

**Before the Caldwell Planning and Zoning Commission
City of Caldwell, Idaho
Public Hearing Held October 20, 2020**

Subject: Case No. SUB-20P-09 (Shadow Glen Subdivision)
R34320012, R34319, R34318011, R34318011A (86.29 ACRES)

The following land use actions are the primary features of this application:

- Preliminary Plat approval of Shadow Glen Subdivision consisting of 257 single family low density residential lots and 14 common lots to be developed in seven (7) proposed phases.

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I COURSE OF PROCEEDINGS

- 1.1 The Caldwell Planning and Zoning Department issued a notice of Public Hearing on application SUB-20P-9 to be held before the Caldwell Planning and Zoning Commission on October 20, 2020. Public notice requirements set forth in Idaho Code, Chapter 65, Local Planning Act, were met. On, or before, October 4, 2020, notice was published in the Idaho Press Tribune, and on, or before, October 2, 2020 notice was mailed to all political subdivisions providing services to the site and on or before October 2, 2020 notice was mailed to all property owners within 300 feet of the project site; and on, or before, October 8, 2020 notice was posted on the site.
- 1.3 Files and exhibits relative to this application are available for review in the Planning and Zoning Department, 621 Cleveland Boulevard, Caldwell and at applicable public hearings.

II GENERAL FACTS

- 2.1 APPLICANT: Hayden Homes of Idaho, Tim Mokwa, 1406 W. Main Street, Suite 109, Meridian, ID 83642.
- 2.2 AGENT: T-O Engineers, John Carpenter, P.E., 332 N. Broadmore Way, Nampa, ID 83687
- 2.3 PROPERTY HISTORY and APPLICATIONS:
Annexation: In 2006 (ANN-113-06) 196.46 acres including the subject properties were annexed to the City of Caldwell with zoning designations of R-1 (Low Density Residential) and C-1 (Neighborhood Commercial) subject to a Development Agreement recorded as instrument #200643512 on June 6, 2006. (Exhibit PZ-5)

2006 Preliminary Plat Approval (SUB140P-06): The original plat (Copper Creek Subdivision) submitted at the time of Annexation consisted of 647 single family residential lots on 194.13 acres. One phase of the development, Copper Creek, was completed on the west side of Ward Road and

the Final Plat for Copper Creek Subdivision No. 1 was recorded as instrument #2007045767 in July 2007. The preliminary plat expired.

Portions of the original development properties were divided and two schools were constructed including Vision Charter School (SUP-359-13) on approximately 22 acres west of Ward Lane adjacent to and south of Copper Creek Subdivision No. 1 and Skyway Elementary (SUP-17-03) located on the southeast corner of Ward Road and Skyway Street on approximately 18.68 acres. Both schools are adjacent to the properties subject to this application.

On August 1, 2019 Hayden Homes of Idaho submitted a request for an Administrative Time Extension (TE-19-09) to complete phases 1, 2, 6 and 8 of Copper Creek Subdivision in accordance with City of Caldwell Ordinances §11-02-03(1)F. On August 27, 2019 the request for administrative renewal was denied by the Planning and Zoning Director and the Public Works Director. The letter of decision is attached as Exhibit PZ 4.

On December 23, 2019 Hayden Homes of Idaho submitted an application for a comprehensive plan map amendment, rezone, and preliminary plat for Shadow Glen Subdivision on 86.3 acres subject to a Development Agreement. The Comprehensive Plan Amendment was denied by City Council.

On September 9, 2020 Hayden Homes of Idaho submitted an application for a Preliminary Plat for a Low Density single-family residential subdivision consistent with the 2040 Comprehensive Plan and current zoning of the property.

2.4 CURRENT ZONING

The subject properties are located within the city limits of Caldwell and **zoned R-1 (Low Density Residential)** with a 1.48 acre portion of **C-1 (Neighborhood Commercial)** zoning in the southeast corner of parcel R34318011A0 along Middleton Road. Approximately 32 acres at the corner of Ward Road and Linden Street is located within the **Industrial Airport Overlay Zone APO-2**. A noise reduction aviation easement is required for residential construction in this overlay zone.

