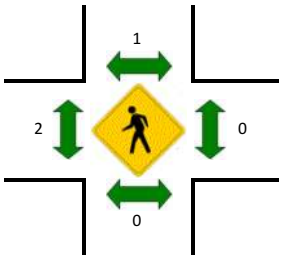
QC JOB #: 17373806
DATE: Tue, Dec 16 2025

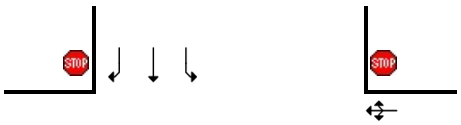
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

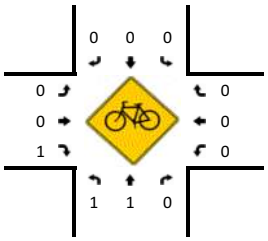


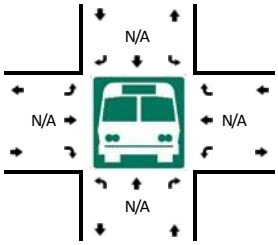


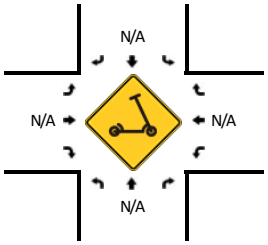
TRUE DATA TO IMPROVE MOBILITY











R* = RTOR

15-Min Count Period Beginning At	Celeste Ave (Northbound)					Celeste Ave (Southbound)					Moss Lane (Eastbound)					Moss Lane (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	1	3	3	0	0	4	1	1	0	0	1	7	1	0	0	1	14	2	0	0	39	
4:15 PM	4	2	1	0	0	2	2	0	0	0	0	12	5	0	0	3	15	1	0	0	47	
4:30 PM	3	1	3	0	0	1	1	4	0	0	0	12	2	0	0	2	19	10	0	0	58	
4:45 PM	4	6	2	0	0	3	4	1	0	0	2	8	2	0	0	4	27	6	0	0	69	213
5:00 PM	2	3	4	0	0	6	1	2	0	0	3	10	5	0	0	2	24	5	0	0	67	241
5:15 PM	5	5	5	0	0	6	2	5	0	0	2	13	3	0	0	2	19	6	0	0	73	267
5:30 PM	6	5	3	0	0	2	3	1	0	0	4	9	3	0	0	1	19	3	0	0	59	268
5:45 PM	4	4	1	0	0	3	3	2	0	0	1	6	3	0	0	4	17	6	0	0	54	253

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	20	20	20	0	0	24	8	20	0	0	8	52	12	0	0	8	76	24	0	0	292
Heavy Trucks	0	0	0			0	0	0			0	4	0			0	0	0			4
Buses																					
Pedestrians		0					0					4					0				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/22/2025 3:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

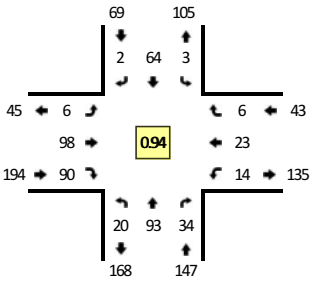
Type of peak hour being reported: Intersection Peak

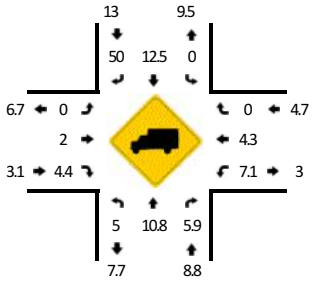
Method for determining peak hour: Total Entering Volume

LOCATION: Midway Rd -- Moss Ln
CITY/STATE: Caldwell, ID

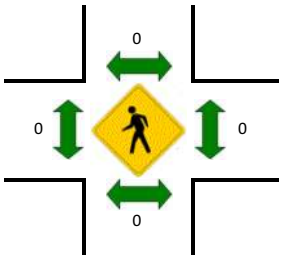
QC JOB #: 17373807
DATE: Wed, Dec 17 2025

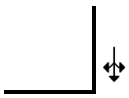
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

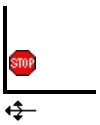


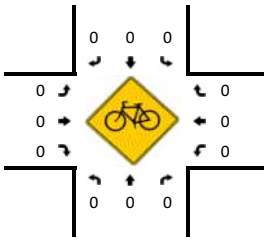


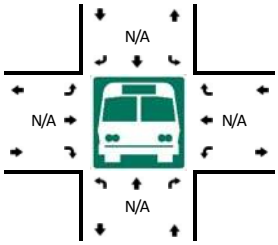
TRUE DATA TO IMPROVE MOBILITY

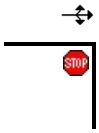


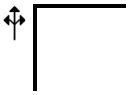


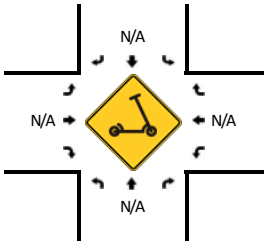












R* = RTOR

15-Min Count Period Beginning At	Midway Rd (Northbound)					Midway Rd (Southbound)					Moss Ln (Eastbound)					Moss Ln (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	5	22	9	0	0	1	15	0	0	0	3	29	24	0	0	3	2	3	0	0	116	
7:15 AM	2	18	8	0	0	1	14	0	0	0	0	27	15	0	0	7	6	0	0	0	98	
7:30 AM	4	24	8	0	0	1	21	2	0	0	0	23	24	0	0	1	8	2	0	0	118	
7:45 AM	9	29	9	0	0	0	14	0	0	0	3	19	27	0	0	3	7	1	0	0	121	453
8:00 AM	4	17	10	0	0	1	17	3	0	0	1	21	19	0	0	5	4	0	0	0	102	439
8:15 AM	4	17	11	0	0	0	26	1	0	0	0	16	9	0	0	5	5	4	0	0	98	439
8:30 AM	5	28	3	0	0	1	25	1	0	0	3	19	21	0	0	6	3	1	0	0	116	437
8:45 AM	9	33	10	0	0	1	15	1	0	0	0	9	11	0	0	3	8	1	0	0	101	417

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	36	116	36	0	0	0	56	0	0	0	12	76	108	0	0	12	28	4	0	0	484
Heavy Trucks	0	4	4			0	16	0			0	0	4			0	4	0			32
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/22/2025 3:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

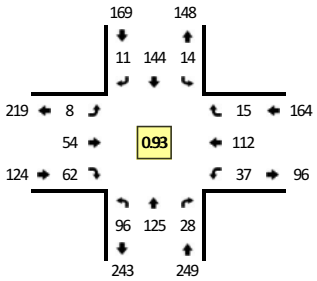
Type of peak hour being reported: Intersection Peak

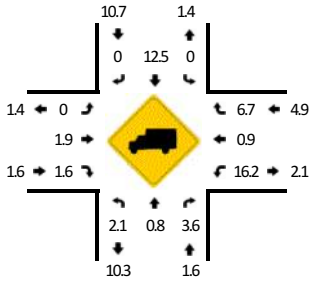
Method for determining peak hour: Total Entering Volume

LOCATION: Midway Rd -- Moss Ln
CITY/STATE: Caldwell, ID

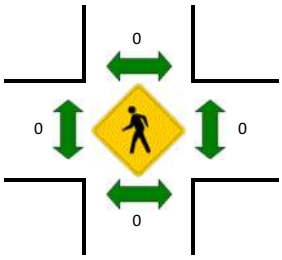
QC JOB #: 17373808
DATE: Tue, Dec 16 2025

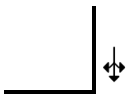
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

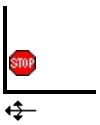


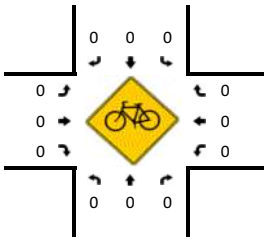


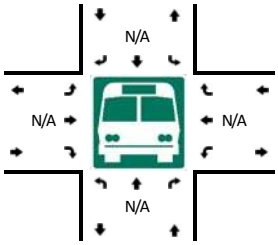
TRUE DATA TO IMPROVE MOBILITY

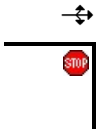


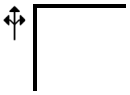


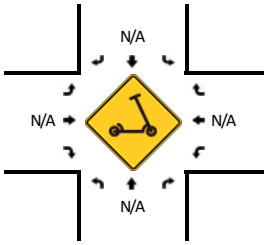












R* = RTOR

15-Min Count Period Beginning At	Midway Rd (Northbound)					Midway Rd (Southbound)					Moss Ln (Eastbound)					Moss Ln (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	14	31	5	0	0	4	38	2	0	0	1	6	11	0	0	13	21	2	0	0	148	
4:15 PM	23	27	4	0	0	3	29	2	0	0	1	11	13	0	0	13	18	1	0	0	145	
4:30 PM	33	38	6	0	0	6	36	2	0	0	1	12	17	0	0	12	20	6	0	0	189	
4:45 PM	19	26	5	0	0	5	34	3	0	0	1	11	11	0	0	7	33	2	0	0	157	639
5:00 PM	25	30	7	0	0	2	41	1	0	0	0	13	18	0	0	8	36	4	0	0	185	676
5:15 PM	19	31	10	0	0	1	33	5	0	0	6	18	16	0	0	10	23	3	0	0	175	706
5:30 PM	32	29	6	0	0	4	32	3	0	0	2	13	12	0	0	8	26	4	0	0	171	688
5:45 PM	16	34	7	0	0	3	27	6	0	0	2	9	10	0	0	3	36	0	0	0	153	684

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	132	152	24	0	0	24	144	8	0	0	4	48	68	0	0	48	80	24	0	0	756
Heavy Trucks	4	0	0			0	48	0			0	0	0			16	0	4			72
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/22/2025 3:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

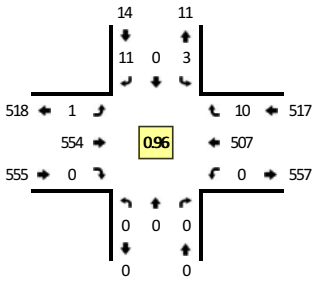
Type of peak hour being reported: Intersection Peak

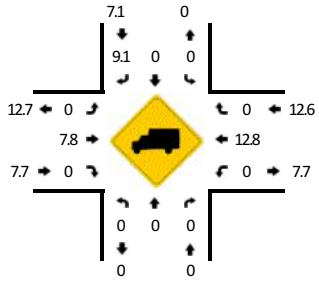
Method for determining peak hour: Total Entering Volume

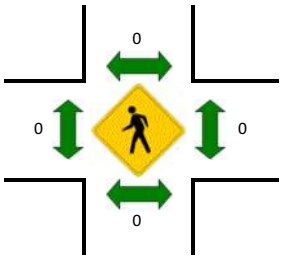
LOCATION: Celeste Ave -- Karcher Rd
CITY/STATE: Caldwell, ID

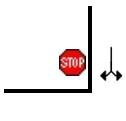
QC JOB #: 17373809
DATE: Wed, Dec 17 2025

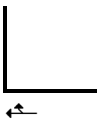
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

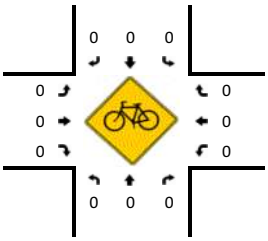


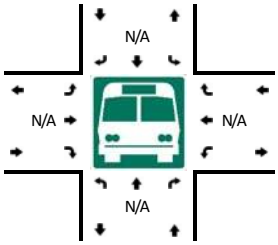


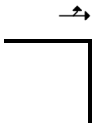


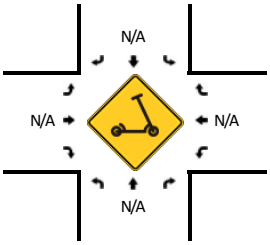












R* = RTOR

15-Min Count Period Beginning At	Celeste Ave (Northbound)					Celeste Ave (Southbound)					Karcher Rd (Eastbound)					Karcher Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	0	0	0	2	0	2	0	0	0	188	0	0	0	0	83	1	0	0	276	
7:15 AM	0	0	0	0	0	1	0	2	0	0	0	134	0	0	0	0	113	0	0	0	250	
7:30 AM	0	0	0	0	0	0	0	5	0	0	0	143	0	0	0	0	131	2	0	0	281	
7:45 AM	0	0	0	0	0	1	0	3	0	0	0	122	0	0	0	0	135	2	0	0	263	1070
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	155	0	0	0	0	125	3	0	0	283	1077
8:15 AM	0	0	0	0	0	2	0	3	0	0	1	134	0	0	0	0	116	3	0	0	259	1086
8:30 AM	0	0	0	0	0	1	0	3	0	0	2	155	0	0	0	0	95	5	0	0	261	1066
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	136	0	0	0	0	105	0	0	0	242	1045

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	0	0	0	0	0	0	620	0	0	0	0	500	12	0	0	1132
Heavy Trucks	0	0	0			0	0	0			0	60	0			0	72	0			132
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/22/2025 3:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

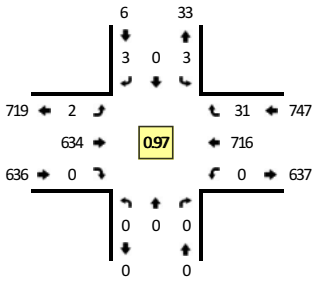
Type of peak hour being reported: Intersection Peak

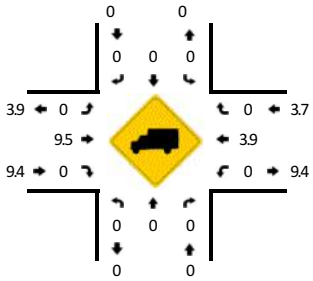
Method for determining peak hour: Total Entering Volume

LOCATION: Celeste Ave -- Karcher Rd
CITY/STATE: Caldwell, ID

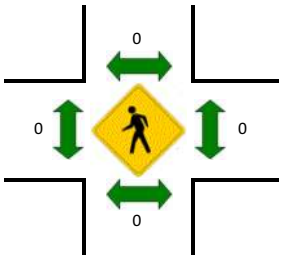
QC JOB #: 17373810
DATE: Tue, Dec 16 2025

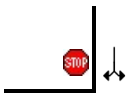
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

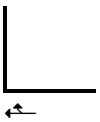


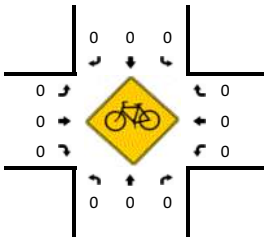


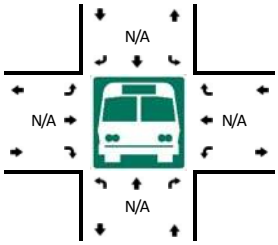
TRUE DATA TO IMPROVE MOBILITY

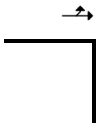


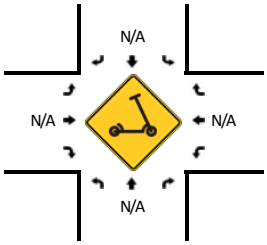












R* = RTOR

15-Min Count Period Beginning At	Celeste Ave (Northbound)					Celeste Ave (Southbound)					Karcher Rd (Eastbound)					Karcher Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	0	0	0	0	1	0	2	0	0	0	157	0	0	0	0	169	5	0	0	334	
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	144	0	0	0	0	164	7	0	0	317	
4:30 PM	0	0	0	0	0	2	0	0	0	0	0	175	0	0	0	0	176	5	0	0	358	
4:45 PM	0	0	0	0	0	1	0	2	0	0	0	141	0	0	0	0	173	10	0	0	327	1336
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	163	0	0	0	0	185	5	0	0	353	1355
5:15 PM	0	0	0	0	0	0	0	1	0	0	2	155	0	0	0	0	182	11	0	0	351	1389
5:30 PM	0	0	0	0	0	3	0	1	0	0	0	143	0	0	0	0	162	10	0	0	319	1350
5:45 PM	0	0	0	0	0	2	0	1	0	0	0	146	0	0	0	0	168	7	0	0	324	1347

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	8	0	0	0	0	0	700	0	0	0	0	704	20	0	0	1432
Heavy Trucks	0	0	0			0	0	0			0	92	0			0	20	0			112
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/22/2025 3:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

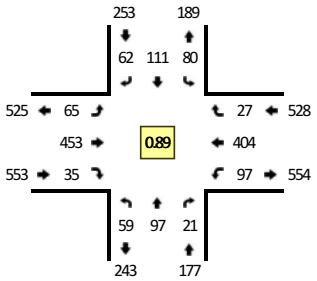
Method for determining peak hour: Total Entering Volume

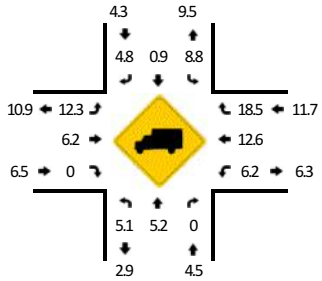
LOCATION: Midway Rd -- Karcher Rd
CITY/STATE: Nampa, ID

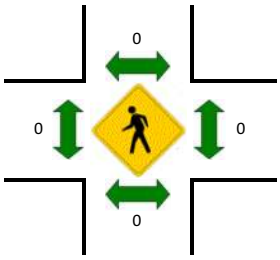
QC JOB #: 17373811
DATE: Wed, Dec 17 2025

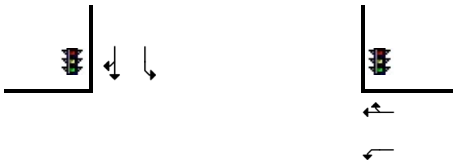
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

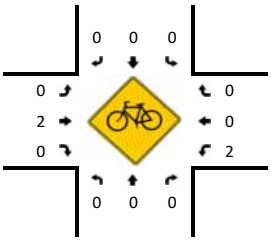
TRUE DATA TO IMPROVE MOBILITY

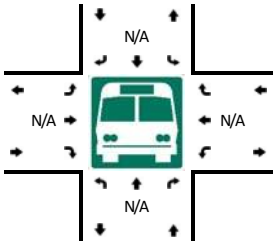


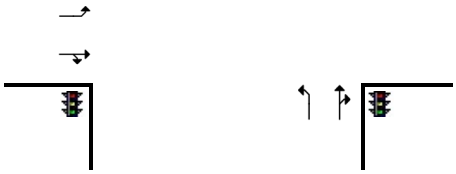


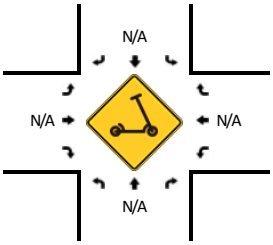












R* = RTOR

15-Min Count Period Beginning At	Midway Rd (Northbound)					Midway Rd (Southbound)					Karcher Rd (Eastbound)					Karcher Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	3	14	2	0	0	27	18	6	0	2	6	163	6	0	2	7	82	8	0	2	348	
7:15 AM	13	18	5	0	2	25	25	12	0	3	9	114	7	0	0	15	83	3	0	0	334	
7:30 AM	17	27	4	0	2	19	35	9	0	5	9	104	5	0	0	25	99	7	0	2	369	
7:45 AM	20	23	2	0	1	17	32	12	0	5	22	105	10	0	1	54	115	6	0	1	426	1477
8:00 AM	12	27	7	0	2	30	24	10	0	0	20	126	8	0	3	9	97	3	0	1	379	1508
8:15 AM	10	20	2	0	1	14	20	15	0	6	14	118	5	0	3	9	93	6	0	1	337	1511
8:30 AM	15	22	1	0	0	16	24	9	0	2	24	119	9	0	1	11	74	11	0	1	339	1481
8:45 AM	9	26	3	0	0	20	22	9	0	0	7	133	6	0	1	5	92	12	0	0	345	1400

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	80	92	12	0	4	68	128	68	0	20	88	420	44	0	4	216	460	28	0	4	1736
Heavy Trucks	4	4	0			0	0	0			8	12	0			4	64	0			96
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/22/2025 3:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

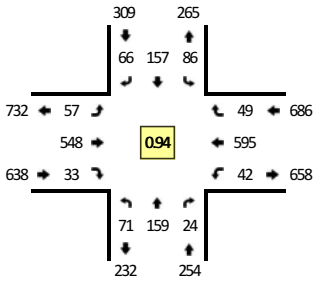
Type of peak hour being reported: Intersection Peak

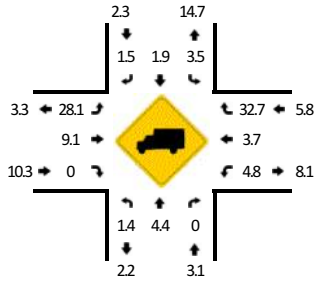
Method for determining peak hour: Total Entering Volume

LOCATION: Midway Rd -- Karcher Rd
CITY/STATE: Nampa, ID

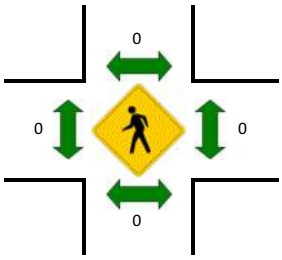
QC JOB #: 17373812
DATE: Tue, Dec 16 2025

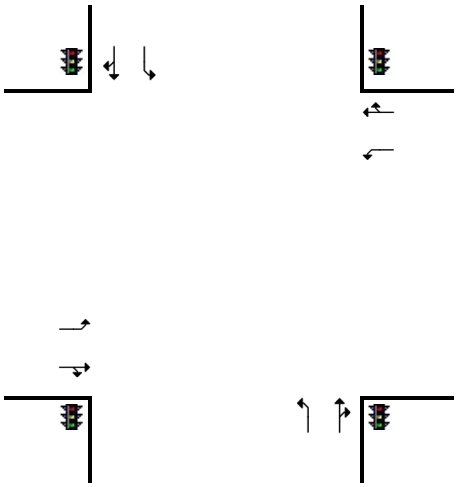
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

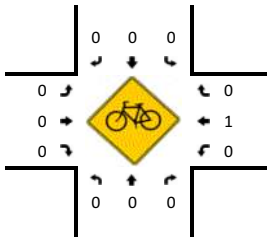


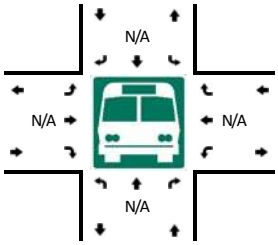


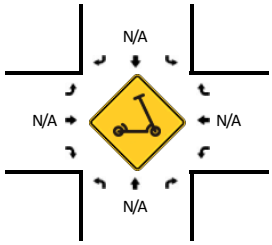
TRUE DATA TO IMPROVE MOBILITY











R* = RTOR

15-Min Count Period Beginning At	Midway Rd (Northbound)					Midway Rd (Southbound)					Karcher Rd (Eastbound)					Karcher Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	13	28	3	0	4	15	42	15	0	1	16	150	4	0	2	10	149	12	0	3	467	
4:15 PM	22	38	2	0	1	13	29	13	0	3	13	123	8	0	2	18	148	9	0	1	443	
4:30 PM	21	54	4	0	1	17	36	16	0	2	17	145	8	0	2	13	143	23	0	0	502	
4:45 PM	17	37	7	0	3	23	37	17	0	2	12	123	8	0	1	12	137	8	0	1	445	1857
5:00 PM	14	31	2	0	2	22	48	9	0	1	10	151	6	0	0	7	164	11	0	0	478	1868
5:15 PM	19	37	4	0	1	24	36	16	0	3	18	129	7	0	1	10	151	5	0	1	462	1887
5:30 PM	24	43	3	0	3	24	33	12	0	1	10	138	8	0	1	14	144	8	0	2	468	1853
5:45 PM	18	32	7	0	3	15	39	13	0	1	9	129	6	0	0	9	148	8	0	0	437	1845

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	84	216	20	0	4	68	144	72	0	8	68	580	40	0	8	52	572	92	0	0	2028
Heavy Trucks	4	20	0			0	4	4			24	76	0			0	20	44			196
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 12/22/2025 3:57 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix C
Year 2025 Existing Traffic Operation Worksheets

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	252	18	9	95	70	27
Future Vol, veh/h	252	18	9	95	70	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	6	22	14	1	7
Mvmt Flow	277	20	10	104	77	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	297	0	411	287
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	124	-
Critical Hdwy	-	-	4.32	-	6.41	6.27
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.398	-	3.509	3.363
Pot Cap-1 Maneuver	-	-	1159	-	599	740
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1159	-	594	740
Mov Cap-2 Maneuver	-	-	-	-	594	-
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	896	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.7	11.44
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	594	740	-	-	156	-
HCM Lane V/C Ratio	0.13	0.04	-	-	0.009	-
HCM Ctrl Dly (s/v)	12	10.1	-	-	8.1	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	66	54	263	54	19	194
Future Vol, veh/h	66	54	263	54	19	194
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	75	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	7	3	4	0	6
Mvmt Flow	69	57	277	57	20	204