Caldwell City Zoning Code §10-02-03 Height, Lot Line Setback and Lot Dimension Schedule: Table 2: Minimum/Maximum Bulk Requirements (in feet)

Zoning District	Max Height ¹	Front Yard	Rear Yard	Interior Side Yard	Street Side Yard	Interior Lots Minimum Lot Area ⁷	Corner Lots Minimum Lot Area ⁷	All Lots Minimum Lot Frontage ³
R1 ⁴	45	40	40	20	30	8000	9500	50
R2	45	35	35	45	25	6000	7500	45
C1	45	20	15	0	15	0	0	0

A. *Footnotes To Table: The following footnotes correspond with the minimum/maximum bulk requirements listed in the table.*

3. Minimum lot frontage for lots on cul-de-sacs shall be measured from the setback line not from the property line.

7. Residential lots that are part of a final plat may reduce the required minimum lot area by up to 10% if the required densities (dwelling units per gross acre) are met for the underlying zone.

Staff Note: Staff interpretation of #7 is for specific cases where infrastructure requirements at time of construction affects a lot or small group of lots within the development creating a lot or lots that do not meet dimensional standards.

2.5 REQUEST:

The applicant is requesting approval of a preliminary plat for Shadow Glen Subdivision consisting of 257 residential lots and 14 common lots to be developed in seven (7) proposed phases.

- Total Area: 86.29 acres
- Total Right of Way: 20.47 acres
- Total Open Space: 15.10 acres
- Total Qualifying Open: 5.63 acres (6.5%)
- Proposed Gross Density: 2.99 units/acre

The development is in compliance with the bulk requirements of the underlying residential zone.

2.6 COMPREHENSIVE PLAN DESIGNATION: The 2040 Comprehensive Plan adopted February 3, 2020 reflects the subject property as Low Density Residential.

Current Designation: Low Density Residential-Suitable for single-family residential neighborhoods, to include churches, schools, neighborhood parks, comparable public facilities, and essential utility locations. The residential density range for a single-family residential subdivision shall not exceed three (3) dwelling units per acres. A planned-unit development with mixed uses, such as duplexes, townhouses, and compatible non-residential uses, may be permitted at a residential density of not more than six (6) dwelling units per gross acre.

There is also a small portion of Commercial and Services located in the southeast corner along Middleton Road. The 1.48 acre portion of the property designated Commercial and Services is currently zoned "C1" (Neighborhood Commercial) and is located within a portion of Common Lot 4, Block 6.

2.7 COMPREHENSIVE PLAN COMPONENTS APPLICABLE TO THE REQUEST:

2.7.1 Land Use: The subject property is surrounded by the following uses:

<u>Direction</u>	<u>Zone</u>	<u>Comprehensive Map</u>	<u>Use</u>
Site	R-1	Low Density Residential	Agricultural Vacant Land
North	R-1/R-2	Low & Medium Density Residential	Skyway Elementary & Proposed R-2 (Masterson Ranch Sub)
South	M-1/County	Industrial/Medium Density Res.	Agricultural Vacant Land
East	R-1/R-2	Low/Medium Density Residential	Agricultural Vacant Land
West	R-1/County	Low Density Residential	Vision Charter School/Copper Creek No. 1 & Pheasant Run Sub

2.7.2 Transportation/Connectivity: The subject property has frontage along Middleton Road, a principal arterial roadway, Ward Road, a collector, and Linden Road, a minor arterial roadway.

2.7.3 Public Services, Utilities and Facilities: The engineering department, fire marshal, building department, police department, Vallivue School District, Pioneer Irrigation District, Canyon County Development Services, ITD, COMPASS, and Canyon Highway District #4 were all sent a request for comment on September 16, 2020.

2.7.3.1 CANYON HIGHWAY DISTRICT #4 Comments attached hereto as Exhibit PA-2 dated October 1, 2020.

2.7.3.2 CITY OF CALDWELL ENGINEERING COMMENTS: (Exhibit PA-1 dated 09-21-20)

From: TJ Frans, Project Manager

Re: SUB-20P-09, Shadow Glen Subdivision

Date: September 21, 2020

The Engineering Department provides the following comments on a request by T-O Engineers on behalf of Hayden Homes Idaho, LLC for a preliminary plat for Shadow Glen subdivision consisting of 257 single-family low density residential lots with an average lot size of 8571 sq. ft., 13 common lots, and 1 neighborhood commercial lot to be completed in 7 phases. The subject properties are currently zoned R-1 (low density residential) and 1.48 acres of C-1 (neighborhood commercial). A portion of the property lies within the Airport Overlay Zone APO2. The Subject properties are location on the northeast corner of Ward & Linden & Roads in Caldwell Idaho.

Development Plans

1. Development Plans – Prior to commencing construction, 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. Stormwater facilities (per City requirements/storm water manual);
 - f. Street lighting (per City standards);
 - g. Street signage (per City and MUTCD requirements);
 - h. Vertical Datum based on NAVD 88 Datum.

General

1. Easements for Public Utilities shall be 10 feet wide minimum along all front lot lines. A minimum 10 feet wide easement (or larger if deemed necessary by the City Engineer in order to facilitate future maintenance operations of utilities) may be required along select interior lot lines to facilitate pressure irrigation or other utilities.
2. 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 face of the final plat (visually and in writing). Existing easements shall be shown on all construction drawings.

3. All utilities on and within the boundaries of the subdivision shall be located and/or relocated underground.
4. All street, sewer, water, 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.
5. Construction of facilities to be dedicated and/or within public right-of-way shall be performed by an appropriately licensed public works contractor and shall be inspected by and constructed to City of Caldwell specifications.
6. 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.
7. 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.
8. The engineer of record shall be held responsible to ensure that subdivision improvements are in substantial compliance with said engineer's design. Following the construction of the subdivision 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.
9. 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. Middleton Road is classified as a Principal Arterial. The applicant shall dedicate as public right-of-way a minimum forty-eight (48) foot half width right-of-way (from centerline) along the entire Middleton Road alignment (per City Standard R-810 A). This section of Middleton Road is maintained by Canyon Highway District 4 (CHD4) and all right-of-way work, plan review, and approvals for access on Middleton Road must be reviewed and approved by CHD4, in addition to the City of Caldwell.
 - a. All construction of, and access to, Middleton Road shall fully comply with the Middleton Road Corridor Study.

2. Linden Road is classified as a Minor Arterial. The applicant shall dedicate as public right-of-way a minimum forty (40) foot half width right-of-way (from centerline) along the entire frontage (per City Standard R-810 B).
3. Ward Road is classified as a Collector. The applicant shall dedicate as public right-of-way a minimum thirty-five (35) foot half width right-of-way (from centerline) along the entire Skyway Drive alignment (per City Standard 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 right-of-way that may be necessary along Middleton and Linden Roads to facilitate the construction of the roundabout proposed at this intersection.
6. Applicant shall dedicate to the City of Caldwell any required right-of-way along Ward, Linden & Middleton Roads within 90 days of a written request for right-of-way from the City of Caldwell. Applicant shall dedicate to the City of Caldwell any right-of-way necessary for the proposed roundabouts at Middleton/Linden & Ward/Linden within 30 days of written request from the City.
7. A note shall be placed on the Final Plat indicating that all rights-of-way are to be dedicated to the public.

Street

1. Full frontage half street improvements shall be completed to all classified roads adjacent to the proposed preliminary plat (including Middleton, Linden and Ward) 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. All construction of, and access to, Middleton Road shall fully comply with the Middleton Road Corridor Study (including but not limited to right-of-way widths, road section, intersection locations, turn pockets (aka "loons") and access controls). Any right-in/right-out access shall have median curbing installed to adequately enforce the right-in/right-out movement at the time said access is constructed.
3. The Middleton Road Corridor Study identifies left turn pockets ("loons") at approximate ¼ mile intervals between the half-mile intersections at Linden & Skyway. Applicant shall dedicate to the City additional right-of-way at this location to facilitate said turn pocket and shall construct said turn pocket as part of this development. Construction of the turn pocket shall be constructed when an access point to Middleton Road is constructed. Said turn pocket shall be shifted slightly to the south to facilitate construction of the full turn pocket.
4. All private driveways shall fully comply with City of Caldwell standards and be approved by the Caldwell Fire Marshall.
5. Linden Road will not be allowed to be realigned around existing utilities. All existing utilities within the full buildout alignment of Linden Road shall be relocated to facilitate roadway construction.