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	549	305	0	0	334	0
Stage 1	305	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Critical Hdwy	6.43	6.27	-	-	4.1	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.363	-	-	2.2	-
Pot Cap-1 Maneuver	495	723	-	-	1237	-
Stage 1	745	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	486	723	-	-	1237	-
Mov Cap-2 Maneuver	486	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.19	0	0.71
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	486	723	161	-
HCM Lane V/C Ratio	-	-	0.143	0.079	0.016	-
HCM Ctrl Dly (s/v)	-	-	13.6	10.4	8	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.3	0	-

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	72	10	5	30	6	15	13	21	17	9	27
Future Vol, veh/h	25	72	10	5	30	6	15	13	21	17	9	27
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	8	3	10	0	0	0	7	15	0	0	22	4
Mvmt Flow	32	92	13	6	38	8	19	17	27	22	12	35
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	1
HCM Control Delay, s/veh	9	8	8.3	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	31%	23%	12%	100%	0%	0%
Vol Thru, %	27%	67%	73%	0%	100%	0%
Vol Right, %	43%	9%	15%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	107	41	17	9	27
LT Vol	15	25	5	17	0	0
Through Vol	13	72	30	0	9	0
RT Vol	21	10	6	0	0	27
Lane Flow Rate	63	137	53	22	12	35
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.088	0.193	0.072	0.034	0.017	0.043
Departure Headway (Hd)	5.045	5.057	4.908	5.562	5.435	4.424
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	712	712	732	646	660	811
Service Time	2.764	2.772	2.625	3.28	3.153	2.142
HCM Lane V/C Ratio	0.088	0.192	0.072	0.034	0.018	0.043
HCM Control Delay, s/veh	8.3	9	8	8.5	8.2	7.3
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.3	0.7	0.2	0.1	0.1	0.1

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	98	90	14	23	6	20	93	34	3	64	2
Future Vol, veh/h	6	98	90	14	23	6	20	93	34	3	64	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	4	7	4	0	5	11	6	0	12	50
Mvmt Flow	6	104	96	15	24	6	21	99	36	3	68	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	229	253	69	286	236	117	70	0	0	135	0	0
Stage 1	76	76	-	160	160	-	-	-	-	-	-	-
Stage 2	154	178	-	127	77	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.24	7.17	6.54	6.2	4.15	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.17	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.17	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.336	3.563	4.036	3.3	2.245	-	-	2.2	-	-
Pot Cap-1 Maneuver	730	650	988	656	661	940	1511	-	-	1462	-	-
Stage 1	939	832	-	831	762	-	-	-	-	-	-	-
Stage 2	853	752	-	865	827	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	686	639	988	489	649	940	1511	-	-	1462	-	-
Mov Cap-2 Maneuver	686	639	-	489	649	-	-	-	-	-	-	-
Stage 1	937	830	-	818	750	-	-	-	-	-	-	-
Stage 2	807	741	-	682	825	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.42	11.38	1.01	0.32
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	232	-	-	766	610	78	-	-
HCM Lane V/C Ratio	0.014	-	-	0.269	0.075	0.002	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	11.4	11.4	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	554	507	10	3	11
Future Vol, veh/h	1	554	507	10	3	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	8	13	0	0	9
Mvmt Flow	1	577	528	10	3	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	539	0	-	0	1113	533
Stage 1	-	-	-	-	533	-
Stage 2	-	-	-	-	579	-
Critical Hdwy	4.1	-	-	-	6.4	6.29
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.381
Pot Cap-1 Maneuver	1040	-	-	-	233	533
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	564	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1040	-	-	-	233	533
Mov Cap-2 Maneuver	-	-	-	-	233	-
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	564	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.02	0	13.93
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1040	-	-	-	418
HCM Lane V/C Ratio	0.001	-	-	-	0.035
HCM Ctrl Dly (s/v)	8.5	-	-	-	13.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	453	35	97	404	27	59	97	21	80	111	62
Future Volume (veh/h)	65	453	35	97	404	27	59	97	21	80	111	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1811	1900	1811	1707	1559	1826	1826	1900	1767	1885	1796
Adj Flow Rate, veh/h	73	509	31	109	454	24	66	109	18	90	125	52
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	12	6	0	6	13	23	5	5	0	9	1	7
Cap, veh/h	337	675	41	344	691	36	320	200	33	355	181	75
Arrive On Green	0.07	0.21	0.21	0.08	0.22	0.22	0.06	0.13	0.13	0.07	0.14	0.14
Sat Flow, veh/h	1640	3290	200	1725	3134	165	1739	1528	252	1682	1264	526
Grp Volume(v), veh/h	73	266	274	109	234	244	66	0	127	90	0	177
Grp Sat Flow(s),veh/h/ln	1640	1721	1769	1725	1622	1678	1739	0	1780	1682	0	1790
Q Serve(g_s), s	1.6	6.8	6.8	2.2	6.1	6.2	1.5	0.0	3.1	2.1	0.0	4.4
Cycle Q Clear(g_c), s	1.6	6.8	6.8	2.2	6.1	6.2	1.5	0.0	3.1	2.1	0.0	4.4
Prop In Lane	1.00		0.11	1.00		0.10	1.00		0.14	1.00		0.29
Lane Grp Cap(c), veh/h	337	353	363	344	358	370	320	0	233	355	0	256
V/C Ratio(X)	0.22	0.75	0.76	0.32	0.66	0.66	0.21	0.00	0.54	0.25	0.00	0.69
Avail Cap(c_a), veh/h	1110	1958	2014	1130	1846	1910	1146	0	1273	1135	0	1281
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	17.4	17.4	13.2	16.5	16.5	15.9	0.0	18.9	15.7	0.0	19.0
Incr Delay (d2), s/veh	0.1	1.2	1.2	0.2	0.8	0.7	0.1	0.0	0.7	0.1	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.1	2.2	0.6	1.7	1.8	0.5	0.0	1.2	0.7	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.4	18.6	18.6	13.4	17.3	17.3	16.1	0.0	19.7	15.8	0.0	20.2
LnGrp LOS	B	B	B	B	B	B	B		B	B		C
Approach Vol, veh/h		613			587			193			267	
Approach Delay, s/veh		18.0			16.6			18.4			18.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	16.5	7.9	13.4	8.1	17.3	8.4	12.8
Change Period (Y+Rc), s	5.0	7.0	5.0	6.7	5.0	7.0	5.0	6.7
Max Green Setting (Gmax), s	25.0	53.0	25.0	33.3	25.0	53.0	25.0	33.3
Max Q Clear Time (g_c+I1), s	4.2	8.8	3.5	6.4	3.6	8.2	4.1	5.1
Green Ext Time (p_c), s	0.1	0.8	0.1	0.3	0.1	0.7	0.1	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	17.7
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	2	49	24	0
Future Vol, veh/h	0	6	2	49	24	0
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	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	24	8	196	96	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	308	96	96	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	688	966	1510	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	684	966	1510	-	-	-
Mov Cap-2 Maneuver	684	-	-	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	828	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.82	0.29	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	71	-	966	-	-
HCM Lane V/C Ratio	0.005	-	0.025	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	184	50	49	294	53	19
Future Vol, veh/h	184	50	49	294	53	19
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	0	1	2	0
Mvmt Flow	202	55	54	323	58	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	257	0	661	230
Stage 1	-	-	-	-	230	-
Stage 2	-	-	-	-	432	-
Critical Hdwy	-	-	4.1	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.2	-	3.518	3.3
Pot Cap-1 Maneuver	-	-	1319	-	427	815
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	655	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1319	-	405	815
Mov Cap-2 Maneuver	-	-	-	-	405	-
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	622	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.12	13.82
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	405	815	-	-	257	-
HCM Lane V/C Ratio	0.144	0.026	-	-	0.041	-
HCM Ctrl Dly (s/v)	15.4	9.5	-	-	7.8	0
HCM Lane LOS	C	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	48	225	26	43	319
Future Vol, veh/h	18	48	225	26	43	319
Conflicting Peds, #/hr	1	2	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	75	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	4	8	2	2
Mvmt Flow	20	52	245	28	47	347

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	701	262	0	0	274	0
Stage 1	260	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	408	782	-	-	1289	-
Stage 1	788	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	389	780	-	-	1288	-
Mov Cap-2 Maneuver	389	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	623	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.26	0	0.94
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	389	780	214	-
HCM Lane V/C Ratio	-	-	0.05	0.067	0.036	-
HCM Ctrl Dly (s/v)	-	-	14.7	9.9	7.9	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2	0.1	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	40	13	9	89	20	17	19	14	17	10	9
Future Vol, veh/h	11	40	13	9	89	20	17	19	14	17	10	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	43	14	10	97	22	18	21	15	18	11	10
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	3	1	1
HCM Control Delay, s/veh	8	8.4	8.1	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	34%	17%	8%	100%	0%	0%
Vol Thru, %	38%	63%	75%	0%	100%	0%
Vol Right, %	28%	20%	17%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	64	118	17	10	9
LT Vol	17	11	9	17	0	0
Through Vol	19	40	89	0	10	0
RT Vol	14	13	20	0	0	9
Lane Flow Rate	54	70	128	18	11	10
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.076	0.092	0.168	0.028	0.015	0.012
Departure Headway (Hd)	5.014	4.785	4.713	5.546	5.043	4.34
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	717	752	764	648	712	827
Service Time	2.726	2.495	2.422	3.26	2.757	2.054
HCM Lane V/C Ratio	0.075	0.093	0.168	0.028	0.015	0.012
HCM Control Delay, s/veh	8.1	8	8.4	8.4	7.8	7.1
HCM Lane LOS	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.6	0.1	0	0

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	54	62	37	112	15	96	125	28	14	144	11
Future Vol, veh/h	8	54	62	37	112	15	96	125	28	14	144	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	2	16	1	7	2	1	4	0	12	0
Mvmt Flow	9	58	67	40	120	16	103	134	30	15	155	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	592	562	161	570	553	149	167	0	0	165	0	0
Stage 1	191	191	-	356	356	-	-	-	-	-	-	-
Stage 2	401	371	-	214	197	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.22	7.26	6.51	6.27	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.26	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.26	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.318	3.644	4.009	3.363	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	421	436	884	412	443	884	1411	-	-	1426	-	-
Stage 1	816	742	-	634	631	-	-	-	-	-	-	-
Stage 2	630	620	-	757	740	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	270	396	884	299	402	884	1411	-	-	1426	-	-
Mov Cap-2 Maneuver	270	396	-	299	402	-	-	-	-	-	-	-
Stage 1	806	734	-	582	580	-	-	-	-	-	-	-
Stage 2	450	569	-	637	731	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.17	21.53	2.99	0.63
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	669	-	-	525	391	147	-	-
HCM Lane V/C Ratio	0.073	-	-	0.254	0.451	0.011	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	14.2	21.5	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1	2.3	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	634	716	31	3	3
Future Vol, veh/h	2	634	716	31	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	9	4	0	0	0
Mvmt Flow	2	654	738	32	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	770	0	-	0	1412	754
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	658	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	853	-	-	-	154	412
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	519	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	853	-	-	-	153	412
Mov Cap-2 Maneuver	-	-	-	-	153	-
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	519	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	21.56
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	853	-	-	-	224
HCM Lane V/C Ratio	0.002	-	-	-	0.028
HCM Ctrl Dly (s/v)	9.2	-	-	-	21.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	548	33	42	595	49	71	159	24	86	157	66
Future Volume (veh/h)	57	548	33	42	595	49	71	159	24	86	157	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1485	1767	1900	1826	1841	1396	1885	1841	1900	1856	1870	1870
Adj Flow Rate, veh/h	58	559	30	43	607	48	72	162	17	88	160	59
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	28	9	0	5	4	34	1	4	0	3	2	2
Cap, veh/h	262	792	42	295	767	61	318	259	27	350	216	80
Arrive On Green	0.06	0.24	0.24	0.05	0.23	0.23	0.06	0.16	0.16	0.07	0.17	0.17
Sat Flow, veh/h	1414	3240	174	1739	3277	259	1795	1638	172	1767	1303	481
Grp Volume(v), veh/h	58	289	300	43	323	332	72	0	179	88	0	219
Grp Sat Flow(s),veh/h/ln	1414	1678	1735	1739	1749	1787	1795	0	1810	1767	0	1784
Q Serve(g_s), s	1.5	7.7	7.8	0.9	8.6	8.6	1.6	0.0	4.6	2.0	0.0	5.8
Cycle Q Clear(g_c), s	1.5	7.7	7.8	0.9	8.6	8.6	1.6	0.0	4.6	2.0	0.0	5.8
Prop In Lane	1.00		0.10	1.00		0.14	1.00		0.09	1.00		0.27
Lane Grp Cap(c), veh/h	262	410	424	295	409	418	318	0	286	350	0	295
V/C Ratio(X)	0.22	0.70	0.71	0.15	0.79	0.79	0.23	0.00	0.63	0.25	0.00	0.74
Avail Cap(c_a), veh/h	901	1806	1867	1099	1882	1923	1115	0	1224	1122	0	1206
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.8	17.0	17.0	13.7	17.7	17.7	15.9	0.0	19.4	15.6	0.0	19.5
Incr Delay (d2), s/veh	0.2	0.8	0.8	0.1	1.3	1.3	0.1	0.0	0.8	0.1	0.0	1.4
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(50%),veh/ln	0.4	2.3	2.4	0.3	2.7	2.8	0.6	0.0	1.8	0.7	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.9	17.8	17.8	13.8	19.0	19.0	16.0	0.0	20.2	15.8	0.0	20.9
LnGrp LOS	B	B	B	B	B	B	B		C	B		C
Approach Vol, veh/h		647			698			251			307	
Approach Delay, s/veh		17.5			18.7			19.0			19.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	19.0	8.1	14.9	7.7	18.5	8.5	14.5
Change Period (Y+Rc), s	5.0	7.0	5.0	6.7	5.0	7.0	5.0	6.7
Max Green Setting (Gmax), s	25.0	53.0	25.0	33.3	25.0	53.0	25.0	33.3
Max Q Clear Time (g_c+I1), s	2.9	9.8	3.6	7.8	3.5	10.6	4.0	6.6
Green Ext Time (p_c), s	0.0	0.8	0.1	0.4	0.1	0.9	0.1	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	18.4
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	12	17	12	0
Future Vol, veh/h	0	10	12	17	12	0
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	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	40	48	68	48	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	212	48	48	0	-	0
Stage 1	48	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	781	1027	1572	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	756	1027	1572	-	-	-
Mov Cap-2 Maneuver	756	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.65	3.05	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	745	-	1027	-	-
HCM Lane V/C Ratio	0.031	-	0.039	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Appendix D
Crash Data

Intersection of Mss Lane & Lake Ave

Total Crashes **4**

serial_number	local_highway_juris	county	highway_system	severity	units	accident_date	accident_time	street1	street2	driver_action	events	contrib_circ_1	weather_condition1	light_condition	traffic_control_device	crash_mv_id
20C549973	City of Caldwell	Canyon	local	B Injury Accident	2	7/12/2020	22:52	Lake Ave	Moss St	Turning Left	Angle Turning,	Failed to Yield	Clear	Dark, Street Lights On	Stop Sign on Cross Street Only	9580
21C588617	City of Caldwell	Canyon	local	C Injury Accident	2	8/31/2021	5:41	Lake Ave	Moss St	Going Straight	Same Direction Turning,	Improper Overtaking	Clear	Dark, Street Lights On	None	44998
22C620972	City of Caldwell	Canyon	local	Property Dmg Report	2	11/16/2022	18:13	LAKE Ave	Moss St	Going Straight	Rear-End Turning,	Inattention	Smoke/Smog	Day	Stop Sign on Cross Street Only	74883
23C654097	City of Caldwell	Canyon	local	Property Dmg Report	2	12/22/2023	16:23	Lake Ave	Moss St	Going Straight	Rear-End,	Following Too Close	Clear	Day	None	104846

Intersection of SH-55 and Celeste

Total Crashes **9**

serial_number	local_highway_juris	county	highway_system	severity	units	accident_date	accident_time	street1	street2	driver_action	events	contrib_circ_1	weather_condition1	light_condition	traffic_control_device	crash_mv_id
20C544102	City of Caldwell	Canyon	state	Property Dmg Report	2	4/17/2020	18:35	Karcher Rd		Going Straight	Rear-End,	Following Too Close	Clear	Day	None	4450
20C546011	City of Caldwell	Canyon	state	C Injury Accident	2	5/18/2020	10:37	Karcher Rd		Going Straight	Rear-End,	Following Too Close	Rain	Day	None	6065
20C555438	City of Caldwell	Canyon	state	Property Dmg Report	2	9/10/2020	17:29	Karcher Rd	Celeste Ave	Turning Left	Angle Turning,	Failed to Yield	Clear	Day	Stop Sign on Cross Street Only	14533
21C567751	City of Caldwell	Canyon	state	C Injury Accident	2	3/1/2021	20:56	Karcher Rd	Celeste Ave	U-Turn	Angle Turning,	Improper Turn	Clear	Dark, Street Lights On	Stop Sign on Cross Street Only	26010
21C575472	City of Caldwell	Canyon	state	Property Dmg Report	2	6/6/2021	12:19	Celeste Ave	Karcher Rd	Turning Left	Angle Turning,	Failed to Yield	Clear	Day	Stop Sign on Cross Street Only	32850
22C594331	City of Caldwell	Canyon	local	Property Dmg Report	1	1/15/2022	9:59	Celeste Ave		Turning Right	Ran Off Road,Fence,	Distracted IN or ON Vehicle	Cloudy	Day	Stop Sign on Cross Street Only	50905
22C602666	City of Caldwell	Canyon	state	Property Dmg Report	2	5/23/2022	18:17	Karcher Rd		Going Straight	Rear-End,	Following Too Close	Clear	Day	None	58210
23C641260	City of Caldwell	Canyon	state	Property Dmg Report	2	8/16/2023	12:48	Karcher Rd	Celeste Ave	Passing		Improper Overtaking	Clear	Day	Stop Sign on Cross Street Only	93313
23C648934	City of Caldwell	Canyon	state	B Injury Accident	2	11/13/2023	20:04	Karcher Rd		Going Straight	Pedalcycle,	None	Clear	Dark, No Street Lights	None	100244

Intersection of SH-55 and Midway Rd

Total Crashes **42**

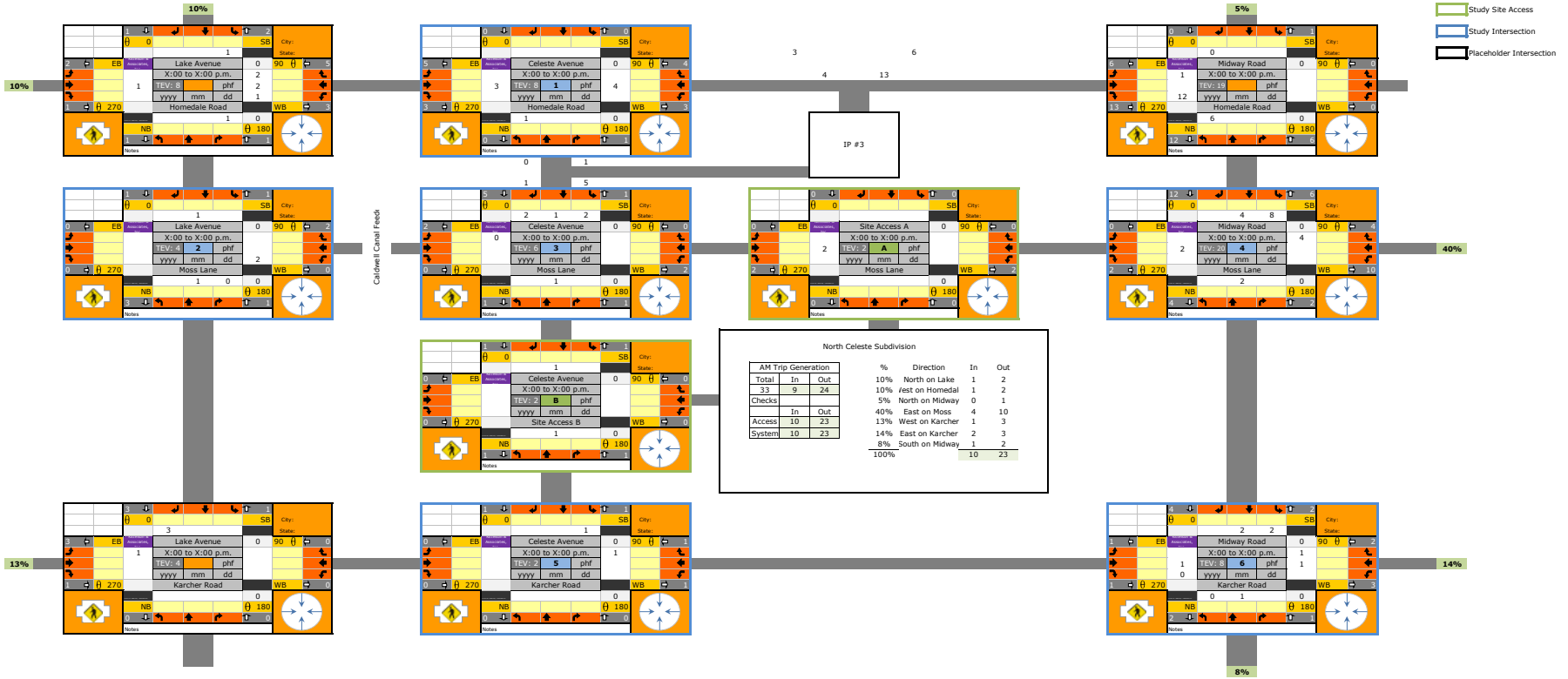
serial_number	local_highway_juris	county	highway_system	severity	units	accident_date	accident_time	street1	street2	driver_action	events	contrib_circ_1	weather_condition1	light_condition	traffic_control_device	crash_mv_id
20C537576	City of Nampa	Canyon	state	C Injury Accident	2	1/15/2020	18:50	Karcher Rd	Midway Rd	Turning Left	Head-On Turning,	Failed to Yield	Clear	Dark, Street Lights On	Traffic Signal	417
20C547127	City of Nampa	Canyon	state	C Injury Accident	2	6/8/2020	6:27	Karcher Rd		Going Straight	Rear-End,Rear-End,	Inattention	Clear	Day	Traffic Signal	7042
20C548102	City of Nampa	Canyon	state	C Injury Accident	2	6/21/2020	16:51	Karcher Rd	Midway Rd	Turning Left	Head-On Turning,	Alcohol Impaired	Clear	Day	Traffic Signal	7889
20C549160	Canyon HD #4	Canyon	state	Property Dmg Report	2	7/10/2020	14:40	Karcher Rd		Going Straight	Rear-End,	Brakes	Clear	Day	Traffic Signal	8836
20C552787	Nampa HD	Canyon	local	Property Dmg Report	2	8/31/2020	20:26	Midway Rd	Karcher Rd	Going Straight	Head-On Turning,	Failed to Yield	Clear	Dark, Street Lights On	Traffic Signal	12112
20C554537	City of Nampa	Canyon	state	Property Dmg Report	2	9/10/2020	17:51	Karcher Rd		Going Straight	Rear-End,	Following Too Close	Clear	Day	Traffic Signal	13715
20C556934	Canyon HD #4	Canyon	state	Property Dmg Report	2	10/19/2020	7:16	Karcher Rd		Going Straight	Rear-End,	Following Too Close	Clear	Dark, Street Lights On	Traffic Signal	15921
20C557438	Canyon HD #4	Canyon	state	Property Dmg Report	2	10/17/2020	10:32	Karcher Rd		Turning Left	Loss of Control,Side Swipe Same,	Steering	Clear	Day	Traffic Signal	16388
20C559934	Canyon HD #4	Canyon	local	A Injury Accident	2	11/21/2020	17:59	Midway Rd	Karcher Rd	Turning Left	Head-On Turning,	Alcohol Impaired	Clear	Dawn or Dusk	Traffic Signal	18658
20C561934	Canyon HD #4	Canyon	state	B Injury Accident	2	12/14/2020	13:15	Karcher Rd	Midway Rd	Turning Left	Head-On Turning,	Failed to Yield	Clear	Day	Traffic Signal	20501
21C571982	Nampa HD	Canyon	local	Property Dmg Report	1	4/26/2021	6:27	Midway Rd		Going Straight	Ran Off Road,Other Fixed Object,Overturn,Other Fixed Object,	Brakes	Cloudy	Dawn or Dusk	Traffic Signal	29732
21C573000	Canyon HD #4	Canyon	state	Property Dmg Report	2	5/11/2021	16:54	Midway Rd	Karcher Rd	Turning Left	Head-On Turning,	None	Clear	Day	Traffic Signal	30689
21C573747	City of Nampa	Canyon	state	C Injury Accident	2	5/17/2021	18:00	Karcher Rd	Midway Rd	Turning Left	Angle Turning,	Failed to Yield	Clear	Day	Traffic Signal	31337
21C575699	Canyon HD #4	Canyon	state	B Injury Accident	2	6/16/2021	14:10	Karcher Rd	Midway Rd	Turning Left	Head-On Turning,	Failed to Yield	Clear	Day	Traffic Signal	33037
21C579592	City of Nampa	Canyon	state	Property Dmg Report	2	8/6/2021	15:49	Karcher Rd		Going Straight	Rear-End,	Inattention	Smoke/Smog	Day	Traffic Signal	36623
21C583302	Canyon HD #4	Canyon	state	Property Dmg Report	2	9/20/2021	20:27	Karcher Rd		Going Straight	Rear-End,	Following Too Close	Clear	Dark, Street Lights On	Traffic Signal	40000
21C586210	Canyon HD #4	Canyon	local	Property Dmg Report	2	10/25/2021	10:37	Karcher Rd	Midway Rd	Going Straight	Angle,	Failed to Obey Signal	Cloudy	Day	Traffic Signal	42722
22C594446	City of Nampa	Canyon	state	Property Dmg Report	2	1/7/2022	14:23	Karcher Rd		Going Straight	Rear-End,	Inattention	Cloudy	Day	Traffic Signal	50969
22C598426	Canyon HD #4	Canyon	state	C Injury Accident	2	2/24/2022	22:25	Karcher Rd	Midway Rd	Turning Left	Head-On Turning,	Failed to Yield	Clear	Dark, Street Lights On	Traffic Signal	54316
22C603128	Canyon HD #4	Canyon	state	Property Dmg Report	2	5/29/2022	13:57	Karcher Rd	Midway Rd	Turning Left		Failed to Yield	Rain	Day	Traffic Signal	58638
22C605224	Canyon HD #4	Canyon	state	Property Dmg Report	2	6/25/2022	13:12	Karcher Rd	Midway Rd	Turning Left	Angle Turning,	Failed to Yield	Clear	Day	Traffic Signal	60547
22C607953	Canyon HD #4	Canyon	state	C Injury Accident	3	7/22/2022	7:21	Karcher Rd		Slowing in Traffic	Rear-End,	Following Too Close	Clear	Dawn or Dusk	Traffic Signal	62995
22C611725	Canyon HD #4	Canyon	state	B Injury Accident	2	9/8/2022	14:06	Karcher Rd	Midway Rd	Turning Left	Head-On Turning,	Failed to Yield	Clear	Day	Traffic Signal	66455
22C616952	City of Nampa	Canyon	state	Property Dmg Report	2	11/3/2022	14:20	Karcher Rd		Going Straight	Rear-End,	Following Too Close	Cloudy	Day	Traffic Signal	71208
23C623839	Canyon HD #4	Canyon	state	B Injury Accident	3	1/10/2023	15:43	Karcher Rd	Midway Rd	Going Straight	Angle,	Inattention	Cloudy	Day	Traffic Signal	78146
23C636510	City of Nampa	Canyon	state	B Injury Accident	2	6/21/2023	10:06	Karcher Rd		Going Straight	Rear-End,	Asleep, Drowsy, Fatigued	Clear	Day	Traffic Signal	89011
23C636745	Canyon HD #4	Canyon	state	Property Dmg Report	3	6/15/2023	20:56	Karcher Rd	Midway Rd	Going Straight	Head-On,	Asleep, Drowsy, Fatigued	Clear	Day	Traffic Signal	89234
23C636785	Canyon HD #4	Canyon	state	B Injury Accident	2	6/15/2023	0:31	Karcher Rd	Midway Rd	Going Straight	Loss of Control,Ran Off Road,Other Post, Pole or Support,Angle,	Asleep, Drowsy, Fatigued	Clear	Dark, Street Lights On	Traffic Signal	89271
23C643657	Canyon HD #4	Canyon	state	Property Dmg Report	2	9/6/2023	8:39	Karcher Rd	Midway Rd	Turning Left	Angle Turning,	Failed to Yield	Clear	Day	Traffic Signal	95379
23C649943	Canyon HD #4	Canyon	state	B Injury Accident	2	11/26/2023	14:10	Karcher Rd	Midway Rd	Turning Left	Ran Off Road,Ditch,Head-On Turning,	Failed to Obey Signal	Clear	Day	Traffic Signal	101174
24C657257	Canyon HD #4	Canyon	local	C Injury Accident	2	1/1/2024	2:24	Midway Rd	Karcher Rd	Going Straight	Angle,	Alcohol Impaired	Clear	Dark, Street Lights On	Traffic Signal	108065
24C659243	City of Nampa	Canyon	state	B Injury Accident	2	3/1/2024	19:00	Karcher Rd	Midway Rd	Turning Left	Head-On Turning,	Inattention	Rain	Dark, Street Lights Off	Traffic Signal	109777
24C667637	Canyon HD #4	Canyon	state	Property Dmg Report	3	6/12/2024	6:45	Karcher Rd	Midway Rd	Going Straight	Rear-End,	Following Too Close	Clear	Day	Traffic Signal	117405
24C669127	Canyon HD #4	Canyon	state	Property Dmg Report	2	7/9/2024	12:00	Karcher Rd	Midway Rd	Turning Left	Angle Turning,	Failed to Yield	Clear	Day	Traffic Signal	118766
24C670280	Canyon HD #4	Canyon	state	Property Dmg Report	3	7/25/2024	23:18	Karcher Rd	Midway Rd	Turning Left	Head-On Turning,	Failed to Yield	Cloudy	Dark, Street Lights On	Traffic Signal	119795
24C672957	Canyon HD #4	Canyon	state	B Injury Accident	2	8/23/2024	6:18	Karcher Rd	Midway Rd	Turning Left		None	Clear	Dark, Street Lights On	Traffic Signal	122252
24C673970	City of Nampa	Canyon	state	Property Dmg Report	2	8/26/2024	21:06	Karcher Rd	Midway Rd	Turning Right	Rear-End Turning,	None	Clear	Dark, Street Lights On	Traffic Signal	123143
24C676439	City of Nampa	Canyon	state	Property Dmg Report	2	10/1/2024	20:00	Karcher Rd	Midway Rd	Turning Right	Angle Turning,	Failed to Maintain Lane	Clear	Dark, Street Lights On	Traffic Signal	125280
24C678938	Canyon HD #4	Canyon	state	C Injury Accident	2	10/30/2024	20:32	Karcher Rd	Midway Rd	Turning Left	Head-On Turning,	None	Clear	Dark, Street Lights On	Traffic Signal	127592
24C681029	Canyon HD #4	Canyon	state	B Injury Accident	2	11/9/2024	17:32	Karcher Rd	Midway Rd	Turning Left	Head-On Turning,	Failed to Yield	Clear	Dark, Street Lights On	Traffic Signal	129505
24C683806	Canyon HD #4	Canyon	local	B Injury Accident	2	12/22/2024	14:17	Midway Rd	Karcher Rd	Turning Right	Pedestrian,	Inattention	Cloudy	Day	Traffic Signal	132055
24C684581	Canyon HD #4	Canyon	state	C Injury Accident	2	12/26/2024	21:18	Karcher Rd	Midway Rd	Fleeing Pursuit	Angle,	Failed to Signal	Clear	Dark, Street Lights On	Traffic Signal	132784