6. Applicant shall install westbound right-turn and eastbound left-turn lanes at the intersection of Ward/Linden Roads. This requirement may be waived, in part or full, by the City Engineer depending on the timing of right-of-way procurement and design for the roundabout proposed at this intersection.
7. A public roadway access point to Linden Road is prohibited. Not lot shall have direct access to/from Middleton, Linden or Wards roads.

Traffic Mitigation

The following are the required traffic related mitigation measures for the Shadow Glen Subdivision resulting from the traffic impact study pursuant to City Code Chapter 10, Article 10. A traffic impact study will be required for this development because of the volume of traffic produced.

1. Provide a cross-access easement allowing use of approaches and cross-access of the site by both onsite and adjacent development. This requirement shall be noted on the final plat.
2. Community Planning Association of Southwest Idaho has computed the average trip length in Canyon County to be 7.3 mi. Traffic impact mitigation should presumably occur at both trip ends so $\frac{1}{2}$ of the trip length should be attributed to each end. It is estimated that trips will encounter a major intersection every half mile along any given path. The capacity of an average fully improved intersection (assumed to be the intersection of a collector and an arterial road) is estimated to be 5,080 vehicles/hour.

The estimated traffic resulting from the proposed density in this subdivision based on the the most current Traffic Impact Analysis sets the pm peak hour traffic flow at 337 vehicles for the entire subdivision.

Following the City of Caldwell's mitigation equation $((337 \text{ veh/hr} * 7.3 \text{ mile/trip} * 0.5 \text{ trip ends} * 2 \text{ inter/mi}) / (5080 \text{ veh/hr}))$ the total contribution of this development to traffic mitigation shall be 48.4% of a fully improved intersection. This percentage represents the total capacity utilized from each intersection (once fully improved and possibly signalized) encountered by trips generated over the development's half of the generated trip length.

- a) The owner/developer/applicant shall design and construct roughly 48.4% of the signalization improvements needed for an average intersection, as defined, at one or more nearby (within 3.5 miles of the site) deficient locations to be determined by Engineering staff. The Engineering staff shall have reasonable discretion to determine the sites of construction and what design and construction equals roughly 48.4% of the signalization improvements needed for an average intersection. Engineering staff can provide information about applications with whose mitigation efforts the owner/developer/applicant can combine to achieve even units of 100%.
 - i) The owner/developer/applicant may be allowed, at his option, to contribute monies in lieu of construction to the City of Caldwell Roadway Trust Fund, but the basis for the obligation is for construction. Monetary contributions must be made at a level commensurate with costs to construct the same by the City and as estimated by the City. This alternate provision for payment of money is not a requirement, is for the benefit and convenience of the owner/developer/applicant only and does not constitute an Impact Fee.

- ii) Improvements needed at and near the intersection of Middleton Rd. and Linden St. may be considered in lieu of some part or all traffic mitigation requirements. Measures that may qualify for this purpose include:
 - (1) Added right-of-way and widening to accommodate the turn lanes
 - (a) Right-of-way provided for this purpose should be credited toward signal mitigation at raw land value.
 - (b) Added Asphalt above the minimum required shall be credited based on actual cost or contract bid.
 - iii) The average cost of intersection is estimated at \$425,000 for procurement of design services, construction, and associated costs by the City, of which 48.4% of that cost is what needs to be covered by this subdivision.
 - iv) Any improvements conducted on the west side of Ward Lane, adjacent to the parcel currently addressed 11476 Linden Road, may also be eligible as traffic mitigation for the development.