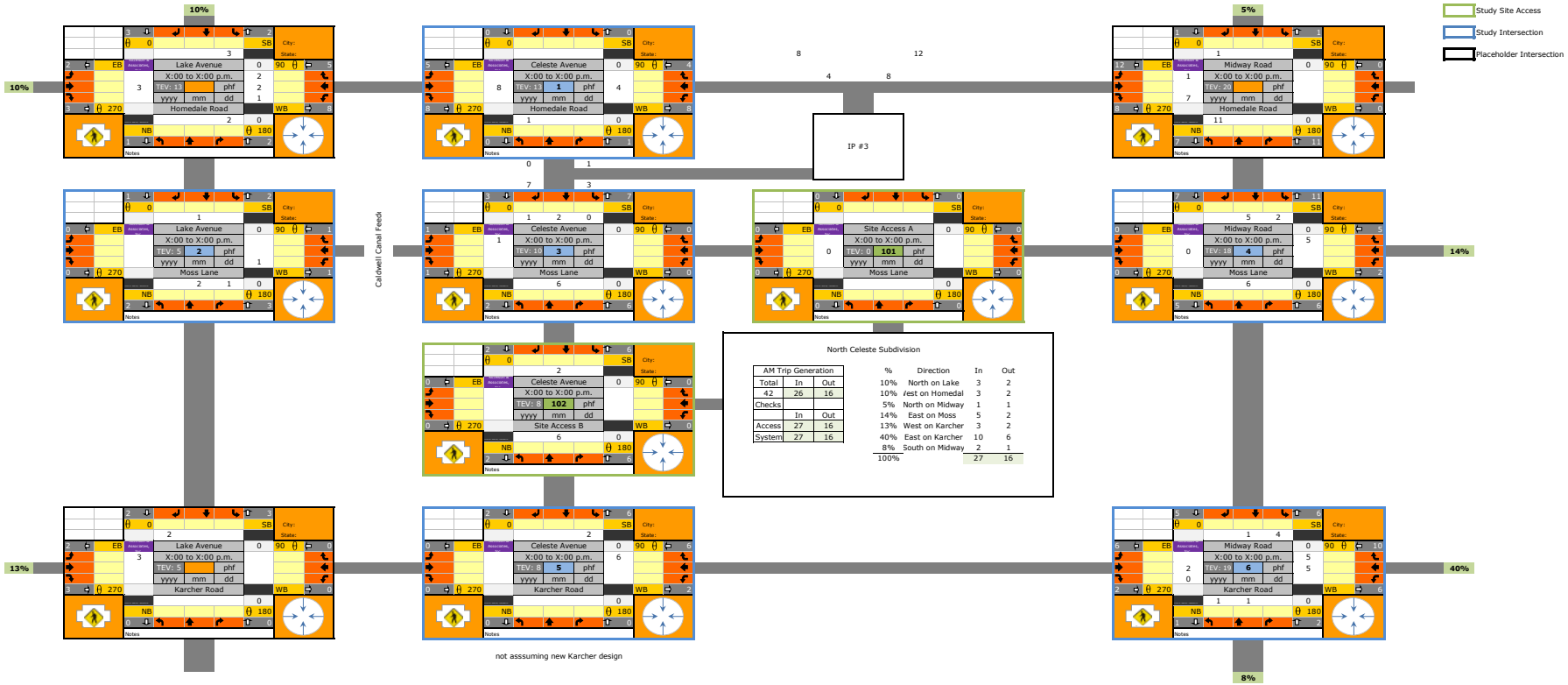
Intersection of Moss Lane & Midway Rd

Total Crashes **11**

serial_number	local_highway_juris	county	highway_system	severity	units	accident_date	accident_time	street1	street2	driver_action	events	contrib_circ_1	weather_condition1	light_condition	traffic_control_device	crash_mv_id
22C623261	Nampa HD	Canyon	local	Property Dmg Report	2	12/28/2022	0:28	Midway Rd	Moss Ln	Going Straight	Angle,	Failed to Obey Stop Sign	Clear	Dark, No Street Lights	Stop Sign on Cross Street Only	76869
23C648173	Nampa HD	Canyon	local	A Injury Accident	2	11/2/2023	13:07	Midway Rd	Moss St	Going Straight	Angle,	Failed to Yield	Rain	Day	Stop Sign on Cross Street Only	99548
23C648368	Nampa HD	Canyon	local	Property Dmg Report	2	11/4/2023	13:40	Midway Rd	Moss Ln	Turning Left		Failed to Yield	Cloudy	Day	Stop Sign on Cross Street Only	99727
23C649106	Nampa HD	Canyon	local	C Injury Accident	2	11/13/2023	13:41	Midway Rd	Moss Ln	Going Straight	Angle,	Failed to Obey Stop Sign	Clear	Day	Stop Sign on Cross Street Only	100394
23C649537	Nampa HD	Canyon	local	B Injury Accident	2	11/21/2023	18:56	Midway Rd	Moss Ln	Going Straight	Angle,	Failed to Yield	Clear	Dark, No Street Lights	Stop Sign on Cross Street Only	100800
24C656639	Nampa HD	Canyon	local	Property Dmg Report	2	2/1/2024	7:46	Midway Rd	Moss Ln	Going Straight	Loss of Control,Ran Off Road,	Failed to Yield	Clear	Dawn or Dusk	Stop Sign on Cross Street Only	107535
24C657813	Nampa HD	Canyon	local	Property Dmg Report	2	2/11/2024	21:05	Moss Ln	Midway Rd	Going Straight	Rear-End,	None	Cloudy	Dark, Street Lights On	Stop Sign on Cross Street Only	108552
24C661219	Nampa HD	Canyon	local	B Injury Accident	2	3/12/2024	21:33	Midway Rd	Moss Ln	Going Straight	Angle,	Failed to Obey Stop Sign	Cloudy	Dark, Street Lights On	Stop Sign on Cross Street Only	111567
24C673666	Nampa HD	Canyon	local	C Injury Accident	2	8/22/2024	8:07	MIDWAY Rd	MOSS Ln	Going Straight	Angle,Ran Off Road,Fence,	Failed to Obey Stop Sign	Clear	Day	Stop Sign on Cross Street Only	122879
24C677147	Nampa HD	Canyon	local	Property Dmg Report	2	9/18/2024	14:47	MIDWAY Rd	MOSS Ln	Going Straight	Rear-End,	None	Clear	Day	Stop Sign on Cross Street Only	125941
24C684509	Nampa HD	Canyon	local	C Injury Accident	3	12/26/2024	14:04	Midway Rd	Moss Ln	Going Straight	Angle,	Failed to Yield	Cloudy	Day	Stop Sign on Cross Street Only	132716

Appendix E
Year 2030 Background In Process Development Turning Volumes


10%
10%
5%
40%
13%
14%
8%
Caldwell Canal Feeder
Lake Avenue
Homedale Road
Moss Lane
Celeste Avenue
Site Access A
Site Access B
Midway Road
Karcher Road
IP #3
Study Site Access
Study Intersection
Placeholder Intersection
North Celeste Subdivision
AM Trip Generation
Total In Out
33 9 24
Checks
In Out
Access 10 23
System 10 23
% Direction In Out
10% North on Lake 1 2
10% West on Homedal 1 2
5% North on Midway 0 1
40% East on Moss 4 10
13% West on Karcher 1 3
14% East on Karcher 2 3
8% South on Midway 1 2
100% 10 23



North Celeste Subdivision

AM Trip Generation		
Total	In	Out
42	26	16
Checks		
	In	Out
Access	27	16
System	27	16

%	Direction	In	Out
10%	North on Lake	3	2
10%	West on Homedal	3	2
5%	North on Midway	1	1
14%	East on Moss	5	2
13%	West on Karcher	3	2
40%	East on Karcher	10	6
8%	South on Midway	2	1
100%		27	16

Appendix F

Year 2030 Background Traffic Operation Worksheets

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	268	19	9	104	75	28
Future Vol, veh/h	268	19	9	104	75	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	295	21	10	114	82	31

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	315	0	439	305
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1256	-	579	740
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1256	-	574	740
Mov Cap-2 Maneuver	-	-	-	-	574	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	890	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.63	11.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	574	740	-	-	143	-
HCM Lane V/C Ratio	0.144	0.042	-	-	0.008	-
HCM Ctrl Dly (s/v)	12.3	10.1	-	-	7.9	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	99	79	387	79	28	286
Future Vol, veh/h	99	79	387	79	28	286
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	75	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	104	83	407	83	29	301

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	809	449	0	0	491	0
Stage 1	449	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	353	614	-	-	1083	-
Stage 1	647	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	341	614	-	-	1083	-
Mov Cap-2 Maneuver	341	-	-	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.42	0	0.75
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	341	614	161	-
HCM Lane V/C Ratio	-	-	0.306	0.135	0.027	-
HCM Ctrl Dly (s/v)	-	-	20.1	11.8	8.4	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	1.3	0.5	0.1	-

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	37	106	15	7	44	9	22	20	31	27	14	42
Future Vol, veh/h	37	106	15	7	44	9	22	20	31	27	14	42
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	41	118	17	8	49	10	24	22	34	30	16	47
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	1	1
HCM Control Delay, s/veh	9.4	8.3	8.3	8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	23%	12%	100%	0%	0%
Vol Thru, %	0%	39%	67%	73%	0%	100%	0%
Vol Right, %	0%	61%	9%	15%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	51	158	60	27	14	42
LT Vol	22	0	37	7	27	0	0
Through Vol	0	20	106	44	0	14	0
RT Vol	0	31	15	9	0	0	42
Lane Flow Rate	24	57	176	67	30	16	47
Geometry Grp	6	6	5	5	5	5	5
Degree of Util (X)	0.04	0.078	0.245	0.093	0.048	0.023	0.059
Departure Headway (Hd)	5.902	4.968	5.032	5.04	5.724	5.221	4.515
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	607	720	715	711	626	686	793
Service Time	3.637	2.703	2.761	2.774	3.452	2.948	2.242
HCM Lane V/C Ratio	0.04	0.079	0.246	0.094	0.048	0.023	0.059
HCM Control Delay, s/veh	8.9	8.1	9.4	8.3	8.7	8.1	7.5
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	1	0.3	0.2	0.1	0.2

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	146	132	21	34	13	29	139	50	12	98	3
Future Vol, veh/h	9	146	132	21	34	13	29	139	50	12	98	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	155	140	22	36	14	31	148	53	13	104	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	359	394	106	444	369	174	107	0	0	201	0	0
Stage 1	131	131	-	236	236	-	-	-	-	-	-	-
Stage 2	228	263	-	207	133	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	600	546	954	528	563	874	1496	-	-	1383	-	-
Stage 1	877	791	-	772	713	-	-	-	-	-	-	-
Stage 2	780	695	-	799	790	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	534	528	954	310	545	874	1496	-	-	1383	-	-
Mov Cap-2 Maneuver	534	528	-	310	545	-	-	-	-	-	-	-
Stage 1	868	784	-	753	697	-	-	-	-	-	-	-
Stage 2	710	678	-	541	782	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.94	14.07	0.99	0.81
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	227	-	-	664	469	190	-	-
HCM Lane V/C Ratio	0.021	-	-	0.46	0.154	0.009	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	14.9	14.1	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.4	0.5	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	582	533	12	4	12
Future Vol, veh/h	1	582	533	12	4	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	606	555	13	4	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	568	0	-	0	1170	561
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1014	-	-	-	215	531
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1014	-	-	-	215	531
Mov Cap-2 Maneuver	-	-	-	-	215	-
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	547	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.01	0	14.69
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1014	-	-	-	388
HCM Lane V/C Ratio	0.001	-	-	-	0.043
HCM Ctrl Dly (s/v)	8.6	-	-	-	14.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	667	51	143	595	41	87	144	31	120	165	91
Future Volume (veh/h)	96	667	51	143	595	41	87	144	31	120	165	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	107	741	46	159	661	38	97	160	26	133	183	74
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	332	886	55	325	962	55	295	259	42	360	230	93
Arrive On Green	0.07	0.26	0.26	0.09	0.28	0.28	0.07	0.16	0.16	0.08	0.18	0.18
Sat Flow, veh/h	1810	3452	214	1810	3470	199	1810	1594	259	1810	1286	520
Grp Volume(v), veh/h	107	387	400	159	344	355	97	0	186	133	0	257
Grp Sat Flow(s),veh/h/ln	1810	1805	1861	1810	1805	1864	1810	0	1853	1810	0	1806
Q Serve(g_s), s	2.5	11.9	11.9	3.7	9.9	10.0	2.5	0.0	5.5	3.5	0.0	8.0
Cycle Q Clear(g_c), s	2.5	11.9	11.9	3.7	9.9	10.0	2.5	0.0	5.5	3.5	0.0	8.0
Prop In Lane	1.00		0.12	1.00		0.11	1.00		0.14	1.00		0.29
Lane Grp Cap(c), veh/h	332	463	478	325	500	517	295	0	301	360	0	324
V/C Ratio(X)	0.32	0.84	0.84	0.49	0.69	0.69	0.33	0.00	0.62	0.37	0.00	0.79
Avail Cap(c_a), veh/h	514	1821	1878	501	1852	1913	420	0	1658	640	0	1801
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	20.6	20.6	15.2	18.9	18.9	18.8	0.0	22.8	18.2	0.0	23.0
Incr Delay (d2), s/veh	0.2	1.5	1.5	0.4	0.6	0.6	0.2	0.0	0.8	0.2	0.0	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(50%),veh/ln	0.8	4.2	4.3	1.2	3.4	3.5	1.0	0.0	2.3	1.3	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.0	22.1	22.1	15.6	19.5	19.5	19.0	0.0	23.6	18.4	0.0	24.7
LnGrp LOS	B	C	C	B	B	B	B		C	B		C
Approach Vol, veh/h		894			858			283			390	
Approach Delay, s/veh		21.3			18.8			22.0			22.5	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	22.0	9.0	17.2	9.1	23.2	9.9	16.2
Change Period (Y+Rc), s	5.0	7.0	5.0	6.7	5.0	7.0	5.0	6.7
Max Green Setting (Gmax), s	11.0	59.0	8.0	58.3	10.0	60.0	14.0	52.3
Max Q Clear Time (g_c+I1), s	5.7	13.9	4.5	10.0	4.5	12.0	5.5	7.5
Green Ext Time (p_c), s	0.1	1.1	0.0	0.5	0.0	1.0	0.1	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	20.7
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	164	0	0	60	0	0
Future Vol, veh/h	164	0	0	60	0	0
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	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	656	0	0	240	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	656	0	896	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	941	-	313	469
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	941	-	313	469
Mov Cap-2 Maneuver	-	-	-	-	313	-
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	805	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	941	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	6	0	0	0	2	52	0	0	26	0
Future Vol, veh/h	0	0	6	0	0	0	2	52	0	0	26	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	-	-	None	-	-	None	-	-	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	7	0	0	0	2	58	0	0	29	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	91	91	29	91	91	58	29	0	0	58	0	0
Stage 1	29	29	-	62	62	-	-	-	-	-	-	-
Stage 2	62	62	-	29	29	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	898	803	1052	898	803	1014	1597	-	-	1559	-	-
Stage 1	993	875	-	954	847	-	-	-	-	-	-	-
Stage 2	954	847	-	993	875	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	897	802	1052	891	802	1014	1597	-	-	1559	-	-
Mov Cap-2 Maneuver	897	802	-	891	802	-	-	-	-	-	-	-
Stage 1	993	875	-	953	846	-	-	-	-	-	-	-
Stage 2	953	846	-	987	875	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.44	0	0.27	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	67	-	-	1052	-	1559	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	-	-	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.4	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	201	53	51	313	57	20
Future Vol, veh/h	201	53	51	313	57	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	221	58	56	344	63	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	279	0	706	250
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	456	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1295	-	405	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	643	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1295	-	384	794
Mov Cap-2 Maneuver	-	-	-	-	384	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	608	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.11	14.51
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	384	794	-	-	252	-
HCM Lane V/C Ratio	0.163	0.028	-	-	0.043	-
HCM Ctrl Dly (s/v)	16.2	9.7	-	-	7.9	0
HCM Lane LOS	C	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	56	263	31	50	371
Future Vol, veh/h	22	56	263	31	50	371
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	75	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	61	286	34	54	403

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	815	303	0	0	320	0
Stage 1	303	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	350	742	-	-	1252	-
Stage 1	754	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	330	742	-	-	1252	-
Mov Cap-2 Maneuver	330	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	572	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.11	0	0.95
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	330	742	214	-
HCM Lane V/C Ratio	-	-	0.072	0.082	0.043	-
HCM Ctrl Dly (s/v)	-	-	16.7	10.3	8	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.3	0.1	-

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	46	15	10	103	23	20	28	16	20	14	11
Future Vol, veh/h	14	46	15	10	103	23	20	28	16	20	14	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	50	16	11	112	25	22	30	17	22	15	12
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	1	1
HCM Control Delay, s/veh	8.2	8.7	8.3	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	19%	7%	100%	0%	0%
Vol Thru, %	0%	64%	61%	76%	0%	100%	0%
Vol Right, %	0%	36%	20%	17%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	44	75	136	20	14	11
LT Vol	20	0	14	10	20	0	0
Through Vol	0	28	46	103	0	14	0
RT Vol	0	16	15	23	0	0	11
Lane Flow Rate	22	48	82	148	22	15	12
Geometry Grp	6	6	5	5	5	5	5
Degree of Util (X)	0.035	0.066	0.11	0.197	0.034	0.022	0.015
Departure Headway (Hd)	5.757	4.997	4.877	4.786	5.653	5.15	4.445
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	623	718	736	752	635	696	806
Service Time	3.481	2.72	2.596	2.503	3.375	2.871	2.166
HCM Lane V/C Ratio	0.035	0.067	0.111	0.197	0.035	0.022	0.015
HCM Control Delay, s/veh	8.7	8.1	8.2	8.7	8.6	8	7.2
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.4	0.7	0.1	0.1	0