- 3. The owner/developer/applicant shall keep the City informed of and comply with any additional requirements CHD4 has pertaining to Middleton Road. CHD4 has the final authority to impose Middleton Rd. requirements and said requirements shall be met independent of requirements of the City. CHD4 standards shall be followed for roadway section depth on Middleton Rd. The stricter of City or CHD4 requirements shall be followed for roadway width and traffic mitigation measures on Middleton Rd.

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.
2. Each phase of development shall have a redundant/secondary supply of domestic water.
3. 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
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. This development will be required to comply with the Water Master Study.
5. Applicant shall construct a 12" water mainline in Middleton Road along the entire project frontage.
6. Applicant shall stub an 8" water mainline to parcel R3431801000 (aka: Masterson Ranch Subdivision) in the alignments of the proposed internal roadways. If the neighboring development has already constructed their portion of mainline this project shall make a connection to that line. It is the responsibility of this project and the applicant to ensure the roadways and utilities are in proper alignment with the Masterson Ranch Subdivision plans.

Sanitary Sewer

1. It shall be the responsibility of the applicant's engineer to verify that 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. Sewer service is currently available via a gravity sewer manhole located approximately 75' west of the intersection of Linden/Ward. A portion of the project site, per the Franklin Sewer Master Plan, is supposed to sewer to the north to the Noble Drain sewer shed and another portion has been master planned to shed south to the aforementioned manhole (the Linden sewer shed). A sewer study was conducted by JUB Engineers to determine if the whole project site could sewer into the Linden Road sewer shed. Upon completion of said study it was determined that all of the subject property could reasonable discharge to the Linden trunk line. The Developer may discharge all or a portion of the proposed project into the Linden sewer shed. See the JUB Engineering, Inc. report title Franklin Sewer Master Plan – Shadow Glen Revision dated 12/16/2019.
3. 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 installation the trunk lines specified within the most current version of the Franklin Sewer Study that reside within the limits of this preliminary plat.
4. 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.
5. Each buildable lot shall be provided with individual sewer service. If buildings are constructed to include individual units that could feasibly or will be sold separately, each unit shall be serviced separately.
6. 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 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.
7. 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 right-of-ways for any irrigation facility shall be determined and clearly indicated on the construction plans and on the final plat (excluding prescriptive easements). Construction across or re-routing of these facilities is subject to approval by the Pioneer Irrigation District and at their discretion, 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 subdivision storm water system.

3. 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.
4. Applicant shall place the existing pump station within a platted common lot with a recorded perpetual easement sufficient for convenient access and maintenance of said pump station. The lot shall be owned and maintained by the home owners association.
5. Each lot shall be provided with a pressure irrigation service.
6. All pressure irrigation mainlines shall be located in the public right-of-way, and within a public utility easement of a minimum of 10 feet in width centered over said mainlines as per current City standards.
7. The applicant shall ensure that an adequate continuous irrigation supply flow is available to meet the pressure irrigation system requirements of CMID.
8. Existing Deliver point head gate may need to be upsized to provide adequate water flow to the pressure irrigation pump station. The need to upsize this head gate will be reviewed and determined during plan review. Applicant shall provide City with confirmation that Pioneer Irrigation District will accommodate the increased head gate size.
9. Applicant shall pipe the pump station delivery ditch from the head gate location to the tie-in point located at the northeast corner of Ward/Linden. Replacement of the existing Linden Road crossing will be required if it is not currently PVC pipe. Exact PVC pipe type and size will be determined during plan review.
10. 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.
11. The proposed development shall utilize the existing "Copper Creek" pressure irrigation pump station located along Ward Road. Any upgrades to the pump station necessary to supply the proposed subdivision with pressurized irrigation water is the responsibility of the Applicant.
12. Upon Applicants connection to or use of the existing irrigation pump station the applicant shall:
 - a) Supply the City of Caldwell with a water model of the whole pressurized irrigation system showing that the system design meets all Caldwell Municipal Irrigation District standards.
 - b) Increase the size of the existing head gate supplying the pump station to a sufficient size that will provide the continuous flow of the full water right as required by CMID specifications.
 - c) Pipe the gravity irrigation supply from the delivery point to the pump station. Said supply shall not be utilized by any users expect for CMID.

13. 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 Pioneer Irrigation Facilities 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. It is to be noted that retention designs will be denied in most instances. 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. The final plat drawing should indicate that storm water detention basins are to be placed in common lots in accordance with the referenced Stormwater policy. A note should be placed on the final plat indicating that all areas designated as common areas are to be operated and maintained by the home owners association.
4. There is to be no discharge of storm water overflow into any irrigation water return/discharge facility/ditch/pipe/etc.

Other Utilities

1. The Developer is responsible to relocate all frontage utilities in accordance with City standards and specifications in conjunction with this development, including but not limited to the overhead power structure along the north side of Linden Road.

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 50% 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 stating that no lot shall have direct access to/from Middleton Road, Linden Road or Ward Road.
3. Upon recordation of the plat, the Engineering Department is to be provided with a PDF copy of the recorded final and 3 full paper set.
4. An electronic (dwg.) copy of the Final Plat suitable for mapping and addressing purposes will be required with Final Plat application submittal.

2.7.4 **Landscaping & Pathways:** As per Section 10-07-02(2) of City Code, landscaping should be required for this project. City Code requires a 25-foot wide grass landscape buffer along Middleton Road, a 20-foot wide landscape buffer along Linden Road and a 15-foot wide grass landscape buffer along Ward Road. The applicant should be required to provide 1 Class II tree for every 35 feet of linear frontage along Middleton Road, Linden and Ward Roads, and 1 shrub for every 7 linear feet of frontage along these streets, as well. Additionally, the applicant should be required to landscape the internal pathways, and common areas as required by City Code.

Middleton Road is identified in the 2040 Bike and Pedestrian Plan requiring a detached pathway. The proposed sidewalk along Middleton Road does not currently meet the requirements for a detached pathway on a principal arterial roadway.

The applicant should also be required to install an 8-foot wide asphalt pathway within a common lot adjacent the Bolton Lateral to provide pedestrian connectivity. However, the adjacent development, Masterson Ranch is providing for the pathway along the Bolton Lateral on the north side of the irrigation structure and the applicant proposes to provide a connection to that pathway. The applicant has provided a proposed landscaping plan (see Exhibit A-12).

III PUBLIC TESTIMONY

3.1 Before the Planning and Zoning Commission October 20, 2020

Reserved for Planning and Zoning Commission

IV APPLICABLE LEGAL STANDARDS

- 4.1 City of Caldwell Zoning Ordinance No. 1451, as amended
- 4.2 City of Caldwell Comprehensive Plan, as amended
- 4.3 Idaho Code, Title 67, Chapter 65, Local Planning Act

V COMPREHENSIVE PLAN ANALYSIS – PRELIMINARY PLAT

The Caldwell Planning and Zoning Commission accepts the Comprehensive Plan Components as listed below.

5.1 The request was found to be consistent with the following Comprehensive Plan Components:

GOALS AND POLICIES – Property Rights

Goal 1: Ensure that land use policies, restrictions, conditions and fees do not violate private property rights, adversely impact property values or create unnecessary technical limitations on the use of the property.

Policy 1-1: Establish a sound basis for land use and environmental regulations through comprehensive planning and adopted policies and ordinances.

GOALS AND POLICIES – Land Use

Goal 1: Establish land-use management policies that protect property rights and the environment, maintain a high quality of life, provide adequate land for all types of development, and adequately buffer non-compatible uses.

Policy 1-1: Guide the growth and development of land uses in such a way that the health, safety, and general welfare of residents will be protected.

GOALS AND POLICIES – Public Services, Utilities, & Facilities

Goal 3: Protect the public, health, and general welfare of the citizens of Caldwell.

Policy 3-4: Protect the City's domestic water supply by insuring that new development utilizes pressurized irrigation systems for irrigation, unless the proposed development does not have water rights.

GOALS AND POLICIES – School Facilities & Transportation

Goal 1: Strive for better connectivity, safer access, and pedestrian friendly transportation option to schools.

Policy 2-2: Encourage developers to include pedestrian/bicycle paths that interconnect with adjacent or planned school facilities when designing plats for subdivisions.