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	63	72	43	130	22	111	151	32	18	172	13
Future Vol, veh/h	9	63	72	43	130	22	111	151	32	18	172	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	68	77	46	140	24	119	162	34	19	185	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	620	666	99	583	656	98	199	0	0	197	0	0
Stage 1	231	231	-	418	418	-	-	-	-	-	-	-
Stage 2	390	435	-	165	238	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	376	383	943	400	388	945	1386	-	-	1388	-	-
Stage 1	757	717	-	588	594	-	-	-	-	-	-	-
Stage 2	611	584	-	826	712	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	227	345	943	282	349	945	1386	-	-	1388	-	-
Mov Cap-2 Maneuver	318	420	-	378	416	-	-	-	-	-	-	-
Stage 1	747	707	-	538	543	-	-	-	-	-	-	-
Stage 2	404	533	-	676	702	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.75	20.84	2.96	0.68
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1386	-	-	565	433	1388	-	-
HCM Lane V/C Ratio	0.086	-	-	0.274	0.484	0.014	-	-
HCM Ctrl Dly (s/v)	7.8	-	-	13.7	20.8	7.6	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.1	2.6	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	666	753	39	5	3
Future Vol, veh/h	2	666	753	39	5	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	687	776	40	5	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	816	0	-	0	1487	796
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	691	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	820	-	-	-	138	390
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	501	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	820	-	-	-	138	390
Mov Cap-2 Maneuver	-	-	-	-	138	-
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	501	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	25.71
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	820	-	-	-	182
HCM Lane V/C Ratio	0.003	-	-	-	0.045
HCM Ctrl Dly (s/v)	9.4	-	-	-	25.7
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	578	35	44	630	56	83	185	28	104	183	77
Future Volume (veh/h)	60	578	35	44	630	56	83	185	28	104	183	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	615	33	47	670	58	88	197	23	111	195	73
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	280	889	48	295	823	71	310	302	35	354	248	93
Arrive On Green	0.06	0.26	0.26	0.05	0.24	0.24	0.07	0.18	0.18	0.08	0.19	0.19
Sat Flow, veh/h	1810	3485	187	1810	3362	291	1810	1670	195	1810	1318	493
Grp Volume(v), veh/h	64	318	330	47	359	369	88	0	220	111	0	268
Grp Sat Flow(s),veh/h/ln	1810	1805	1866	1810	1805	1848	1810	0	1865	1810	0	1811
Q Serve(g_s), s	1.4	8.6	8.6	1.0	10.1	10.1	2.1	0.0	5.9	2.6	0.0	7.6
Cycle Q Clear(g_c), s	1.4	8.6	8.6	1.0	10.1	10.1	2.1	0.0	5.9	2.6	0.0	7.6
Prop In Lane	1.00		0.10	1.00		0.16	1.00		0.10	1.00		0.27
Lane Grp Cap(c), veh/h	280	461	476	295	442	452	310	0	337	354	0	340
V/C Ratio(X)	0.23	0.69	0.69	0.16	0.81	0.81	0.28	0.00	0.65	0.31	0.00	0.79
Avail Cap(c_a), veh/h	1020	1784	1844	1054	1784	1826	1031	0	1158	1062	0	1125
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.6	18.1	18.1	14.4	19.1	19.1	16.4	0.0	20.4	16.2	0.0	20.8
Incr Delay (d2), s/veh	0.2	0.7	0.7	0.1	1.4	1.4	0.2	0.0	0.8	0.2	0.0	1.5
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(50%),veh/ln	0.4	2.8	2.9	0.3	3.4	3.5	0.8	0.0	2.4	1.0	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.7	18.8	18.7	14.5	20.5	20.5	16.6	0.0	21.2	16.4	0.0	22.3
LnGrp LOS	B	B	B	B	C	C	B		C	B		C
Approach Vol, veh/h		712			775			308			379	
Approach Delay, s/veh		18.4			20.1			19.9			20.6	
Approach LOS		B			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	20.7	8.7	16.8	8.1	20.1	9.0	16.4
Change Period (Y+Rc), s	5.0	7.0	5.0	6.7	5.0	7.0	5.0	6.7
Max Green Setting (Gmax), s	25.0	53.0	25.0	33.3	25.0	53.0	25.0	33.3
Max Q Clear Time (g_c+I1), s	3.0	10.6	4.1	9.6	3.4	12.1	4.6	7.9
Green Ext Time (p_c), s	0.0	0.9	0.1	0.5	0.1	1.0	0.1	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	19.6
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	82	0	0	137	0	0
Future Vol, veh/h	82	0	0	137	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	91	0	0	152	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	91	0	243	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1517	-	749	972
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1517	-	749	972
Mov Cap-2 Maneuver	-	-	-	-	749	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1517	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	11	0	0	0	13	59	0	0	36	0
Future Vol, veh/h	0	0	11	0	0	0	13	59	0	0	36	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	-	-	None	-	-	None	-	-	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	12	0	0	0	14	66	0	0	40	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	134	134	40	134	134	66	40	0	0	66	0	0
Stage 1	40	40	-	94	94	-	-	-	-	-	-	-
Stage 2	94	94	-	40	40	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	842	760	1037	842	760	1004	1583	-	-	1549	-	-
Stage 1	980	866	-	917	821	-	-	-	-	-	-	-
Stage 2	917	821	-	980	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	834	753	1037	824	753	1004	1583	-	-	1549	-	-
Mov Cap-2 Maneuver	834	753	-	824	753	-	-	-	-	-	-	-
Stage 1	980	866	-	909	813	-	-	-	-	-	-	-
Stage 2	909	813	-	968	866	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.51	0	1.32	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	325	-	-	1037	-	1549	-	-
HCM Lane V/C Ratio	0.009	-	-	0.012	-	-	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.5	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Appendix G
Year 2030 Traffic Operation Worksheets

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	268	21	9	104	81	30
Future Vol, veh/h	268	21	9	104	81	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	295	23	10	114	89	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	318	0	440	306
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1254	-	578	739
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1254	-	573	739
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	890	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.63	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	573	739	-	-	143	-
HCM Lane V/C Ratio	0.155	0.045	-	-	0.008	-
HCM Ctrl Dly (s/v)	12.4	10.1	-	-	7.9	0
HCM Lane LOS	B	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	100	85	387	80	30	286
Future Vol, veh/h	100	85	387	80	30	286
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	75	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	105	89	407	84	32	301

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	814	449	0	0	492	0
Stage 1	449	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	350	614	-	-	1082	-
Stage 1	647	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	338	614	-	-	1082	-
Mov Cap-2 Maneuver	338	-	-	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	683	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.47	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	338	614	171	-
HCM Lane V/C Ratio	-	-	0.311	0.146	0.029	-
HCM Ctrl Dly (s/v)	-	-	20.4	11.9	8.4	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	1.3	0.5	0.1	-

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	108	16	7	48	17	25	20	31	27	16	42
Future Vol, veh/h	37	108	16	7	48	17	25	20	31	27	16	42
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	41	120	18	8	53	19	28	22	34	30	18	47
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	1	1
HCM Control Delay, s/veh	9.5	8.4	8.5	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	23%	10%	100%	0%	0%
Vol Thru, %	0%	39%	67%	67%	0%	100%	0%
Vol Right, %	0%	61%	10%	24%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	51	161	72	27	16	42
LT Vol	25	0	37	7	27	0	0
Through Vol	0	20	108	48	0	16	0
RT Vol	0	31	16	17	0	0	42
Lane Flow Rate	28	57	179	80	30	18	47
Geometry Grp	6	6	5	5	5	5	5
Degree of Util (X)	0.046	0.079	0.251	0.111	0.048	0.026	0.059
Departure Headway (Hd)	5.954	5.02	5.058	4.994	5.77	5.266	4.56
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	601	713	710	718	621	679	784
Service Time	3.693	2.758	2.787	2.727	3.504	3	2.294
HCM Lane V/C Ratio	0.047	0.08	0.252	0.111	0.048	0.027	0.06
HCM Control Delay, s/veh	9	8.2	9.5	8.4	8.8	8.1	7.6
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	1	0.4	0.2	0.1	0.2

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	154	146	21	36	13	34	139	50	12	98	4
Future Vol, veh/h	10	154	146	21	36	13	34	139	50	12	98	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	164	155	22	38	14	36	148	53	13	104	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	371	405	106	459	381	174	109	0	0	201	0	0
Stage 1	132	132	-	247	247	-	-	-	-	-	-	-
Stage 2	239	273	-	212	134	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	589	538	953	516	555	874	1495	-	-	1383	-	-
Stage 1	876	791	-	762	706	-	-	-	-	-	-	-
Stage 2	769	687	-	795	789	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	520	518	953	288	534	874	1495	-	-	1383	-	-
Mov Cap-2 Maneuver	520	518	-	288	534	-	-	-	-	-	-	-
Stage 1	868	783	-	741	686	-	-	-	-	-	-	-
Stage 2	695	668	-	521	782	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.78	14.55	1.14	0.8
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	261	-	-	660	451	188	-	-
HCM Lane V/C Ratio	0.024	-	-	0.5	0.165	0.009	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	15.8	14.6	7.6	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.8	0.6	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	582	533	17	16	18
Future Vol, veh/h	3	582	533	17	16	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	606	555	18	17	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	573	0	-	0	1177	564
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	613	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1010	-	-	-	213	529
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	545	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1010	-	-	-	213	529
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	545	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.04	0	18.06
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1010	-	-	-	311
HCM Lane V/C Ratio	0.003	-	-	-	0.114
HCM Ctrl Dly (s/v)	8.6	-	-	-	18.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	678	52	143	599	45	88	145	31	131	168	91
Future Volume (veh/h)	96	678	52	143	599	45	88	145	31	131	168	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	107	753	47	159	666	42	98	161	26	146	187	74
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	330	897	56	323	967	61	293	249	40	364	234	93
Arrive On Green	0.07	0.26	0.26	0.09	0.28	0.28	0.07	0.16	0.16	0.09	0.18	0.18
Sat Flow, veh/h	1810	3451	215	1810	3449	217	1810	1596	258	1810	1295	513
Grp Volume(v), veh/h	107	394	406	159	348	360	98	0	187	146	0	261
Grp Sat Flow(s),veh/h/ln	1810	1805	1861	1810	1805	1861	1810	0	1854	1810	0	1808
Q Serve(g_s), s	2.5	12.2	12.2	3.7	10.2	10.2	2.6	0.0	5.6	3.9	0.0	8.2
Cycle Q Clear(g_c), s	2.5	12.2	12.2	3.7	10.2	10.2	2.6	0.0	5.6	3.9	0.0	8.2
Prop In Lane	1.00		0.12	1.00		0.12	1.00		0.14	1.00		0.28
Lane Grp Cap(c), veh/h	330	469	484	323	506	522	293	0	290	364	0	327
V/C Ratio(X)	0.32	0.84	0.84	0.49	0.69	0.69	0.33	0.00	0.65	0.40	0.00	0.80
Avail Cap(c_a), veh/h	509	1801	1858	495	1832	1889	415	0	1640	625	0	1783
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	20.7	20.7	15.3	19.0	19.0	19.2	0.0	23.4	18.5	0.0	23.2
Incr Delay (d2), s/veh	0.2	1.6	1.5	0.4	0.6	0.6	0.2	0.0	0.9	0.3	0.0	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(50%),veh/ln	0.8	4.3	4.4	1.2	3.5	3.6	1.0	0.0	2.4	1.5	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	22.3	22.2	15.7	19.6	19.6	19.5	0.0	24.3	18.7	0.0	24.9
LnGrp LOS	B	C	C	B	B	B	B		C	B		C
Approach Vol, veh/h		907			867			285			407	
Approach Delay, s/veh		21.4			18.9			22.7			22.7	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	22.4	9.0	17.4	9.1	23.6	10.5	15.9
Change Period (Y+Rc), s	5.0	7.0	5.0	6.7	5.0	7.0	5.0	6.7
Max Green Setting (Gmax), s	11.0	59.0	8.0	58.3	10.0	60.0	14.0	52.3
Max Q Clear Time (g_c+I1), s	5.7	14.2	4.6	10.2	4.5	12.2	5.9	7.6
Green Ext Time (p_c), s	0.1	1.1	0.0	0.5	0.0	1.0	0.1	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	20.9
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	164	2	8	60	12	23
Future Vol, veh/h	164	2	8	60	12	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	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	182	2	9	67	13	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	184	0	268	183
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	84	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1402	-	726	864
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1402	-	721	864
Mov Cap-2 Maneuver	-	-	-	-	721	-
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	938	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.89	9.67
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	809	-	-	212	-
HCM Lane V/C Ratio	0.048	-	-	0.006	-
HCM Ctrl Dly (s/v)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	6	18	0	3	2	52	7	3	26	0
Future Vol, veh/h	0	0	6	18	0	3	2	52	7	3	26	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	-	-	None	-	-	None	-	-	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	7	20	0	3	2	58	8	3	29	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	98	106	29	102	102	62	29	0	0	66	0	0
Stage 1	36	36	-	66	66	-	-	-	-	-	-	-
Stage 2	62	70	-	36	36	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	889	788	1052	884	792	1009	1597	-	-	1549	-	-
Stage 1	985	869	-	949	844	-	-	-	-	-	-	-
Stage 2	954	841	-	985	869	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	883	785	1052	875	789	1009	1597	-	-	1549	-	-
Mov Cap-2 Maneuver	883	785	-	875	789	-	-	-	-	-	-	-
Stage 1	983	867	-	948	843	-	-	-	-	-	-	-
Stage 2	949	839	-	977	867	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.44	9.14	0.24	0.76
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	58	-	-	1052	892	186	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.026	0.002	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.4	9.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	201	59	52	313	61	21
Future Vol, veh/h	201	59	52	313	61	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	221	65	57	344	67	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	286	0	712	253
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	458	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1288	-	402	790
Stage 1	-	-	-	-	794	-
Stage 2	-	-	-	-	641	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1288	-	380	790
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	794	-
Stage 2	-	-	-	-	606	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.13	14.75
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	380	790	-	-	256	-
HCM Lane V/C Ratio	0.176	0.029	-	-	0.044	-
HCM Ctrl Dly (s/v)	16.5	9.7	-	-	7.9	0
HCM Lane LOS	C	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	60	263	33	56	371
Future Vol, veh/h	22	60	263	33	56	371
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	75	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	65	286	36	61	403

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	829	304	0	0	322	0
Stage 1	304	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	343	741	-	-	1250	-
Stage 1	753	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	322	741	-	-	1250	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.14	0	1.05
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	322	741	236	-
HCM Lane V/C Ratio	-	-	0.074	0.088	0.049	-
HCM Ctrl Dly (s/v)	-	-	17.1	10.3	8	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.3	0.2	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	50	19	10	105	28	22	28	16	20	21	11
Future Vol, veh/h	14	50	19	10	105	28	22	28	16	20	21	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	54	21	11	114	30	24	30	17	22	23	12
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	1	1
HCM Control Delay, s/veh	8.3	8.8	8.3	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	17%	7%	100%	0%	0%
Vol Thru, %	0%	64%	60%	73%	0%	100%	0%
Vol Right, %	0%	36%	23%	20%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	44	83	143	20	21	11
LT Vol	22	0	14	10	20	0	0
Through Vol	0	28	50	105	0	21	0
RT Vol	0	16	19	28	0	0	11
Lane Flow Rate	24	48	90	155	22	23	12
Geometry Grp	6	6	5	5	5	5	5
Degree of Util (X)	0.039	0.067	0.122	0.207	0.034	0.033	0.015
Departure Headway (Hd)	5.819	5.058	4.885	4.802	5.698	5.195	4.49
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	616	709	735	749	630	690	798
Service Time	3.545	2.784	2.604	2.52	3.422	2.918	2.213
HCM Lane V/C Ratio	0.039	0.068	0.122	0.207	0.035	0.033	0.015
HCM Control Delay, s/veh	8.8	8.1	8.3	8.8	8.6	8.1	7.3
HCM Lane LOS	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.4	0.8	0.1	0.1	0

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	66	83	43	137	22	127	151	32	18	172	15
Future Vol, veh/h	10	66	83	43	137	22	127	151	32	18	172	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	71	89	46	147	24	137	162	34	19	185	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	660	702	101	619	692	98	201	0	0	197	0	0
Stage 1	232	232	-	453	453	-	-	-	-	-	-	-
Stage 2	428	470	-	167	240	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	353	365	942	377	370	945	1383	-	-	1388	-	-
Stage 1	756	716	-	561	574	-	-	-	-	-	-	-
Stage 2	581	564	-	825	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	200	324	942	254	328	945	1383	-	-	1388	-	-
Mov Cap-2 Maneuver	287	401	-	351	395	-	-	-	-	-	-	-
Stage 1	745	706	-	506	517	-	-	-	-	-	-	-
Stage 2	365	508	-	662	701	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.4	23.21	3.23	0.67
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1383	-	-	553	410	1388	-	-
HCM Lane V/C Ratio	0.099	-	-	0.309	0.529	0.014	-	-
HCM Ctrl Dly (s/v)	7.9	-	-	14.4	23.2	7.6	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.3	3	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	666	753	55	14	8
Future Vol, veh/h	8	666	753	55	14	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	687	776	57	14	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	833	0	-	0	1508	805
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	703	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	809	-	-	-	134	386
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	495	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	809	-	-	-	133	386
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	495	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	28.68
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	809	-	-	-	175
HCM Lane V/C Ratio	0.01	-	-	-	0.13
HCM Ctrl Dly (s/v)	9.5	-	-	-	28.7
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	586	36	44	644	69	85	188	28	113	185	77
Future Volume (veh/h)	60	586	36	44	644	69	85	188	28	113	185	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	64	623	34	47	685	71	90	200	23	120	197	73
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	276	914	50	297	834	86	307	300	35	351	249	92
Arrive On Green	0.06	0.26	0.26	0.05	0.25	0.25	0.07	0.18	0.18	0.08	0.19	0.19
Sat Flow, veh/h	1810	3481	190	1810	3302	342	1810	1673	192	1810	1322	490
Grp Volume(v), veh/h	64	323	334	47	374	382	90	0	223	120	0	270
Grp Sat Flow(s),veh/h/ln	1810	1805	1866	1810	1805	1838	1810	0	1865	1810	0	1812
Q Serve(g_s), s	1.4	8.8	8.8	1.0	10.7	10.7	2.1	0.0	6.1	2.9	0.0	7.8
Cycle Q Clear(g_c), s	1.4	8.8	8.8	1.0	10.7	10.7	2.1	0.0	6.1	2.9	0.0	7.8
Prop In Lane	1.00		0.10	1.00		0.19	1.00		0.10	1.00		0.27
Lane Grp Cap(c), veh/h	276	474	490	297	456	464	307	0	335	351	0	341
V/C Ratio(X)	0.23	0.68	0.68	0.16	0.82	0.82	0.29	0.00	0.67	0.34	0.00	0.79
Avail Cap(c_a), veh/h	1001	1753	1812	1041	1753	1785	1013	0	1138	1041	0	1105
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.6	18.1	18.1	14.4	19.2	19.2	16.8	0.0	20.9	16.5	0.0	21.1
Incr Delay (d2), s/veh	0.2	0.6	0.6	0.1	1.4	1.4	0.2	0.0	0.9	0.2	0.0	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(50%),veh/ln	0.4	2.9	3.0	0.3	3.6	3.7	0.8	0.0	2.5	1.1	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.8	18.7	18.7	14.5	20.7	20.7	17.0	0.0	21.7	16.8	0.0	22.7
LnGrp LOS	B	B	B	B	C	C	B		C	B		C
Approach Vol, veh/h		721			803			313			390	
Approach Delay, s/veh		18.4			20.3			20.4			20.9	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	21.3	8.7	17.0	8.1	20.8	9.2	16.5
Change Period (Y+Rc), s	5.0	7.0	5.0	6.7	5.0	7.0	5.0	6.7
Max Green Setting (Gmax), s	25.0	53.0	25.0	33.3	25.0	53.0	25.0	33.3
Max Q Clear Time (g_c+I1), s	3.0	10.8	4.1	9.8	3.4	12.7	4.9	8.1
Green Ext Time (p_c), s	0.0	0.9	0.1	0.5	0.1	1.1	0.1	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	19.8
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	82	4	25	137	7	15
Future Vol, veh/h	82	4	25	137	7	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	91	4	28	152	8	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	96	0	301	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	208	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1511	-	695	969
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	832	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1511	-	681	969
Mov Cap-2 Maneuver	-	-	-	-	681	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.15	9.34
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	854	-	-	278	-
HCM Lane V/C Ratio	0.029	-	-	0.018	-
HCM Ctrl Dly (s/v)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	11	14	0	2	13	59	22	11	36	0
Future Vol, veh/h	0	0	11	14	0	2	13	59	22	11	36	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	-	-	None	-	-	None	-	-	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	12	16	0	2	14	66	24	12	40	0

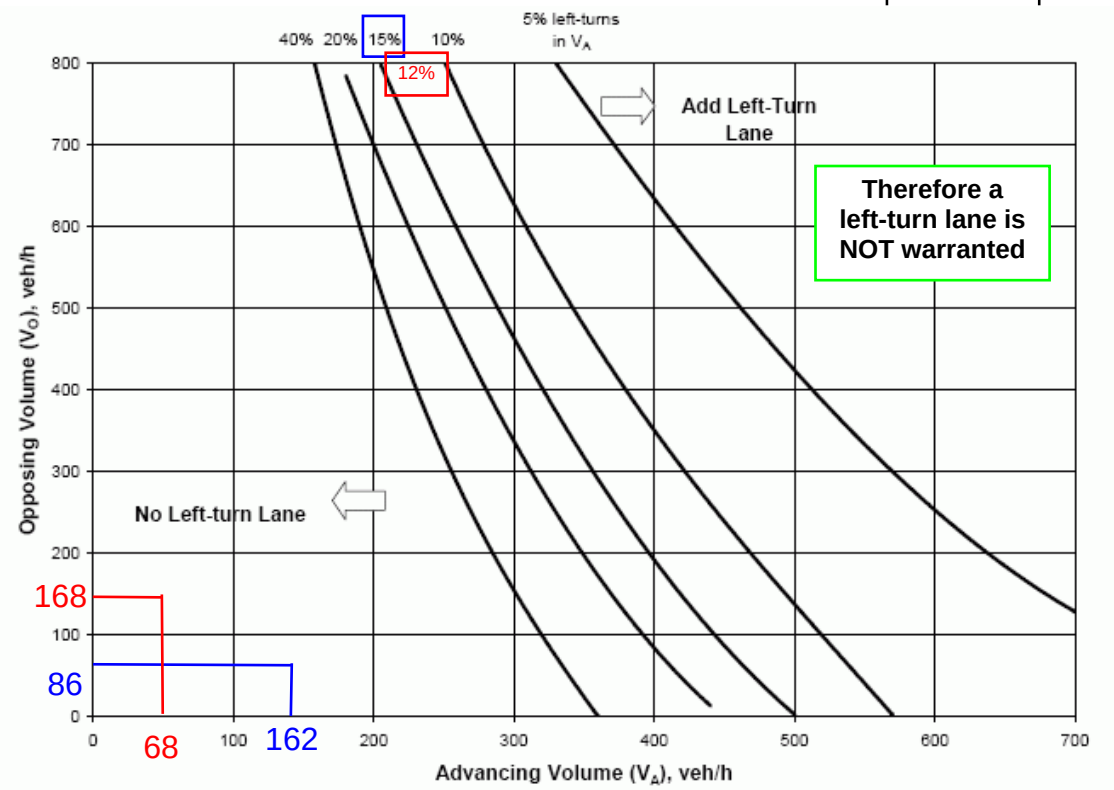
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	159	183	40	171	171	78	40	0	0	90	0	0
Stage 1	64	64	-	107	107	-	-	-	-	-	-	-
Stage 2	94	119	-	64	64	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	811	714	1037	797	726	989	1583	-	-	1518	-	-
Stage 1	951	845	-	904	811	-	-	-	-	-	-	-
Stage 2	917	801	-	951	845	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	795	702	1037	773	713	989	1583	-	-	1518	-	-
Mov Cap-2 Maneuver	795	702	-	773	713	-	-	-	-	-	-	-
Stage 1	944	838	-	895	803	-	-	-	-	-	-	-
Stage 2	906	793	-	932	838	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.51	9.63	1.01	1.73
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	236	-	-	1037	795	421	-	-
HCM Lane V/C Ratio	0.009	-	-	0.012	0.022	0.008	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	8.5	9.6	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Appendix H
Site Access Evaluation Worksheets

Figure 1 – Left-Turn Lane Guidelines for Two-Lane Roads less than or equal to 40 mph



The following data are required:

1. Opposing Volume (veh/hr) - VO - The opposing volume is to include only the right-turn and through movements in the opposite direction of the left turning vehicle.

2. Advancing Volume (veh/hr) - VA - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the left turning vehicle.

3. Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.

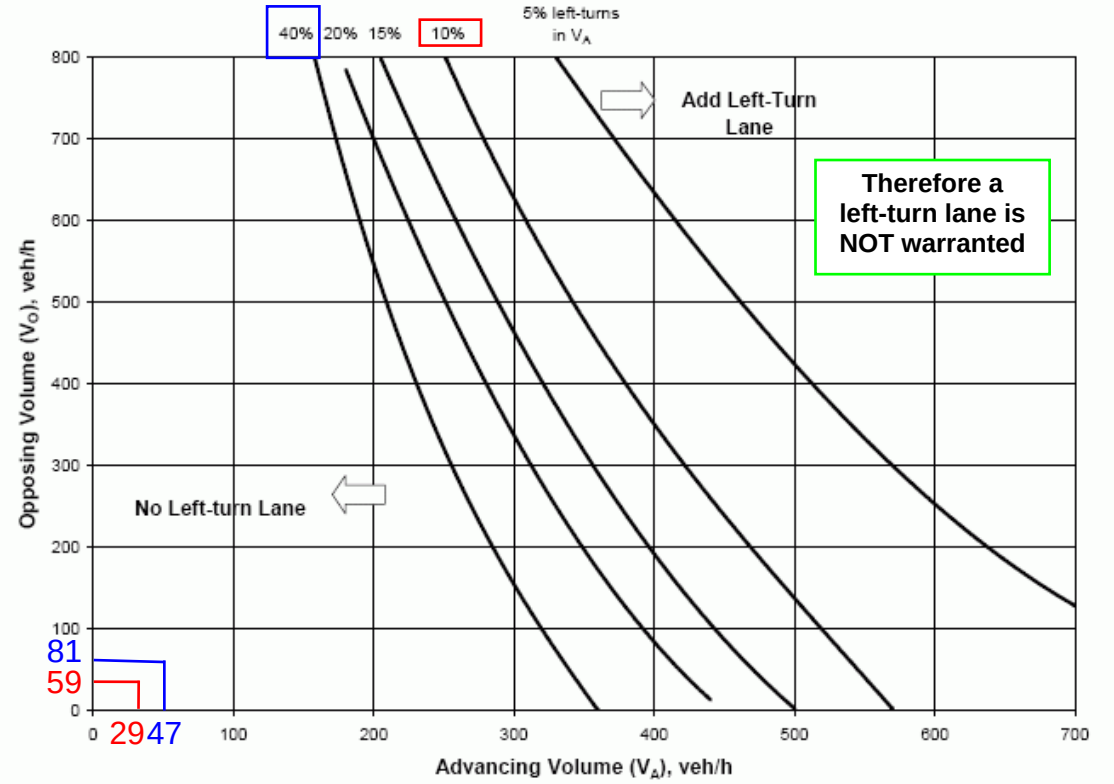
4. Percentage of left turns in VA

Left- turn lane is not needed for left turn volume less than 10 vph. However, criteria other than volume, such as crash experience, may be used to justify a left-turn lane.

The appropriate trend line is identified on the basis of the percentage of left-turns in the advancing volume, rounded up to the nearest percentage trend line. If the advancing and opposing volume combination intersects above or to the right of this trend line, a left-turn lane is appropriate.

Source: NCHRP Report 279 and 457

Figure 1 – Left-Turn Lane Guidelines for Two-Lane Roads less than or equal to 40 mph



The following data are required:

1. Opposing Volume (veh/hr) - VO - The opposing volume is to include only the right-turn and through movements in the opposite direction of the left turning vehicle.

2. Advancing Volume (veh/hr) - VA - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the left turning vehicle.

3. Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.

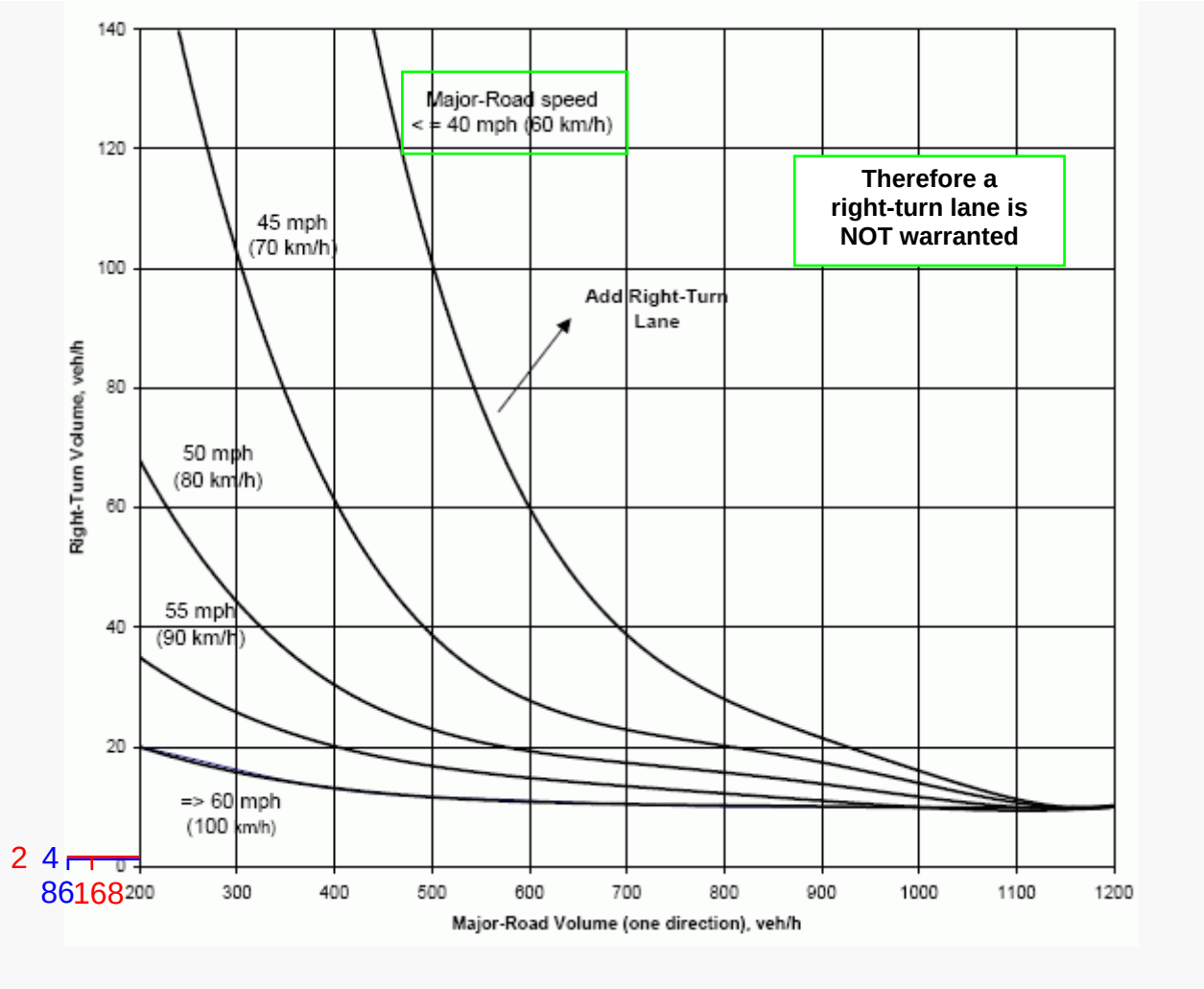
4. Percentage of left turns in VA

Left- turn lane is not needed for left turn volume less than 10 vph. However, criteria other than volume, such as crash experience, may be used to justify a left-turn lane.

The appropriate trend line is identified on the basis of the percentage of left-turns in the advancing volume, rounded up to the nearest percentage trend line. If the advancing and opposing volume combination intersects above or to the right of this trend line, a left-turn lane is appropriate.

Source: NCHRP Report 279 and 457

Figure 6 – Right-Turn Lane Guidelines for Two-Lane Roadways



The following data are required:

1. Advancing Volume (veh/hr) - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the right-turning vehicle.

2. Right-Turning Volume (veh/hr) - The right-turning volume is the number of advancing vehicles turning right.

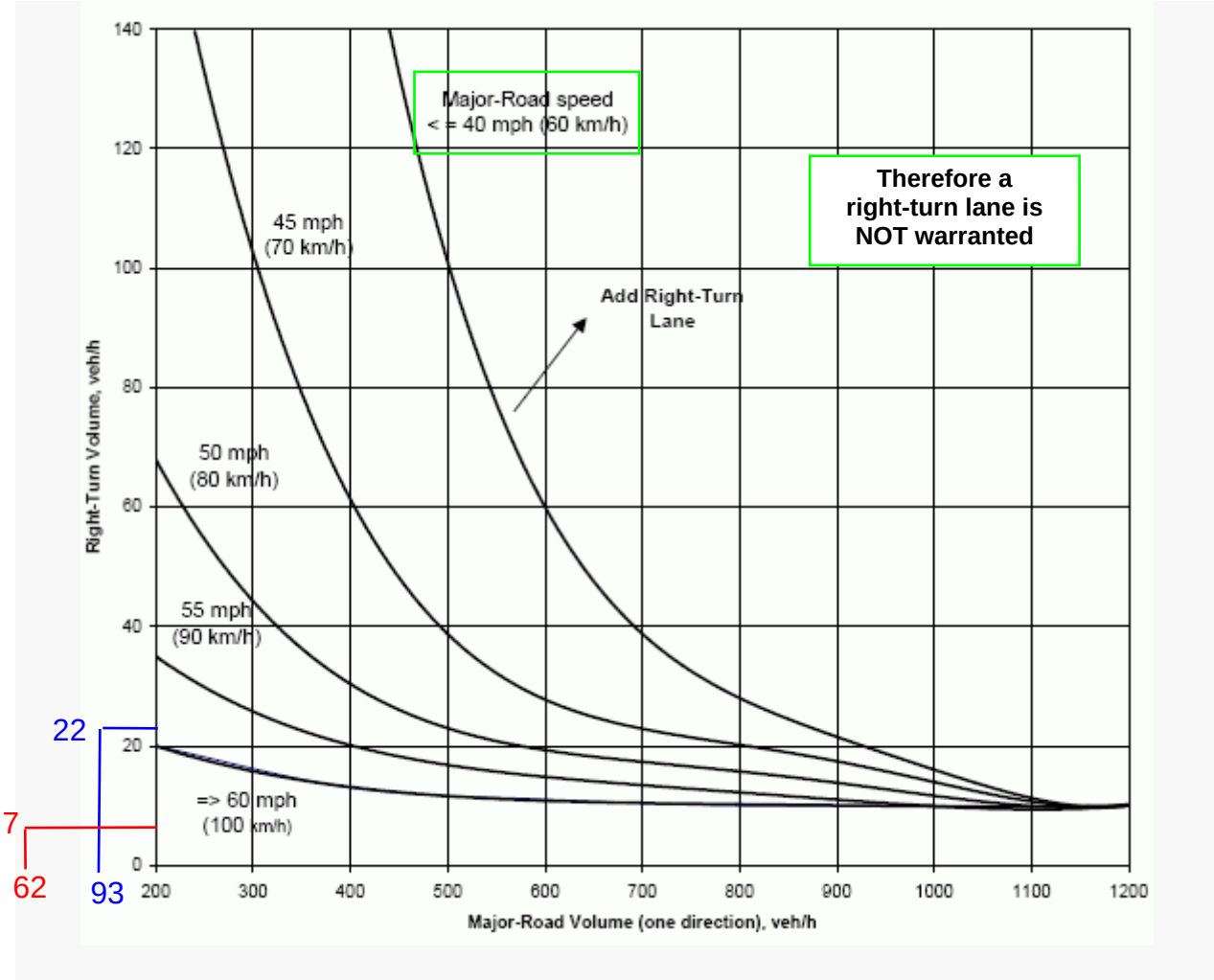
3. Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.

Note: Right-turn lane is not needed for right-turn volume less than 10 vph. However, criteria other than volume, e.g. crash experience, may be used to justify a right-turn lane.

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

Source: NCHRP Report 279 and 457

Figure 6 – Right-Turn Lane Guidelines for Two-Lane Roadways



The following data are required:

1. Advancing Volume (veh/hr) - The advancing volume is to include the right-turn, left-turn and through movements in the same direction as the right-turning vehicle.

2. Right-Turning Volume (veh/hr) - The right-turning volume is the number of advancing vehicles turning right.

3. Operating Speed (mph) - The greatest of anticipated operating speed, measured 85th percentile speed or posted speed.

Note: Right-turn lane is not needed for right-turn volume less than 10 vph. However, criteria other than volume, e.g. crash experience, may be used to justify a right-turn lane.

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

Source: NCHRP Report 279 and 457

EXHIBIT S-1

Vicinity Map

VICINITY MAP
NORTH CELESTE SUBDIVISION

DRAWN BY: DL
CHECKED BY: WSW
DATE: 02/25/26
FILE: VICINITY MAP.DWG
DIR: D:\KB HOMES\HIGH PINES\CK DWGS\CONCEPTS

CK ENGINEERING
6700 W. STATE ST.
BOISE, ID 83714
PHONE 208-639-1992

EXHIBIT S-2

Zoning Map

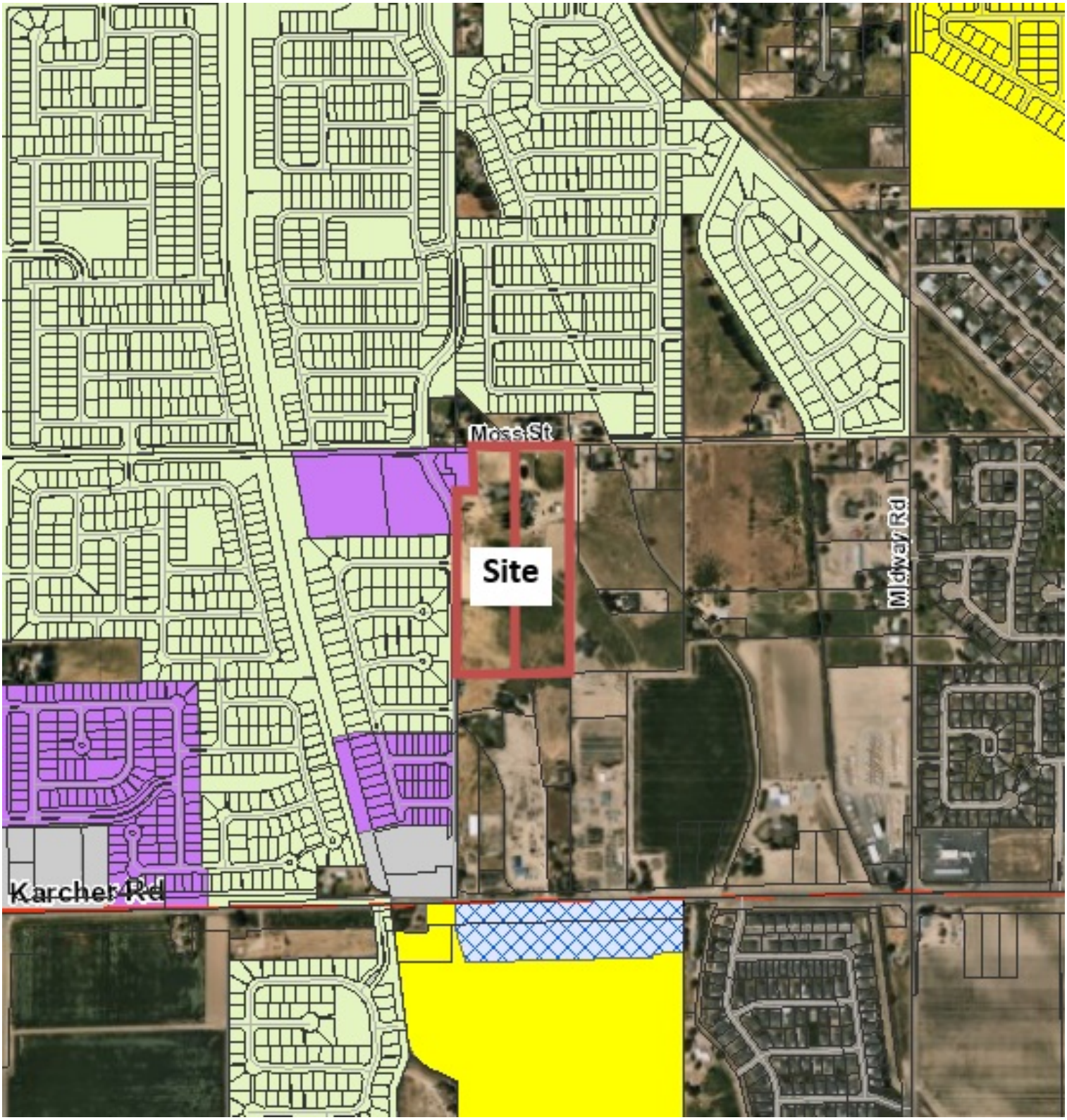


EXHIBIT S-3

Future Land Use Map

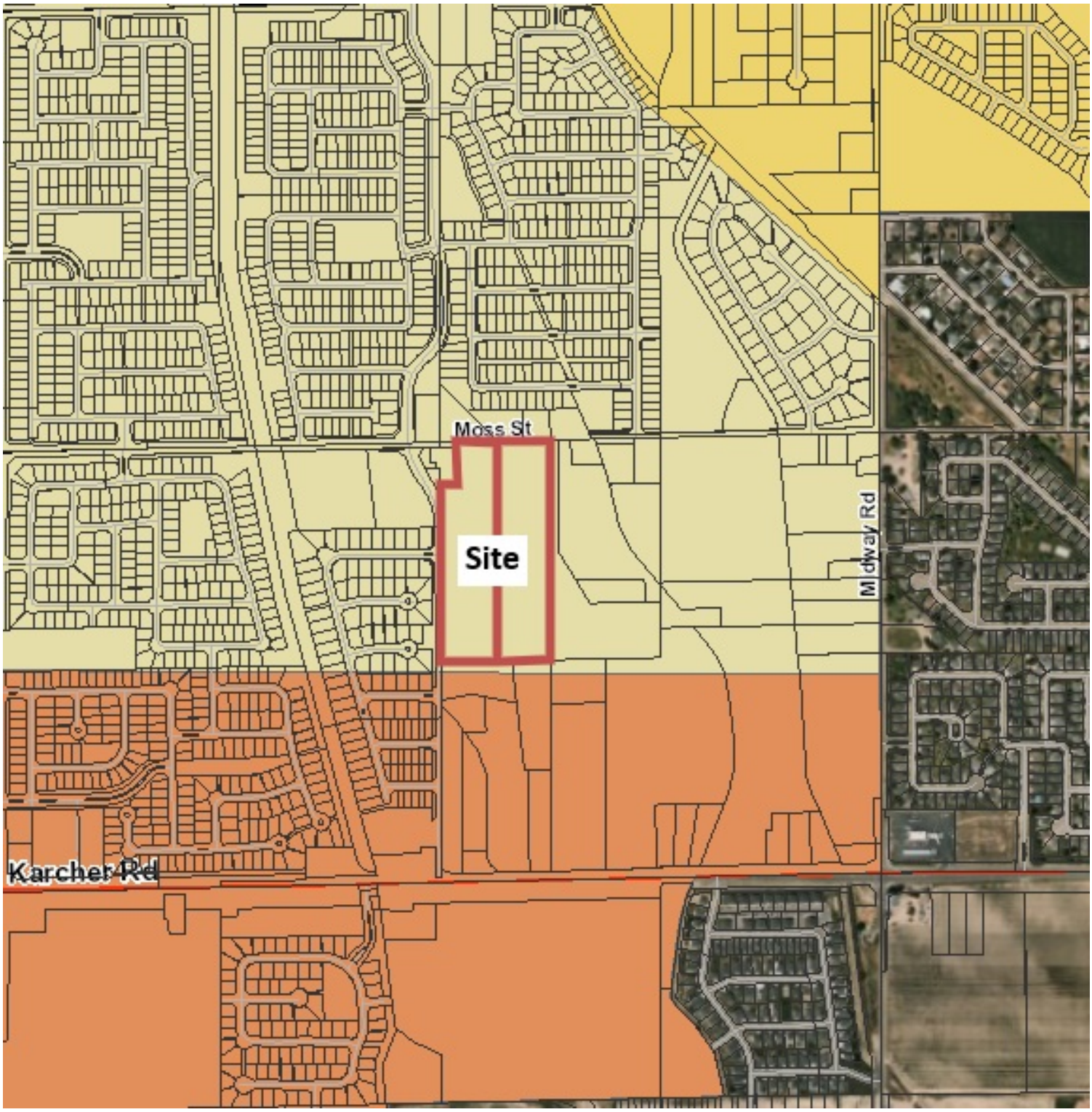


EXHIBIT S-4

Public Agency Notification List

PUBLIC AGENCY NOTIFICATION LIST

The following political subdivisions, including schools, were notified of the application requests. A link to the full application packet was provided to each agency.

City of Caldwell Engineering Department
City of Caldwell Engineering Inspections
City of Caldwell Fire Chief
City of Caldwell Fire Marshall
City of Caldwell Building Department
City of Caldwell Police Chief
City of Caldwell Lieutenant Wright
City of Caldwell Mapping Department
City of Caldwell Code Compliance Division
City of Caldwell Economic Development
City of Caldwell Airport
City of Caldwell Water Department
Vallivue School District #139
Caldwell School District #132
Pioneer Irrigation District
Riverside Irrigation District
Canyon Hill Irrigation
Franklin Ditch Co.
Nampa-Meridian Irrigation Dist.
Black Canyon Irrigation District
Golden Gate Irrigation
Caldwell Lateral Irrigation
Wilder Irrigation District
Compass Idaho
Hilty, Bower, Haws & Seable

Caldwell Transportation
Brown Bus Company
Canyon Highway District #4
Nampa Highway District #1
Idaho Transportation Department
Valley Regional Transit
Canyon County Development Services
Canyon County Plat Room
City of Nampa Planning and Zoning
Boise Project Board of Control
Southwest District Health
Idaho Power
Intermountain Gas
DTG Maps (only for final plats)
Boise River Flood Control Dist. #10
Bureau of Land Management
Bureau of Reclamation - Snake River Area Office
Corps of Engineers
Idaho Fish and Game
Department of Water Resources
College of Idaho
Department of Lands
USPS Caldwell
Union Pacific Railroad

EXHIBIT S-5

Draft Bill and Ordinance and Ordinance Summary

BILL NO. 21
ORDINANCE NO. 3755

AN ORDINANCE DETERMINING THAT CERTAIN LAND LAYS CONTIGUOUS TO THE CITY LIMITS OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO, AND THAT SAID LANDS SHOULD BE ANNEXED TO THE CITY OF CALDWELL, IDAHO, AS PART OF THE R-2 (COMMUNITY RESIDENTIAL) ZONE; DECLARING SAID LANDS BY PROPER LEGAL DESCRIPTION AS DESCRIBED BELOW TO BE A PART OF THE CITY OF CALDWELL, CANYON COUNTY, IDAHO; DIRECTING THE CITY ENGINEER AND PLANNING AND ZONING DIRECTOR TO ADD SAID PROPERTY TO THE OFFICIAL MAPS OF THE CITY OF CALDWELL, IDAHO; REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS OR PARTS THEREOF IN CONFLICT HEREWITH; AND DIRECTING THE CLERK OF THE CITY OF CALDWELL TO FILE A CERTIFIED COPY OF THE ORDINANCE AND MAP OF THE AREA TO BE ANNEXED WITH CANYON COUNTY, STATE OF IDAHO AND THE IDAHO STATE TAX COMMISSION, PURSUANT TO IDAHO CODE, SECTION 63-215.

BE IT ORDAINED, BY THE MAYOR AND CITY COUNCIL OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO:

Section 1. That the Caldwell City Council, upon recommendation of the Caldwell Planning and Zoning Commission and following the public notice and hearing procedures set forth in Section 10-01-07, Zoning Ordinance No. 1451, approved Case No. ANN26-000008 (North Celeste Annexation) at a public hearing held this (enter date of hearing) day of Month, 2026.

Section 2. The parcel is contiguous to the City of Caldwell, Idaho and the applicant has requested that said following described property should be annexed into the City of Caldwell as R-2 (Community Residential):

A parcel of land being more particularly described in Exhibit A: Legal Description and as shown in Exhibit B: Map Exhibit.

Section 3. That the City Engineer and the Planning and Zoning Director of the City of Caldwell, Idaho, are hereby instructed to so designate the same above described property on the official zoning map and other area maps of the City of Caldwell, Idaho as R-2 (Community Residential).

Section 4. All ordinances, resolutions, orders or parts thereof in conflict herewith are hereby repealed, rescinded and annulled.

Section 5. This ordinance shall be in full force and in effect from and after its passage, approval and publication, according to law.

Section 6. The Clerk of the City of Caldwell, Idaho shall, within 10 days following the effective date of this ordinance, duly file a certified copy of this ordinance and a map prepared in a draftsman-like manner plainly and clearly designating the boundaries of the City of Caldwell, including the land herein annexed, with the following officials of the County of Canyon, State of Idaho, to-wit: the Recorder, Auditor, Treasurer and Assessor and shall file simultaneously a certified copy of this ordinance with the State Tax Commission of the State of Idaho, all in compliance with Idaho Code 63-215.

PASSED BY THE COUNCIL OF THE CITY OF CALDWELL, IDAHO, this (enter date of hearing) day of Month, 2026.

APPROVED BY THE MAYOR OF THE CITY OF CALDWELL, IDAHO, this (enter date of hearing) day of Month, 2026.

_____
Mayor Eric Phillips

ATTEST:

_____
City Clerk

ORDINANCES OF THE CITY OF CALDWELL
NOTICE OF ADOPTION AND SUMMARY OF
ORDINANCE NO. 3755
REGARDING ANNEXATION AND ZONE DESIGNATION
OF CERTAIN PROPERTY

AN ORDINANCE DETERMINING THAT CERTAIN LAND LAYS CONTIGUOUS TO THE CITY LIMITS OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO, AND THAT SAID LANDS SHOULD BE ANNEXED TO THE CITY OF CALDWELL, IDAHO, AS PART OF THE R-2 (COMMUNITY RESIDENTIAL) ZONE; DECLARING SAID LANDS BY PROPER LEGAL DESCRIPTION AS DESCRIBED BELOW TO BE A PART OF THE CITY OF CALDWELL, CANYON COUNTY, IDAHO; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS OR PARTS THEREOF IN CONFLICT HEREWITH;

Ordinance No. 3755, provided for the annexation of:

A parcel of land situated in the W ½ NW ¼ SE ¼ of Section 12, T3N, R3W, BM, Canyon County, Idaho, being Parcels 2 & 3 as shown on Record of Survey Instrument 9719473, records of Canyon County, Idaho and more particularly described as follows:

COMMENCING at the W ¼ corner of Section 12, T3N, R3W, BM; thence N89°23'18"E, 2656.30 feet along the east-west mid-section line to the NW corner of the W ½ NW ¼ SE ¼ (C ¼ corner); thence continuing N89°23'18"E, 96.40 feet along the north line of said W ½ NW ¼ SE ¼ to the **POINT OF BEGINNING**; thence continuing N89°23'18"E, 566.00 feet along said north line of the W ½ NW ¼ SE ¼ to the NE corner thereof; thence S00°26'33"W, 1322.03 feet along the east line of said W ½ NW ¼ SE ¼ to the SE corner thereof; thence S89°22'29"W, 662.54 feet along the south line of said W ½ NW ¼ SE ¼ to the SW corner thereof (CS 1/16 corner); thence N00°26'54"E, 1066.19 feet along the west line of said W ½ NW ¼ SE ¼; thence N89°44'56"E, 99.21 feet; thence N00°10'47"W, 256.59 feet to the **POINT OF BEGINNING**. Containing 19.53 acres, more or less.

Section 1. This ordinance shall be in full force and effect from and after its passage, approval, and publication, according to law.

Section 2. This ordinance is hereby declared to be severable. If any portion of this ordinance is 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 purposes of the ordinance before the declaration of partial invalidity.

Section 3. All ordinances, resolutions, orders and parts thereof in conflict herewith are repealed.

Ordinance No. 3755 was passed by the Council and approved by the Mayor on the (enter day of hearing) day of (enter month of hearing), 2026. The full text of the Ordinance is available at Caldwell City Hall, 205 S 6th Ave, Caldwell, Idaho 83605. The Mayor and City Council approved this summary on the (enter day of hearing) day of (enter month of hearing), 2026, for publication on the (Enter date for Tuesday after hearing) day of (enter month), 2026, pursuant to Idaho Code § 50-901A.

STATEMENT OF LEGAL ADVISOR
I have reviewed the foregoing summary and believe that it provides a true and complete summary of Ordinance No. 3755 and provides adequate notice to the public as to the contents of such ordinance.

DATED this (enter day of hearing) day of (enter month of hearing), 2026.

Oscar Klaas, Attorney for City of Caldwell

EXHIBIT S-6

Commission Draft Meeting Minutes

(Staff report will be updated prior to City Council)

PC – EXHIBITS

Public Comments

My name is Paula Carter, I live at 12411 Moss St., formerly Moss Lane. Purchasing and moving into this residence with my family and horses in 2019. My family rodeoed and I planned on raising registered Quarter horses and living out my retirement years here. After learning that this entire area was planned for future development we came under contract with a developer, going before Canyon County in 2021, our project was denied : with school overcrowding stated as the reason. However, all around us new houses and sub-divisions continued to be approved and built.

Our once quiet Moss Lane had a name change and an un-trafficked Lane was converted to a busy, bustling residential stretch called Moss Street. We returned before planning and zoning in 2024. The committee recommended the council "not approve" our project, again, school over-crowding being stated as an issue. In spite of our setbacks, new houses and sub-divisions have continued to be built, as well as new schools. Apartments, a grocery store and additional schools are planned for the near future.

This is no longer a rural area and is not compatible to mine or my families lifestyle. Due to heavy traffic both vehicle and pedestrian, I can no longer use my front pasture for horses as it is unsafe for livestock. I would like to build a foaling barn and a new front porch but, cannot justify the expense for any improvements. All of these reasons are why I wish to sale my property. I am asking for approval of this project which will make it possible for me to relocate and live out my original intended retirement plans.

Thank You
Paula Carter

PA-EXHIBITS

Public Agency Comments

COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division

COVER SHEET

Staff Planner: Choose an item.

DOCKET NUMBER/CASE NUMBER	PROJECT NAME / TITLE
North Celeste Sub	ANN26-000008, SPP26-000009
PUBLIC HEARING DATE	**PROPERTY /LOCATION**
Click or tap to enter a date.	Click or tap here to enter text.

BRIEF SUMMARY OF APPLICATION REQUESTS:

☐ Annexation and Zoning ☐ Rezone ☐ Comp Plan Amendment ☐ Zoning Ordinance Text Amendment
☐ Special Use Permit ☐ Preliminary Plat ☐ Planned Unit Development ☐Development Agreement Mod

IMPACT ANALYSIS SUMMARY

This cover sheet summarizes potential development impacts that may result in the completion of the proposed development. This analysis does not consider the timing or phasing of such development and does constitute a complete assessment. The official staff report should be reviewed for a complete and comprehensive analysis of the project and findings for the project.

PROPOSED LAND USE AND ESTIMATED RESIDENT POPULATION INCREASE				
# Proposed Single Family Units:			Population = (DU * 3):	
# Proposed Duplex & Multifamily Units:			Population = (DU * 2):	
Proposed Commercial Acreage:			***TOTAL estimated population increase:**	
*Population projects are based on the average numbers of persons per household listed within Census.				

FIRE SERVICES	
Fire Dept Travel Response Time Goals:	90% within 4 min.
Closest Fire Station (in miles):	
Est. Response Time to Site:	
Will this development have other significant impacts on the ability to provide services:	☐ Yes ☐ No
Will this development necessitate additional fire resources and/or equipment beyond current levels:	☐ Yes ☐ No
Will the development pay development impact fees?	☐ Yes ☐ No
Overall Comments, Recommendations & Fiscal Impact:	

POLICE SERVICES	
Calls for Service in Area (YTD):	
Call Types within Area:	
Workload Saturation (%):	
Traffic Crash Data:	**See Exhibits**
Will this development have other significant impacts on the ability to provide services?	☐ Yes ☐ No
Will this development necessitate additional police resources and/or equipment beyond current levels?	☐ Yes ☐ No
Overall Comments, Recommendations & Fiscal Impact:	
PUBLIC SCHOOLS	
School District	Choose an item.
Capacity to Serve *(Based on Response from District)*	☐Yes ☐No ☐ School was not specific in their response ☐No response received from District
Schools that will Serve Development Vallivue Map Caldwell Nampa	Caldwell High ??? Elementary ??? Middle School
UTILITIES AND INFRASTRUCTURE	
Adequate public utilities and services, including water, wastewater, stormwater, and other necessary infrastructure, are available or can be reasonably extended to serve the proposed development. Utilities shall have sufficient capacity to accommodate the proposed development at building permit issuance. Where necessary, the applicant shall construct or extend required facilities in accordance with City standards as a condition of approval.	☒Yes ☐No
Traffic Impact Study Completed?	☐Yes ☒No ☐Not Required
Are Traffic Improvements Required for Development?	☒Yes ☐No
Are All Traffic Improvements Listed as Conditions of Approval?	☒Yes ☐No

REQUIRED INFRASTRUCTURE IMPROVEMENTS
☒ Curb and Gutter ☒ Sidewalk ☒ Street Widening ☐ Construction of Roundabout ☐ Traffic Signals ☐ Turn Lanes ☐ Well ☐ Lift Station ☒ Utility Main Line Extensions ☐ Public Pathways ☐ Crosswalks ☐ School Crossing Beacons ☐ Transit Stop ☐ School Bus Stop ☐ Public Pathways ☐ Landscaping / Open Space ☐ Land Use Buffering / Screening ☐ Other:

DEVELOPMENT AGREEMENT	
Does the subject parcel(s) have an existing Development Agreement in place?	☐Yes ☐No
If not, is staff recommending the development be subject to a Development Agreement?	☐Yes ☐No

OTHER SUBSTANTIAL ADVERSE AND DEMONSTRABLE IMPACTS

To: Garline Davis, Planner I
Caldwell P & Z Department

From: Steven Pendleton, Land Development Manager
John Prebonick, City Engineer

Re: ANN26-000008, SPP26-000009 (North Celeste Sub.)

Date: July 10, 2026

The Engineering Department provides the following comments on a request by Wendy Shrief of KB Homes, on behalf of Paula Carter and Eldridge Living Trust, is requesting annexation of parcels R3276401100 and R32764012A0 with a proposed zoning of R-2 (Community Residential), where the current City comprehensive plan future land use place-type is Neighborhood 2. Additionally, the applicant is requesting approval of a preliminary plat for North Celeste Subdivision, a single-family residential subdivision with 104 single-family buildable lots. The 19.54 acre development is located on the South side of Moss St., approximately 2,000 feet west of Midway Rd., in Caldwell, Idaho.

Development Plans

1. Development Plans – Prior to commencing construction and applying for building permits, plans must be prepared by the developer's engineer and approved by the City Engineering Department which shall include the following items:

    a. Street section and alignment (including curb and gutter);

    b. Sidewalk (sidewalk width based on street classification);

    c. Sanitary sewer (per City and DEQ requirements);

    d. Potable water (per City and DEQ requirements);

    e. Pressure Irrigation (per CMID requirements);

    f. Stormwater facilities (per City requirements/storm water manual);

    g. Street lighting (per City standards);

    h. Street signage (per City and MUTCD requirements);

    i. Vertical Datum based on NAVD 88 Datum.

General

1. Applicant shall follow the requirements and processes of the subdivision ordinance for the development of this project. For the purposes of this project, all conditions outlined in the subdivision ordinance pertaining to receiving the City Engineers signature on, or the recordation of, a final plat shall be applied to the submission of building permits.

2. The proportionate share of frontage improvements along classified roadways adjacent to the preliminary plat shall be completed prior to the signature of the final plat for each phase development regardless of the location of the phase being developed or bonding. To be determined at the time of civil construction drawing approval.

3. Easements for public utilities outside of the public right-of-way shall be as listed below. Easements will be required to be larger if deemed necessary by the City Engineer in order to facilitate future maintenance operations of utilities.
    a. 10 feet wide minimum.
    b. Domestic water only,15 feet wide minimum
    c. Sanitary sewer only, 20 feet wide minimum
    d. Sewer and water combined; 30 feet wide minimum with 12' separation.

4. Appropriate easements for emergency access, transmission lines and/or other utilities shall be clearly indicated, with recorded instrument numbers provided for said easements, on the construction drawings.

5. All utilities on and within the boundaries of the subdivision shall be located and/or relocated underground.

6. All public streets, sewer, water, pressure irrigation fire protection, and street light facilities must be dedicated to the City. Some conveyance facilities for stormwater drainage may be eligible for dedication to the City.

7. Construction of facilities to be dedicated and/or within public right-of-way shall be performed by an appropriately licensed Idaho public works contractor and shall be inspected by and constructed to City of Caldwell specifications.

8. Prior to commencement of construction in any dedicated right-of-way, or construction of any improvement intended for dedication to the City or connected to a City facility, the City Engineering staff is to be notified. This preferably will take place in a pre-construction conference scheduled by the engineer of record in which all appropriate personnel and utilities are present. Appropriate City personnel are to be notified in advance of all testing (including compaction, pressure and coliform, etc.) and given opportunity to be present during conduct of the testing. The engineer of record or his designated representative is to witness all tests (not covered by City inspectors) and a log of inspection visits and testing results is to be kept by the engineer of record or his representative.

9. The developer is to employ a responsible design professional, preferably the engineer of record, to oversee and inspect construction, to perform and/or observe all requisite testing of completed facilities, and to certify that improvements have been constructed according to approved plans and in compliance with applicable City, State, and Federal standards.

10. The engineer of record shall be held responsible to ensure that improvements are in compliance with said engineer's design. Following the construction of the improvements, the developers engineer shall provide the City of Caldwell Engineering Department with electronic (.dwg) format record drawings spatially referenced to the Idaho State Plane Coordinate System-West Zone, North America Datum (NAD) 83. Vertical control shall be referenced to the North America Datum (NAVD) 88 for future reference and to establish that the engineer of record has caused construction to occur in substantial compliance with the design of said engineer of record.

11. Any note, item or drawing element on the plats, construction drawings, engineering drawings and/or design drawings related to the property inconsistent with City Codes, Policies and/or Ordinances shall not be construed as approved unless specifically addressed and granted by City Council.

Rights-of-Way

1. Celeste Ave. is classified as a Collector roadway. The applicant shall dedicate as public right-of-way a minimum of thirty-five (35') foot half width right-of-way along the entire Celeste Ave. alignment (per City Standard Detail R-810 C).

2. Moss St. is classified as a Collector roadway. The applicant shall dedicate as public right-of-way a minimum of thirty-five (35') foot half width right-of-way along the entire Moss St. alignment (per City Standard Detail R-810 C).

3. All interior local streets classified as residential shall be dedicated to the City. The applicant shall dedicate as public right-of-way a minimum fifty-three (53') foot full width right-of-way (per City Standard R-810-E).

4. Applicant shall dedicate to the City of Caldwell any required right-of-way along all classified roadways within 30 days of written request from the City of Caldwell.

5. *All right-of-way details and street exhibits provided as part of the preliminary plat that do not meet current City code standards are not approved as part of the preliminary plat entitlements process. This shall be determined at the time of civil construction drawing review.*

Street

1. Full half street frontage improvements shall be completed to all classified roads adjacent to the proposed project including (Celeste Ave. and Moss St.) in accordance with all City of Caldwell, standards and specifications, improvements shall include (but are not limited to) curb, gutter, sidewalk, asphalt, streetlights, joint trench, spare communication conduit along classified roadways, storm drainage facilities, etc.

2. Developer to coordinate safe school crossings with school district to determine location of necessary RRFB crosswalks and ensure crossings along classified roadways are approved by

Traffic Commission. Final locations to be determined at time of civil construction drawing review.

3. The proportionate share of frontage improvements along classified roadways adjacent to the preliminary plat shall be completed prior to the signature of the final plat for each phase development regardless of the location of the phase being developed or bonding. To be determined at the time of civil construction drawing approval.

4. All gravity irrigation facilities within the alignment of any proposed roadways shall be relocated out side of any master planned right-of-way.

5. All private driveways, alleys or internal circulation routes shall fully comply with City of Caldwell standards and be approved by the Fire Marshall.

6. No lot or building shall have access to/ from Celeste Ave. or Moss St.

7. Applicant shall meet all emergency access requirements for each phase of development to be determined by the Fire Dept. at the time of civil plan review.

8. Applicant shall coordinate with the United States Postal System to determine a cluster mailbox unit locations. Said locations shall be interior to the site and shall be located in a manner that will not impact, or cause queuing onto Moss St. or Celeste Ave.

Outparcels

1. 12483 Moss St. (R3276401000)
    a. If the City is able to obtain sufficient right-of-way along the frontage of this out parcel located at the proposed northwest corner of the development applicant shall complete the road widening improvements referenced in the street section, item 1 and 3 across the frontage of proposed Moss St. If the City is not able to acquire the right-of-way, lesser improvements may still be required that fall within the prescriptive right-of-way on those out parcels.
    b. Applicant shall provide an all weather driveway access internal to the site with sewer, domestic water and pressure irrigation services for future connections.

2. 0 Moss St. (R32764010C0)
    a. If the City is able to obtain sufficient right-of-way along the frontage of this out parcel located at the northwest corner of Moss St. and Celeste Ave. the applicant shall complete the road widening improvements referenced in the Street section, item 1 and 3 across the Moss St. frontage of said out parcel. If the City is not able to acquire the right-of-way, lesser improvements may still be required that fall within the prescriptive right-of-way on those out parcels.
    b. Applicant shall provide an all weather driveway access internal to the site with sewer, domestic water and pressure irrigation services for future connections.

3. 0 Moss St. (**R**32764010D0)
    a. Applicant shall provide an all weather driveway access internal to the site with sewer, domestic water and pressure irrigation services for future connections.

Traffic Impact Fees

City of Caldwell has adopted the "Caldwell Area Capital Improvements Plan & Impact Fee Program". The applicant will be required to pay traffic impact fees per table 7 of the Impact Fee Schedule to be assessed to the building permit/s when applied for.

All accesses proposed within this preliminary plat shall meet City Of Caldwell, spacing requirements. Any deviations proposed within this development shall be reviewed and approved on a case by case basis to be determined by the governing agency at time of plan review.

Any proposed traffic mitigation as proposed adjacent to the site by the traffic impact study shall be evaluated for required improvements or access by the governing agency at the time of plan review.

Water

Applicant shall complete a water analysis study for the availability of domestic water to service the site by the cities outside consultant overseeing the water master plan prior to City Council.

- *City of Caldwell Public Works Department has reviewed the recently adopted Caldwell Water Facility Plan System and determined that certain shortfalls exist in water pressure zone 2 south of Interstate 84, zones 3 and 4. While these shortfalls are being remediated, the Engineering Dept. doesn't contest the approval of the Preliminary Plat and the construction of onsite infrastructure, but reserves the right to hold any phase of final plat and associated building permits until adequate water is obtained within the affected zone. The QLPE for this development will be granted at the City Engineer's discretion to determine available capacity to serve the development. The Applicant is encouraged to work closely with the Engineering Department to determine potential construction timing and impacts.*

1. All on site water mains will need to be looped into existing mains for fire flow and water quality purposes. Internal main sizing and construction plan approval, will be dependent upon the availability of fire flow. This development will be required to comply with the most current Water Master Plan.

    a. Applicant shall construct a 12" master planned water mainline within Moss St. through the entire frontage of this development.

2. Each buildable lot shall be supplied with potable water. If buildings are constructed to include individual units that could feasibly or will be sold separately, each unit shall be serviced separately

3. Each phase of development shall have a redundant/secondary supply of domestic water.

4. The location of water service, including sizing of mains, providing of easements, frontage construction, and offsite construction are to be decided during review of improvement plans.

Sanitary Sewer

1. It shall be the responsibility of the applicant's engineer to verify that specific connection to existing sewer mainlines will not exceed the functional capacity of said mainlines. Provision for connectivity by future developments shall be met in accordance with current City standards.

2. The location of sewer service, including sizing of mains, providing of easements, frontage construction, and offsite construction are to be decided during review of improvement plans. This development will be required to comply with the most current Sewer Master Plan.

3. The Developer will be required (where applicable) to extend all sewer and water mainlines to the center of adjacent roadways for connectivity by future developments. Locations of said extensions will be decided during the review of the improvement plans.

4. Each buildable lot shall be supplied with a sewer service. If buildings are constructed to include individual units that could feasibly or will be sold separately, each unit shall be serviced separately

5. Any easements for sewer lines not in the right-of-way should be at a width sufficient to construct same and not less than 20 feet in width. Easements for adjacent sewer and water lines separated by 12' not in the right-of-way shall be at a width sufficient to construct the same and shall be no less than 30 feet in width.

6. A 20' wide all-weather surfaces may be required to be constructed over mainlines that fall outside the public right-of-way. All weather surfaces shall be constructed sufficiently to support heavy equipment necessary to construct and maintain sewer under all seasonal weather conditions.

Irrigation

1. Existing easements and/or rights-of-way for any irrigation facility shall be determined and clearly indicated on the construction plans. Construction across or re-routing of these facilities is subject to approval by the governing irrigation district and at their discretion or their assigns.

2. The Developer shall maintain any existing upstream drainage rights and downstream irrigation rights across the property. During the design phase of this project, the developer or his engineer is to contact the appropriate irrigation district to help ascertain these rights. Appropriate facilities shall be provided by the developer to convey irrigation and drainage water across the property to take care of these offsite needs. There is to be no discharge of gravity/pressure irrigation return water into the projects storm water system.

2. The development is to include a non-potable water pressure irrigation system. The design of this pressure irrigation system is to be reviewed and approved by the Caldwell Municipal

Irrigation District prior to construction plan approval. It shall be required that the system will be operated and maintained by the Caldwell Municipal Irrigation District.

3. Each lot, or building area, shall be provided with a pressure irrigation service in compliance with Caldwell Municipal Irrigation District standards.

4. All pressure irrigation mainlines shall be located in the public right-of-way or within a public utility easement, with a minimum width of 10 feet, centered over said mainlines as per current City standards.

5. Applicant shall place the pump station in an area that is easily accessible with a recorded perpetual easement sufficient for convenient access and maintenance of said pump station. The lot shall be owned and maintained by the homeowners association.

6. The applicant shall ensure that an adequate continuous irrigation supply flow is available to meet the pressure irrigation system requirements of CMID.

7. The applicant shall transfer a proportionate share of any existing water right(s), except those held in trust by an irrigation district, to the City of Caldwell for both irrigation and domestic water supply for the subject development. If this should occur, The City shall assist in registering the transfer.

8. Applicant shall pipe the pump station delivery ditch from the source point (head gate) to the pump station. Pump station overflow shall be piped from the pump station to the point of discharge into an irrigation facility/canal/drain/etc. maintained by an irrigation district.

9. Upon Applicants connection to or use of the existing irrigation pump station, should they choose to do so and CMID deems it appropriate to connect to, the applicant shall:
    a) Supply the City of Caldwell with a water model of the whole pressurized irrigation system including the piped overflow showing the system design meets all Caldwell Municipal Irrigation District standards.
    b) Applicant shall complete all upgrades to the system as required by CMID. Said upgrades will be determined during plan review"

10. All plans and construction drawings submitted to the City of Caldwell for review and approval for any out-of-season irrigation work to be performed within or across facilities located within (or owned by) irrigation districts other than CMID shall be submitted to the Caldwell Engineering Department no later than August 15th. Submittal of plans after this date may result in Applicant not receiving plan approval in time to complete out-of-season work.

<u>Storm Drain</u>

1. As noted previously, provision is to be made for the disposal of stormwater drainage in accordance with the City Stormwater Management Manual and any updates adopted subsequent to this application. A copy of this policy is available upon request. The engineer of record is to provide calculations, which indicate that the assumptions in his stormwater drainage plan comply with the requirements of the stormwater manual. In this case, if a storm water system is existing, the burden of proof is on the developer to verify the capacity is sufficient for the proposed development.

2. The applicant shall identify and retain all historical drainage discharge points from the property for the purpose of draining on-site storm water detention facilities.

3. Storm water detention basins are required to remain on-site within a common lot outside any right-of-way or proposed private streets consistent with public roadways to be operated and maintained by the Homeowners Association/etc.

4. There is to be no discharge of storm water overflow into any irrigation water return/discharge facility/ditch/pipe/etc.

Plat

1. Prior to approval of the final plat, subdivision facilities must be completed or an appropriate construction security provided. There may be temporary restrictions to the obtaining of building permits, even with acceptable construction security, depending on fire protection, emergency service requirements, City approval of the sanitary sewer system and fully functional pressure irrigation system. A 20% temporary restriction to obtaining of building permits will be enforced until all facility construction has been completed, inspected and certified by the applicants engineer including all punch list items.

2. A note shall be added to the final plat stating that no lot shall have direct access to/from Moss St. or Celeste Ave.

3. Upon recordation of the plat, the Engineering Department is to be provided with a PDF copy of the recorded final plat.

4. An electronic (dwg.) copy of the Final Plat suitable for mapping and addressing purposes will be required with Final Plat application submittal.

Traffic Impact Study (TIS) Review Checklist

Project: North Celeste Subdivision
Location: SEC of Celeste Avenue and Moss Lane

1. Project & Study Scope

Review Item	Comments	Revision?
☐ Study intersections consistent with approved scope		☐
☐ AM/PM peak periods included		☐
☐ Analysis years/scenarios consistent with scope		☐
☐ Development phasing/buildout identified		☐

2. Existing & Background Conditions

Review Item	Comments	Revision?
☐ Current traffic data used; count source/date identified		☐
☐ Roadway classifications identified		☐
☐ Existing roadway geometry/control represented correctly		☐
☐ Growth assumptions reasonable and justified		☐
☐ Applicable approved/in-process background developments included		☐
☐ Planned/committed roadway improvements included		☐

3. Trip Generation & Distribution

Review Item	Comments	Revision?
☐ ITE land-use codes/rates/equations appropriate		☐
☐ Internal capture/pass-by/multimodal reductions reasonable and supported		☐
☐ Trip distribution percentages justified	Trip distro inconsistencies	X
☐ Site traffic figures match tables		☐
☐ Trip assignments reasonable		☐

4. Traffic Operations

Review Item	Comments	Revision?
☐ Existing, background, buildout and horizon scenarios analyzed as scoped		☐
☐ LOS deficiencies identified		☐
☐ 95th-percentile queues reviewed against available storage		☐
☐ Project-caused vs. background deficiencies distinguished		☐

5. Access Management & Auxiliary Lanes

Review Item	Comments	Revision?
☐ Roadway classification consistent with applicable City planning documents		☐
☐ Access spacing reviewed against City of Caldwell Ordinance 3618		☐
☐ Access type appropriate (full movement / RIRO / restricted)		☐
☐ Turn-lane warrants evaluated where applicable		☐
☐ Shared/cross-access needs identified where applicable		☐
☐ Sight-distance concerns identified where applicable		☐

6. Mitigation & Recommendations

Review Item	Comments	Revision?
☐ Mitigation tied to identified project impacts	Mitigation at Moss and Celeste?	X
☐ Turn-lane/storage recommendations supported		☐
☐ Signal/roundabout analysis included when warranted		☐
☐ Recommendations consistent with City/controlling agency requirements		☐
☐ Improvements clearly identified for DA/conditions of approval		☐

7. Figures, Tables & Supporting Information

Review Item	Comments	Revision?
☐ Figures match tables and analysis		☐
☐ Traffic volumes reconcile between scenarios		☐
☐ Access locations/restrictions shown correctly		☐
☐ Supporting analysis provided where necessary		☐

8. Summary & Required Actions

Overall Findings:

The TIS generally provides the requested analysis; however, revisions are needed to confirm that the 2030 background and total traffic conditions accurately reflect anticipated development and project-generated traffic. Please address the identified background development and trip assignment discrepancies and provide additional clarification regarding why no mitigation is recommended at the Celeste Avenue/Moss Lane intersection under 2030 total traffic conditions. Revise the analysis, findings, and recommendations as necessary.

Required Revisions:

Background Developments: The 2030 background analysis includes one in-process residential development consisting of an estimated 41 single-family homes, along with assumed background growth rates. Please confirm that all currently approved and/or in-process developments within the study area have been appropriately accounted for in the 2030 background traffic volumes. If additional developments are identified, revise the background and total traffic analyses as necessary.

Trip Assignment / 2030 Total Traffic: Table 6 identifies 75 AM peak-hour project trips, including 55 outbound trips. However, Figure 6 appears to assign only 43 outbound AM peak-hour trips at the proposed site accesses. Please reconcile the trip generation and trip assignment figures and update the 2030 total traffic analysis and recommendations as necessary. Additionally, please clarify how the planned SH-55/Celeste RCUT and SH-55/Midway ThrU-Turn improvements were considered in the 2030 trip assignment and analysis.

Memorandum

To: Galine Davis, Planner I
Caldwell P & Z Department

From: Trevor Farris, GIS Technician

Re: ANN26-000008, SPP26-000009- North Celeste Subdivision

Date: July 7th, 2026.

The Mapping Department provides the following comments on a request by Wendy Shrief of KB Homes, on behalf of Paula Carter and Eldridge Living Trust, is requesting annexation of parcels R3276401100 and R32764012A0 with a proposed zoning of R-2 (Community Residential), where the current City comprehensive plan future land use place-type is Neighborhood 2. Additionally, the applicant is requesting approval of a preliminary plat for North Celeste Subdivision, a single-family residential subdivision with 104 single-family buildable lots. The 19.54 acre development is located on the South side of Moss St., approximately 2,000 feet west of Midway Rd., in Caldwell, Idaho.

Address Number

1. Contact the Mapping Department prior to permitting.

Subdivision Name

1. Approved.

Lots & Blocks

1. Approved.

Street Names

1. Not Approved. Contact me for street name approval & clarification.

Other comments:

1. Any changes to street names, lots or blocks shall be approved by the Mapping Department prior to construction drawing approval for the phase where changes are intended.

TO: CALDWELL POLICE DEPARTMENT AND FIRE DEPARTMENT

FROM: CALDWELL PLANNING AND ZONING

DATE: 6/24/2026

DUE DATE: 7/20/2026

REQUEST FOR INFORMATION

The Planning and Zoning Division is requesting additional information be provided for each land use case as requested by the Mayor and City Council.

SUBJECT: North Celeste Sub

REQUEST SUMMARY: The applicant, Wendy Shrief of KB Homes, on behalf of Paula Carter and Eldridge Living Trust, is requesting annexation of parcels R3276401100 and R32764012A0 with a proposed zoning of R-2 (Community Residential), where the current City comprehensive plan future land use place-type is Neighborhood 2. Additionally, the applicant is requesting approval of a preliminary plat for North Celeste Subdivision, a single-family residential subdivision with 104 single-family buildable lots. The 19.54 acre development is located on the South side of Moss St., approximately 2,000 feet west of Midway Rd., in Caldwell, Idaho.

<u>Population Impact:</u>

# of new residential units:	104
Projected population created by development: ***(# of SF units X 3) and (# of MF units X 2)***	312
Proposed commercial acreage:	0

POLICE DEPARTMENT ANALYSIS AND SERVICE IMPACT:

CPD projects future service needs based on demand, risk, community expectations, response performances, population, density, and development type.

Development Analysis and Impacts:

Demand for Service in this area (Total calls for service YTD)	
Call types within this area	
Workload saturation in area (%)	
Will this development have other significant impacts on the ability to provide services?	☐ Yes ☐ No
Will this development necessitate additional police resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".*	☐ Yes ☐ No

Traffic Crash Data for Area:

Provide comments below for crash data in area surrounding development.

Hot Spot Mapping (if applicable):

Please attach a map of hot spots and provide comments here to explain such attached mapping.

Adverse Impact Comments, Recommendations and Fiscal Impact:

Provide any comments below on the adverse impact this will or could have on the police department facilities, services or staffing, and any proposed recommendations for additional needs and fiscal impact.

FIRE DEPARTMENT ANALYSIS AND SERVICE IMPACT:

CFD projects future service needs based on population, population density, response times, service demand, and development types.

Emergency Response Time Analysis and Service Impact:

The Caldwell Fire Department has benchmark standards for the organization and deployment of fire suppression operations, emergency medical operations, and special operations to the public. This standard provides for a travel time of 4:00 minutes, 90% of the time to reach emergency incidents within their jurisdiction with the first arriving unit.

Standards for Travel Time (90% of time) for first arriving unit:	4 minutes
Closest fire station (in miles) to site:	Station 12
Approximate response time to site:	9 Minutes
Will this development have other significant impacts on the ability to provide services?	☐ Yes ☒ No
Will this development necessitate additional fire resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".*	☐ Yes ☒ No

Adverse Impact Comments, Recommendations and Fiscal Impact:

Station 2 724 E Ustick Rd. Caldwell

Nampa Fire station 4 2112 W Flamingo Ave is closer to the project currently – 2.7 miles at a 6 minute response time. Caldwell fire station 14 is in design at this time. It will be closest when constructed and staffed.

Date 07/08/2026

City of Caldwell, Planning & Zoning Department
Parcel: R3276401A, R3276401100
Re: Case Number: ANN26-000008

The Caldwell City Fire Department has reviewed and can approve the City Annexation application subject to compliance with the 2018 International Fire Code.

Details:

Station 12 724 E Ustick Rd. Caldwell
Nampa Fire station 4 2112 W Flamingo Ave is closer to the project currently – 2.7 miles at a 6 minute response time. Caldwell fire station 14 is in design at this time. It will be closest when constructed and staffed.

National Standards for Travel Time (90% of time) for first arriving unit:	4 minutes
Nearest Fire Station:	Station 12
Closest fire station (in miles) to site:	4 Miles
Approximate response time to site:	9 Minutes
Will this development have other significant impacts on the ability to provide services?	No
Will this development necessitate additional fire resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".* • Our department is currently operating with high resource utilization, and continued growth is contributing to increased service demand. Aligning staffing and resources with that demand will help maintain our current level of service.	No

Distance from Station	Service Expectation	Staffing & Apparatus	Typical Response Time Goal
0–1 mile	Immediate—high-priority	First-due company (engine)	≤4min travel, ≤5min total
1–2 miles	Very rapid—high-priority	First-due company, backup	≤4min travel, ≤5min total
2–3 miles	Rapid—standard coverage	First-due w/ backup	≤6min travel, ≤9min total (full alarm)
3–4 miles	Slower—moderate	Closest available, limited	6–8min travel
4–5 miles	Extended	Closest company, delayed	>8min travel, variable

Properties located 3–4 miles from a fire station are at the limit of effective coverage and may experience service delays.

Developments beyond 5 miles are generally not recognized by ISO as having fire protection, and response to these areas will be significantly delayed.

City Annexation Approval

Prior to the development of the site, applicants must submit all required applications and documentation via the citizen service portal for review and approval. Citizenserve Online Portal

The application can be found at Permits/Inspections | Caldwell, ID

Regards,

Joseph Bongiorno
Fire Prevention Office
Caldwell Rural Fire Protection District
jbongiorno@cityofcaldwell.org

Date 07/08/2026

Caldwell City – Planning and Zoning
Re: Case Number: SPP26-000009

Dear, Planning & Zoning

The Caldwell City Fire Department District has reviewed and can approve the application subject to compliance with all the following code requirements and conditions of approval. Any deviation from this plan is subject to Fire Department approval. Please note that unless stated otherwise, this memo represents the requirements of the 2018 International Fire Code (IFC) as adopted by the Idaho State Fire Marshal's Office.

Caldwell Fire Department Details

Station 12 724 E Ustick Rd. Caldwell
Nampa Fire station 4 2112 W Flamingo Ave is closer to the project currently – 2.7 miles at a 6 minute response time. Caldwell fire station 14 is in design. It will be closest when constructed and staffed.

National Standards for Travel Time (90% of time) for first arriving unit:	4 minutes
Nearest Fire Station:	Station 12
Closest fire station (in miles) to site:	4 miles
Approximate response time to site:	9 minutes
Will this development have other significant impacts on the ability to provide services?	No
Will this development necessitate additional fire resources and/or equipment beyond current levels? • Our department is currently operating with high resource utilization, and continued growth is contributing to increased service demand. Aligning staffing and resources with that demand will help maintain our current level of service.	No

Distance from Station	Service Expectation	Staffing & Apparatus	Typical Response Time Goal
0–1 mile	Immediate—high-priority	First-due company (engine)	≤4min travel, ≤5min total
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3–4 miles	Slower—moderate	Closest available, limited	6–8min travel
4–5 miles	Extended	Closest company, delayed	>8min travel, variable

Properties located 3–4 miles from a fire station are at the limit of effective coverage and may experience service delays.

Developments beyond 5 miles are generally not recognized by ISO as having fire protection, and response to these areas will be significantly delayed.

Conditions:

1. Fire hydrants, capable of producing the required fire flow, shall be located along approved fire lanes. Fire hydrant spacing shall meet the requirements of IFC table C105.1.1 (IFC 507.3, IFC B105.2, IFC C105).
2. Roadway serving a fire hydrant shall be a minimum of 26-feet in width. (IFC D103.1)
3. Fire apparatus access roads shall extend to within 150 feet of all portions of the exterior walls of the first story of a building measured by an approved route around the exterior of the building or facility. (IFC 503.1.1)
4. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches. (IFC 503.2.1)
5. The minimum outside turning radius of a fire apparatus access road shall be 48 feet. The minimum inside turning radius shall be 28 feet. (IFC 503.2.4)
6. Fire apparatus access roads shall have an approved driving surface of asphalt, concrete or other approved driving surface and can support the

imposed load of fire apparatus weighing at least 80,000 pounds. Please provide documentation the road surface meets this standard. (IFC D102.1)

7. Fire apparatus access roads shall not exceed 10 percent in grade. (IFC D103.2)

8. For streets having a width less than 33 feet back of curb to back of curb parking shall be restricted on one side; for streets having a width less than 27 feet back of curb to back of curb parking shall be restricted on both sides. A note on the face of the final plat is required noting the parking restriction prior to signing of the final plat. In addition, No Parking signs shall be installed in accordance with the requirements of the IFC. (IFC 503.8)

9. Approved secondary access roads shall be provided per section D106 of the 2018 IFC.

10. A phasing plan shall be included in documentation to city at time of submittal in accordance with infrastructure 2018 IFC.

11. Where fire apparatus access roads or a water supply for fire protection are required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except where approved alternative methods of protection are provided. Temporary street signs shall be installed at each street intersection where construction of new roadways allows passage by vehicles in accordance with (IFC Section 505.2.

12. **SECTION D107 ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS D107.1** One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.

    Exceptions: 1. Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3, access from two directions shall not be required.

13. D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

General Requirement:
Fire Department required fire hydrants, access, and street identification shall be installed prior to construction or storage of combustible materials on site. Provisions may be made for temporary access and identification measures.

Specific building construction requirements of the International Building Code, International Fire Code and City of Caldwell Code will apply. However, these provisions are best addressed by a licensed Architect at time of building permit application.

Regards,

Joseph Bongiorno
Fire Prevention Office
Caldwell Rural Fire Protection District
jbongiorno@cityofcaldwell.org

TO: CALDWELL POLICE DEPARTMENT AND FIRE DEPARTMENT

FROM: CALDWELL PLANNING AND ZONING

DATE: 6/24/2026

DUE DATE: **7/20/2026**

REQUEST FOR INFORMATION

The Planning and Zoning Division is requesting additional information be provided for each land use case as requested by the Mayor and City Council.

SUBJECT: **North Celeste Sub**

REQUEST SUMMARY: The applicant, Wendy Shrief of KB Homes, on behalf of Paula Carter and Eldridge Living Trust, is requesting annexation of parcels R3276401100 and R32764012A0 with a proposed zoning of R-2 (Community Residential), where the current City comprehensive plan future land use place-type is Neighborhood 2. Additionally, the applicant is requesting approval of a preliminary plat for North Celeste Subdivision, a single-family residential subdivision with 104 single-family buildable lots. The 19.54 acre development is located on the South side of Moss St., approximately 2,000 feet west of Midway Rd., in Caldwell, Idaho.

<u>Population Impact:</u>

# of new residential units:	104
Projected population created by development: ***(# of SF units X 3) and (# of MF units X 2)***	312
Proposed commercial acreage:	0

POLICE DEPARTMENT ANALYSIS AND SERVICE IMPACT:

CPD projects future service needs based on demand, risk, community expectations, response performances, population, density, and development type.

Development Analysis and Impacts:

Demand for Service in this area (Total calls for service YTD)	Adjacent reporting districts have an average of 2,362 calls for service each, year to date (Jan 1st – July 1st). The nearby RDs (2E, 2H, 2M, 2N) have a combined total of 45128 reactive CFS from January 1st to July 1st, 2026.
Call types within this area	

Top 20 Reactive Calls for Service in the Area

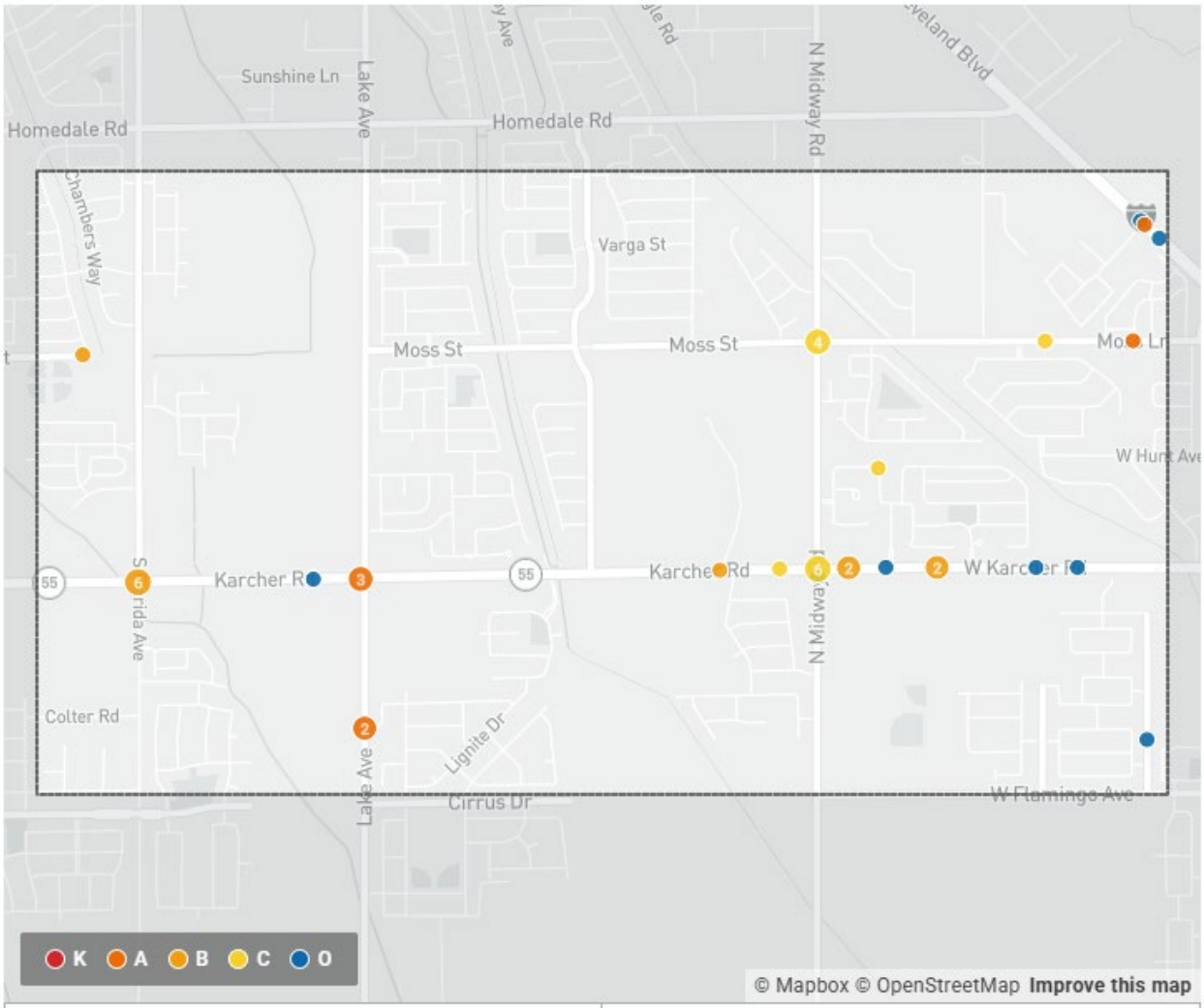
Nature	#	%
Follow Up	344	6.36%
Welfare Check	296	5.47%
Suspicious	236	4.36%
Citizen Assist	192	3.55%
PD Accident	192	3.55%
Attempt-Locate	179	3.31%
Disturbance	170	3.14%
Noise Complaint	167	3.09%
911 Cell OpnLn	157	2.90%
AC Animal at Lg	154	2.85%
911 Disc Cell	124	2.29%
Abandoned Veh	117	2.16%
Agency Assist	113	2.09%
Alarm-Comm	105	1.94%
Juvenile Prob	93	1.72%
Parking Problem	92	1.70%
Traffic Hazard	81	1.50%
Theft	80	1.48%
AC Stray/Contnd	79	1.46%
VIN Inspection	79	1.46%

Workload saturation in area (%)	Reporting districts 2E, 2H, 2M, 2N account for (year to date) reactive CFS compared to a total of 45,128 total YTD. These RD's account for 20.94% of all reactive CFS YTD.

Will this development have other significant impacts on the ability to provide services?	☐ Yes ☒ No
Will this development necessitate additional police resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".*	☒ Yes ☐ No

Traffic Crash Data for Area:

Provide comments below for crash data in area surrounding development.



Total Crashes	40	Fatal Crashes	0

Year to date there have been 40 crashes in the area around the proposed development site.

25 Intersection Related

11 Distracted Driver Related

21 Suspected Minor Injuries

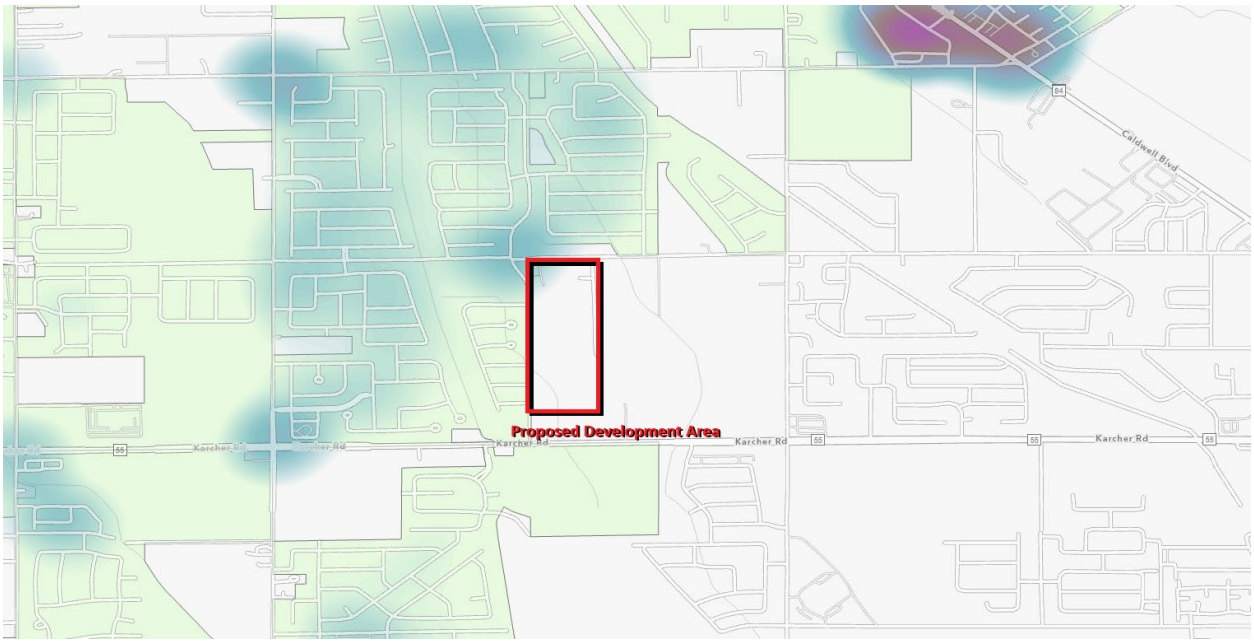
4 Suspected Serous Injuries

25% (10) happen on Thursdays (The day of week with the highest crashes)

Additional information can be found in the attached traffic study.

Hot Spot Mapping (if applicable):

Please attach a map of hot spots and provide comments here to explain such attached mapping.



The darker areas represent a higher density of reactive call volume, and the deeper purple area to the north east is the intersection of Cleveland and Homedale, which sees the highest calls for service of reactive natures in the immediate area.

Adverse Impact Comments, Recommendations and Fiscal Impact:

Provide any comments below on the adverse impact this will or could have on the police department facilities, services or staffing, and any proposed recommendations for additional needs and fiscal impact.

Currently, Caldwell has a ratio of 1.21 officers to 1000 citizens, well below the national average (in 2019) of 2.4 officers to 1000 citizens. To accommodate the additional 312 citizens, would necessitate an increase of sworn officers by an additional 0.37 officers to maintain our current 1.21 officers to 1000 citizens ratio.

FIRE DEPARTMENT ANALYSIS AND SERVICE IMPACT:

CFD projects future service needs based on population, population density, response times, service demand, and development types.

Emergency Response Time Analysis and Service Impact:

The Caldwell Fire Department has benchmark standards for the organization and deployment of fire suppression operations, emergency medical operations, and special operations to the public. This standard provides for a travel time of 4:00 minutes, 90% of the time to reach emergency incidents within their jurisdiction with the first arriving unit.

Standards for Travel Time (90% of time) for first arriving unit:	4 minutes
Closest fire station (in miles) to site:	
Approximate response time to site:	
Will this development have other significant impacts on the ability to provide services?	☐ Yes ☐ No
Will this development necessitate additional fire resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".*	☐ Yes ☐ No

Adverse Impact Comments, Recommendations and Fiscal Impact:

Provide any comments below on the adverse impact this will or could have on fire department facilities, services or staffing, and any proposed recommendations for additional needs and fiscal impact.

CRASH SUMMARY REPORT

North Celeste Development Crash Study

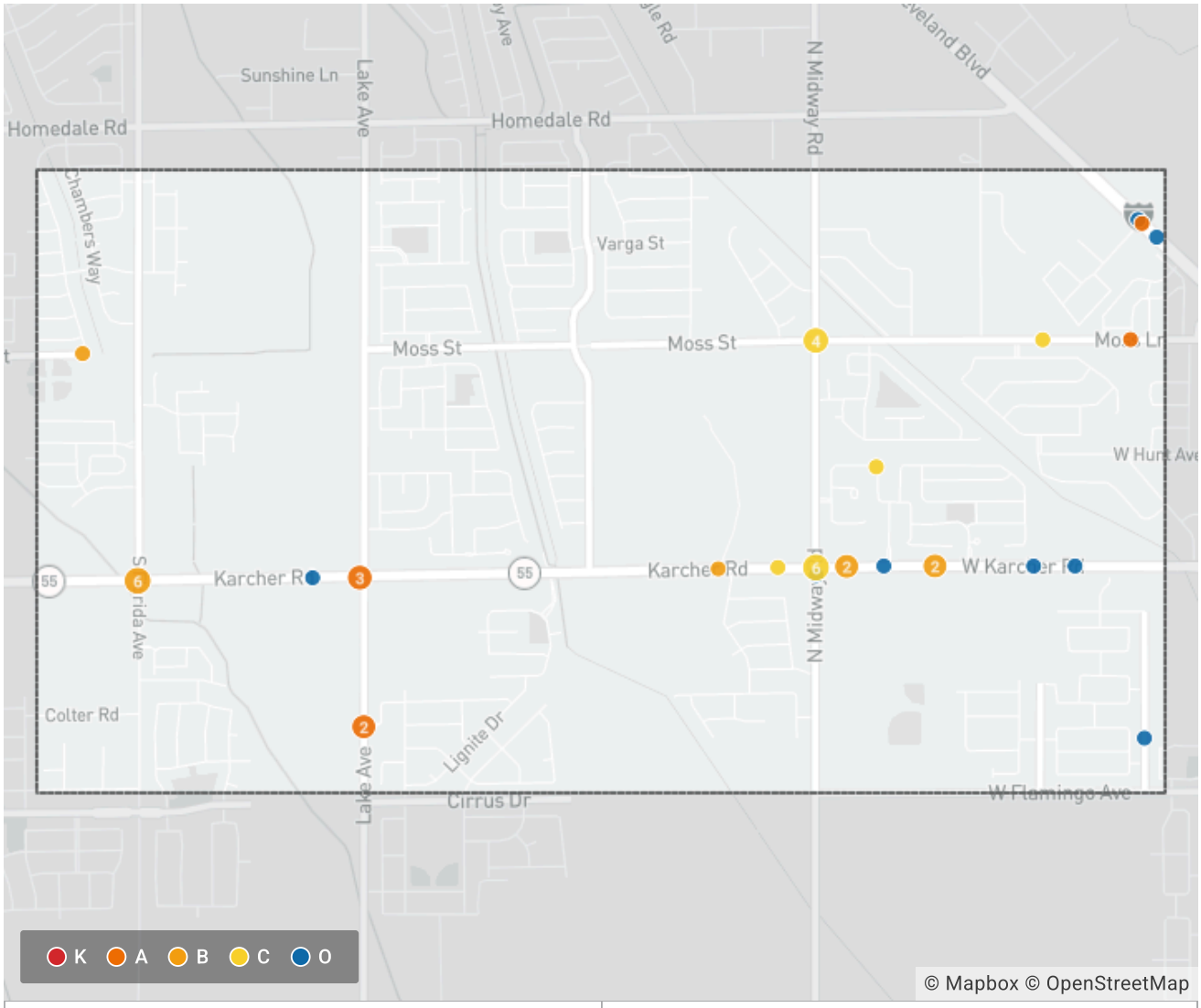
Created on July 8, 2026

Created by Marlon Leslie

Data extents: January 1, 2026 to July 8, 2026

Applied Filters

Shape: Polygon 1



Total Crashes	40	Fatal Crashes	0

ITD Crash Summary		Crash
Total Crashes	40	100.00%
Intersection Related	25	62.50%
Distracted Driver Related	11	27.50%

Work Zone Related	9	22.50%
Fixed Object	5	12.50%
CMV Related	3	7.50%
Alcohol Related	2	5.00%
Impaired Driver Related	2	5.00%
+ 5 more	2	5%

Date & Time (Year)		Crash
2026	40	100.00%
+ 18 more	0	0%

Crash Severity (# of Crashes)		Crash
(O) Property Damage Report	19	47.50%
(C) Possible Injury/Complaint	12	30.00%
(B) Suspected Minor/Visible Injury	5	12.50%
(A) Suspected Serious Injury	4	10.00%
(K) Fatal Injury	0	0.00%

Injury Name		Person
No Apparent Injury	98	74.81%
Possible Injury	21	16.03%
Suspected Minor Injury	8	6.11%
Suspected Serious Injury	4	3.05%
Fatal Injury	0	0.00%

Intersection Related		Crash
Yes	25	62.50%
No	15	37.50%

Date & Time (Day of Week)		Crash
Monday	8	20.00%
Tuesday	6	15.00%
Wednesday	6	15.00%
Thursday	10	25.00%
Friday	2	5.00%
Saturday	6	15.00%
Sunday	2	5.00%

County	Crash

Canyon	40	100.00%
+ 43 more	0	0%

Operator Action		Unit
Going Straight	46	56.10%
Stopped in Traffic	18	21.95%
Turning Left	9	10.98%
Changing Lanes	2	2.44%
Turning Right	2	2.44%
Entering/Leaving Parking Lot,	1	1.22%
Not ON Roadway	1	1.22%
Parked Vehicle	1	1.22%
+ 48 more	2	2.44%

Unit Type		Unit
Car	43	52.44%
SUV/Crossover	17	20.73%
Pickup	16	19.51%
Motorcycle	2	2.44%
Van - 1 to 8 seats	2	2.44%
ATV	1	1.22%
Bus - 16 or more seats	1	1.22%
+ 23 more	0	0%

Urban / Rural		Crash
Urban	40	100.00%
Rural	0	0.00%

Contributing Circumstances (All)		Crash
None	39	97.50%
Failed to Yield	9	22.50%
Following Too Close	9	22.50%
Inattention	7	17.50%
Distracted IN or ON Vehicle	4	10.00%
Asleep, Drowsy, Fatigued	3	7.50%
Failed to Obey Stop Sign	3	7.50%
Vision Obstruction	3	7.50%
+ 33 more	11	27.50%

Most Harmful Event		Crash
Rear-End	12	30.00%
Angle	8	20.00%
Head-On Turning	4	10.00%
Angle Turning	3	7.50%
Side Swipe Opposite	3	7.50%
Side Swipe Same	3	7.50%
Rear-End Turning	2	5.00%
Backed Into	1	2.50%
+ 56 more	6	15%

CRASH SUMMARY REPORT

North Celeste Development Crash Study

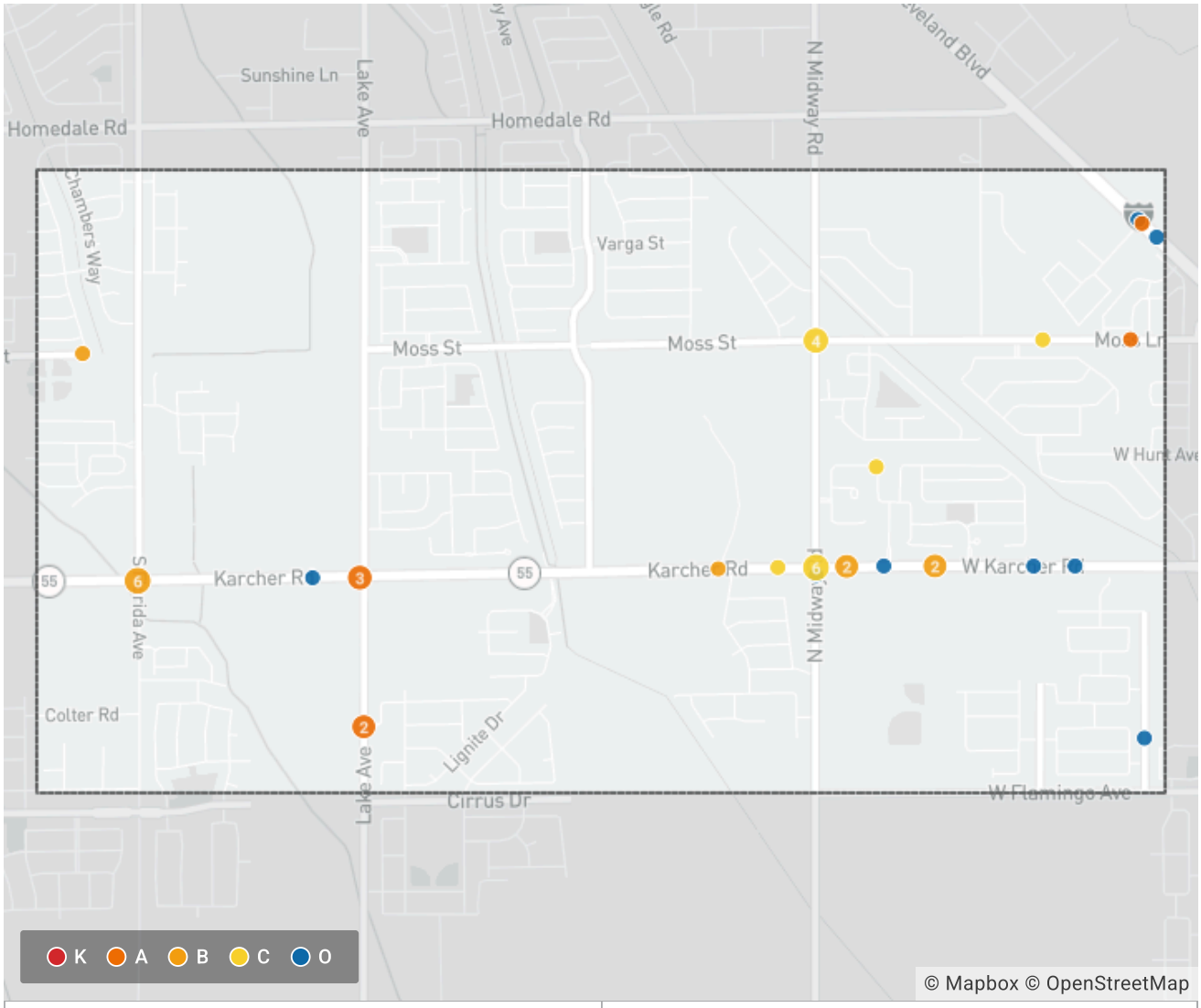
Created on July 8, 2026

Created by Marlon Leslie

Data extents: January 1, 2026 to July 8, 2026

Applied Filters

Shape: Polygon 1



Total Crashes	40	Fatal Crashes	0

ITD Crash Summary		Crash
Total Crashes	40	100.00%
Intersection Related	25	62.50%
Distracted Driver Related	11	27.50%

Work Zone Related	9	22.50%
Fixed Object	5	12.50%
CMV Related	3	7.50%
Alcohol Related	2	5.00%
Impaired Driver Related	2	5.00%
+ 5 more	2	5%

Date & Time (Year)		Crash
2026	40	100.00%
+ 18 more	0	0%

Crash Severity (# of Crashes)		Crash
(O) Property Damage Report	19	47.50%
(C) Possible Injury/Complaint	12	30.00%
(B) Suspected Minor/Visible Injury	5	12.50%
(A) Suspected Serious Injury	4	10.00%
(K) Fatal Injury	0	0.00%

Injury Name		Person
No Apparent Injury	98	74.81%
Possible Injury	21	16.03%
Suspected Minor Injury	8	6.11%
Suspected Serious Injury	4	3.05%
Fatal Injury	0	0.00%

Intersection Related		Crash
Yes	25	62.50%
No	15	37.50%

Date & Time (Day of Week)		Crash
Monday	8	20.00%
Tuesday	6	15.00%
Wednesday	6	15.00%
Thursday	10	25.00%
Friday	2	5.00%
Saturday	6	15.00%
Sunday	2	5.00%

County	Crash

Canyon	40	100.00%
+ 43 more	0	0%

Operator Action		Unit
Going Straight	46	56.10%
Stopped in Traffic	18	21.95%
Turning Left	9	10.98%
Changing Lanes	2	2.44%
Turning Right	2	2.44%
Entering/Leaving Parking Lot,	1	1.22%
Not ON Roadway	1	1.22%
Parked Vehicle	1	1.22%
+ 48 more	2	2.44%

Unit Type		Unit
Car	43	52.44%
SUV/Crossover	17	20.73%
Pickup	16	19.51%
Motorcycle	2	2.44%
Van - 1 to 8 seats	2	2.44%
ATV	1	1.22%
Bus - 16 or more seats	1	1.22%
+ 23 more	0	0%

Urban / Rural		Crash
Urban	40	100.00%
Rural	0	0.00%

Contributing Circumstances (All)		Crash
None	39	97.50%
Failed to Yield	9	22.50%
Following Too Close	9	22.50%
Inattention	7	17.50%
Distracted IN or ON Vehicle	4	10.00%
Asleep, Drowsy, Fatigued	3	7.50%
Failed to Obey Stop Sign	3	7.50%
Vision Obstruction	3	7.50%
+ 33 more	11	27.50%

Most Harmful Event		Crash
Rear-End	12	30.00%
Angle	8	20.00%
Head-On Turning	4	10.00%
Angle Turning	3	7.50%
Side Swipe Opposite	3	7.50%
Side Swipe Same	3	7.50%
Rear-End Turning	2	5.00%
Backed Into	1	2.50%
+ 56 more	6	15%

Outlook

Re: Request for Comments - North Celeste Subdivision

From Joseph Palmer <joseph.palmer@vallivue.org>
Date Thu 2026-08-20 12:41 PM
To Garline Davis <gdavis@cityofcaldwell.org>
Cc Morgan Bessaw <mbessaw@cityofcaldwell.org>

Please accept the following feedback regarding the North Celeste Subdivision proposal:

Students in this proposed 104-dwelling single-family development would attend Lakevue Elementary, Summitvue Middle School, and Vallivue High School. Lakevue Elementary—along with nearby Central Canyon and Falcon Ridge Elementary schools—is already facing significant capacity challenges due to ongoing area growth. We ask that the city consider how cumulative residential development continues to outpace school district capacity.

On Wed, Aug 19, 2026 at 10:59 AM Garline Davis <gdavis@cityofcaldwell.org> wrote:

Good morning,

The City of Caldwell is currently reviewing the application for North Celeste Subdivision. The applicant is proposing a 104-dwelling single-family development on approximately 19.536 at 12479 Moss St. and 12411 Moss St.

I have attached the Public Agency Memo for reference. Please let me know if Vallivue School District has any comments related to school capacity, or any other possible impacts.

If possible, please provide comments by August 25 so they can be included in my staff report.

Best regards,
Garline

City of Caldwell Logo Special
America 250 Anniversary

PLANNING & ZONING DIVISION

Garline Davis

Planner I

205 S 6th Ave • Caldwell, ID 83605
www.cityofcaldwell.org • (208) 455-4604

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--
Joey Palmer, Ed.S.
Assistant Superintendent
Vallivue School District #139

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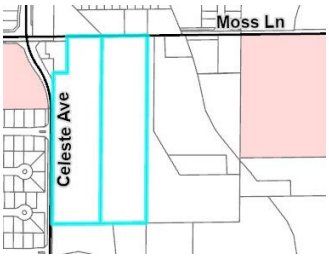
Communities in Motion (CIM) Development Review Checklist

Development Name:	North Celeste Subdivision
CIM Vision Category:	Existing Neighborhood
Consistent with CIM Vision?	YES
New Households:	104
New Jobs:	0



Safety

How safe and comfortable is the nearest major road (minor arterial or above) for bicyclists and pedestrians? Analysis is limited to existing roadway conditions.

N/A

Pedestrian level of stress	N/A
Bicycle level of stress	N/A

Economic Vitality

To what extent does the project enable people, government, and businesses to prosper?

Economic Activity Center Access	✓
Impact on Existing Surrounding Farmland	✓
Net Fiscal Impact	✓

Convenience

What services are available within 0.5 miles (green) or 1 mile (yellow) of the project?

Nearest bus stop	✗
Nearest public school	✗
Nearest public park	✓

Quality of Life

Checked boxes indicate that additional information is attached.

Active Transportation	
Automobile Transportation	
Public Transportation	
Roadway Projects	

✓ **Improves performance** ✓ **Does not improve or reduce performance** ✗ **Reduces performance**

Comments:
Based on the site plan provided, COMPASS has no additional comments.

Who we are: *The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization for Ada and Canyon Counties. This review evaluates whether land developments are consistent with Communities in Motion, the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document. Past checklists are available online. See the Development Review User Guide* for more information on the red, yellow, and green checklist thresholds.

https://compassidaho.org/
info@compassidaho.org
COMPASS COMMUNITY PLANNING ASSOCIATION of Southwest Idaho

Sent: 7/6/26

Complete Network Appendix

Checkmarks (✓) below indicate suggested changes to a site plan, based on the COMPASS Complete Network Policy (No. 2022-01). Both the Complete Network Policy and site-specific suggestions are intended to better align land use with identified transportation uses in the corridor. Please see the Complete Network map for primary and secondary uses for roadways (minor arterial and above) in Ada and Canyon Counties.

Corridor Name:	N/A
Primary Use:	N/A
Secondary Use:	N/A

Fiscal Impact Analysis

Below are the expected revenues and costs to local governments from this project. The purpose of this analysis is to help the public, stakeholders, and the decision-makers better manage growth.

Capital and operating expenditures are determined based on service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

Net Fiscal Impact by Agency

✓ City	✗ County
✓ Highway District	✓ School District

Breakeven point across all agencies: 1 Year

Disclaimer*: This tool only looks out 20 years and does not include replacement costs for infrastructure, public utilities, or unfunded transportation needs in the project area. More information about the COMPASS Fiscal Impact Tool is available at: https://compassidaho.org/fiscal-impact-tool/*

Outlook

FW: Request for Comment by 7/20 - North Celeste Sub Annexation

From Morgan Bessaw <mbessaw@cityofcaldwell.org>
Date Tue 2026-06-30 1:27 PM
To Garline Davis <gdavis@cityofcaldwell.org>

COMMUNITY DEVELOPMENT

Morgan Bessaw

Deputy Director

205 S. 6th Ave. •
www.cityofcaldwell.org • 2084554594

From: Doug Critchfield <critchfieldd@cityofnampa.us>
Sent: Monday, June 29, 2026 3:00 PM
To: Morgan Bessaw <mbessaw@cityofcaldwell.org>
Subject: RE: Request for Comment by 7/20 - North Celeste Sub Annexation

Morgan – Nampa has no comments. Thanks - Doug

Doug Critchfield, PLA
Principal Planner | Planning & Zoning Department
Office: (208) 468-5442 | Cell: (208) 606-5799
500 12th Ave S | Nampa, ID 83651
cityofnampa.us | Stay Connected
Citizen's Guide to Planning – Learn More About Planning!
cityofnampa.us/2050 – Help us plan Nampa's future

From: Morgan Bessaw <mbessaw@cityofcaldwell.org>
Sent: Wednesday, June 24, 2026 4:24 PM
To: Alan Perry <aperry@cityofcaldwell.org>; Angelica Gomez <agomez@cityofcaldwell.org>; Anita Means (Caldwell Transportation Co) <anita@ctcbus.com>; Bill Pastoor <wpastoor@republicservices.com>; Black Canyon Irrigation Dist. (bcid@blackcanyonirrigation.com) <bcid@blackcanyonirrigation.com>; Black Canyon Irrigation District <developmentreview@blackcanyonirrigation.com>; Boise Project Board of Control (tritthaler@boiseproject.org) <tritthaler@boiseproject.org>; Boise River Food Control Dist. #10

(projectmgr@boiseriver.org) <projectmgr@boiseriver.org>; 'brandon.flack@idfg.idaho.gov' <brandon.flack@idfg.idaho.gov>; Brian Courtright <bcourtright@republicservices.com>; Brown Bus Company (brent.carpenter@brownbuscompany.com) <brent.carpenter@brownbuscompany.com>; Bureau of Land Management (jsullivan@blm.org) <jsullivan@blm.org>; Bureau of Land Management 2 (jcartwright@blm.org) <jcartwright@blm.org>; Bureau of Reclamation <bor-sha-msforealty@usbr.gov>; Cache Olson <colson@cityofcaldwell.org>; Caldwell Lateral Irrigation (amandacild@qwestoffice.net) <amandacild@qwestoffice.net>; Caldwell School District #132 (Nfrench@caldwellschools.org) <Nfrench@caldwellschools.org>; Canyon County Development Services - Jennifer Almeida (jennifer.almeida@canyoncounty.id.gov) <jennifer.almeida@canyoncounty.id.gov>; Canyon County Plat Room - DeAnn France (deann.gerthung@canyoncounty.id.gov) <deann.gerthung@canyoncounty.id.gov>; Canyon Hill Irrigation <canyonhillirrigation@gmail.com>; Christin Wendelsdorf <Christine.Wendelsdorf@canyoncounty.id.gov>; College of Idaho (rerne@collegeofidaho.edu) <rerne@collegeofidaho.edu>; Corps of Engineers (greg.j.martinez@usace.army.mil) <greg.j.martinez@usace.army.mil>; Damon Rice <drice@cityofcaldwell.org>; Dan Torres <dtorres@cityofcaldwell.org>; Dave Marston <dmarston@cityofcaldwell.org>; Deer Flats <deerflat@fws.gov>; Department of Lands (IDL_jurisdictional@idl.idaho.gov) <IDL_jurisdictional@idl.idaho.gov>; Doug Critchfield <critchfieldd@cityofnampa.us>; Erika Olvera (eolvera@nmid.org) <eolvera@nmid.org>; Farmer's Co-Op Ditch Co (fcdc1875@gmail.com) <fcdc1875@gmail.com>; Genna Ashlet - Boise Project Board of Control <gashley@boiseproject.org>; 'gis@compassidaho.org' <gis@compassidaho.org>; Golden Gate Irrigation Districts - Ripley Doorn (lbuckner@rdcpa.com) <lbuckner@rdcpa.com>; HD4 - Lenny Ricco <lriccio@hwydistrict4.org>; HD4 - Mike Kaes <mkaes@hwydistrict4.org>; Idaho Dept of Water Recources <file@idwr.idaho.gov>; Idaho Power (easements@idahopower.com) <easements@idahopower.com>; Jene Price <jprice@cityofcaldwell.org>; Kayla Valle <kvalle@cityofcaldwell.org>; Kirk (kirk@pioneerirrigation.com) <kirk@pioneerirrigation.com>; Konrad McDannel <KMcDanner@republicservices.com>; Laura Wilder (wilders04@msn.com) <wilders04@msn.com>; Lorina Herb <lherb@cityofcaldwell.org>; Lynn Troxel - Notus Parma HD <lynntroxel@nphd.net>; Marlon Leslie <mleslie@cityofcaldwell.org>; Michael Comeskey (nmid@nmid.org) <nmid@nmid.org>; Monica Taylor, Intermountain Gas <monica.taylor@intgas.com>; Nampa Highway District #1 (eddy@nampahighway1.com) <eddy@nampahighway1.com>; Ofelia Morales <omorales@cityofcaldwell.org>; Oscar Klaas <oklaas@cityofcaldwell.org>; Planning-Zoning Staff <PZall@cityofnampa.us>; Randall, Reece C <rcrandall@usbr.gov>; Republic Services <gallen3@republicservices.com>; Rex Ingram <ringram@cityofcaldwell.org>; Riverside Irrigation District (rid1896@gmail.com) <rid1896@gmail.com>; Rob Oates (KEUL) <roates@cityofcaldwell.org>; Robb MacDonald <rmacdonald@cityofcaldwell.org>; Robins, Angel <ARobins@idahopower.com>; Rodney Ashby <ashbyr@cityofnampa.us>; Ruben Salas <rsalas@republicservices.com>; Southwest District Health 2 (Mitch.Kiester@phd3.idaho.gov) <Mitch.Kiester@phd3.idaho.gov>; Steve Pendleton <spendleton@cityofcaldwell.org>; Tammie Halcomb <tammie@fareidaho.org>; Tiffany DeFrance <tdefrance@cityofcaldwell.org>; Trevor Farris <tfarris@cityofcaldwell.org>; USPS Caldwell (MIKE.Y.BROWNFIELD@USPS.GOV) <MIKE.Y.BROWNFIELD@USPS.GOV>; Valley Regional Transit - Stephen Hunt (development@valleyregionaltransit.org) <development@valleyregionaltransit.org>; Vallivue School Dist. <jenny.titus@vallivue.org>; Vallivue School District <joseph.palmer@vallivue.org>; Kristi Watkins <watkinsk@cityofnampa.us>; Wilder Irrigation District - Dianne Paulsen (wilderirrigation2@hotmail.com) <wilderirrigation2@hotmail.com>; Wilder Irrigation District (wilderirrigation1@hotmail.com) <wilderirrigation1@hotmail.com>
Subject: Request for Comment by 7/20 - North Celeste Sub Annexation

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Dear Outside Agencies and Internal City Departments:

You are hereby being notified, pursuant to the Local Land Use Planning Act, Idaho Code 67-6509.

Outside Agencies:
Outside agencies are invited to provide written testimony and/or comments by the date specified within the attached notification. The deadline for written testimony is to ensure planners can consider the information as they develop their staff report and recommended findings. All items received by the deadline will be placed in the hearing packet, allowing the hearing body adequate time to review the submitted information.

Internal City Departments:
Deadline dates for conditional and/or final staff reports are specified in the attached notification and have been put into the Citizenserve database under each department review task.

Additional Information:

If you would like additional information, please contact the planner listed within the notification or visit the website link for review of the full application submission packet.

Thank you,

COMMUNITY DEVELOPMENT

Morgan Bessaw

Deputy Director

205 S. 6th Ave. •
www.cityofcaldwell.org • 2084554594

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PH- EXHIBITS

Public Hearing Late Exhibits

This includes materials and documents submitted during the hearing as late exhibits