GOALS AND POLICIES – Transportation

Goal 2: Protect public safety and the environment.

Policy 2-2: Ensure that City lots have sufficient frontage and/or accessibility to public streets to mitigate public health and safety concerns.

Goal 3: Create communities with more cohesive, interconnected and walkable neighborhoods.

Policy 3-1: Require public street systems for new residential subdivisions and manufactured home developments to connect with existing local streets or to provide for future interconnections in the City's planned street system.

5.2 The request was not found to be inconsistent with any Comprehensive Plan Components:

VI FINDINGS OF FACT – PRELIMINARY PLAT

6.1 The Caldwell Planning and Zoning Commission accepts the facts outlined in the staff report, public testimony and the evidence list. All adopted city ordinances, standards and codes were used in evaluating the application.

VII CONCLUSIONS OF LAW – PRELIMINARY PLAT

7.1 The Caldwell Planning and Zoning Commission has the authority to hear this case and recommend to the Caldwell City Council that it be approved or denied. The public notice requirements were met, the hearing was legally noticed and posted and the hearing was held and conducted under the requirements of Idaho Code and City ordinances.

VIII RECOMMENDATION – PRELIMINARY PLAT

- 8.1 Based on the Findings of Fact and Conclusions of Law, the Caldwell Planning and Zoning Commission hereby recommends to the Mayor and City Council that Case Number SUB-20P-09, a request by Hayden Homes for Preliminary Plat approval of Shadow Glen Subdivision consisting of 257 residential lots and 14 common lots in an “R1” (Low Density Residential) zone [with existing 1.42 acres of Neighborhood Commercial in Lot 4, Block 6] for the property located at the northeast corner of Ward Road and Linden Road (Parcel R34319, R34318011, R34318011A, R34320012) in Caldwell, Idaho, is **approved/denied** with the following conditions of approval **(if approved)**:
- 8.2 Comply with all applicable city codes, ordinances, policies, and standards.
- 8.3 The development, design, and construction of the Shadow Glen Subdivision shall be in substantial compliance with the submitted preliminary plat and site plan (See Exhibit A-11) of Case File SUB-20P-9. Any substantial deviations, as determined by the Planning & Zoning Director, from said Case File Exhibit, shall require City Council approval, through a public hearing.
- 8.4 Lots within the development shall comply with the dimensional standards of the zone. §10-02-03 Footnote #7 *“Residential lots that are part of a final plat may reduce the required minimum lot area by up to 10% if the required densities (dwelling units per gross acre) are met for the underlying zone.”* is not applicable except where minor changes to the proposed preliminary plat are required to meet specific construction deviations.
- 8.5 Middleton Road is a principal arterial. In accordance with the 2040 Bike and Pedestrian Master Plan a detached pathway is required and must be reflected in the Preliminary Plat documents and Landscape Plan.
- 8.6 Installation and construction of all items shown on the submitted landscaping plan shall be in substantial compliance with the submitted landscape plan (see Exhibit A-11) of Case File SUB-20P-9 or as amended to comply with City Landscape Code and the Bike and Pedestrian Master Plan and shall take place applicable to the phase in which each item is located and prior to signature on the final plat of each platted phase.
- 8.7 Comply with the requirements of all applicable agencies, including but not limited to Pioneer Irrigation District, City of Caldwell Engineering Department, City of Caldwell Fire Department, and Canyon Highway District No. 4.
- 8.8 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 first final plat.
- 8.9 Middleton Road shall be constructed to meet the requirements of the Middleton Road Corridor Study as previously adopted by the City of Caldwell City Council.
- 8.10 The development shall comply with the requirements of the City Engineering Department as listed in Case File Exhibit PA-1 (attached hereto) or as amended. The City Engineer has the discretion to reduce or eliminate certain requirements stated in Exhibit PA-1 that he finds to not be pertinent to the request.
- 8.11 The development shall comply with the requirements of the Canyon Highway District #4 as listed in Case File Exhibit PA-2 dated October 1, 2020 (attached hereto) or as amended. The City Engineer

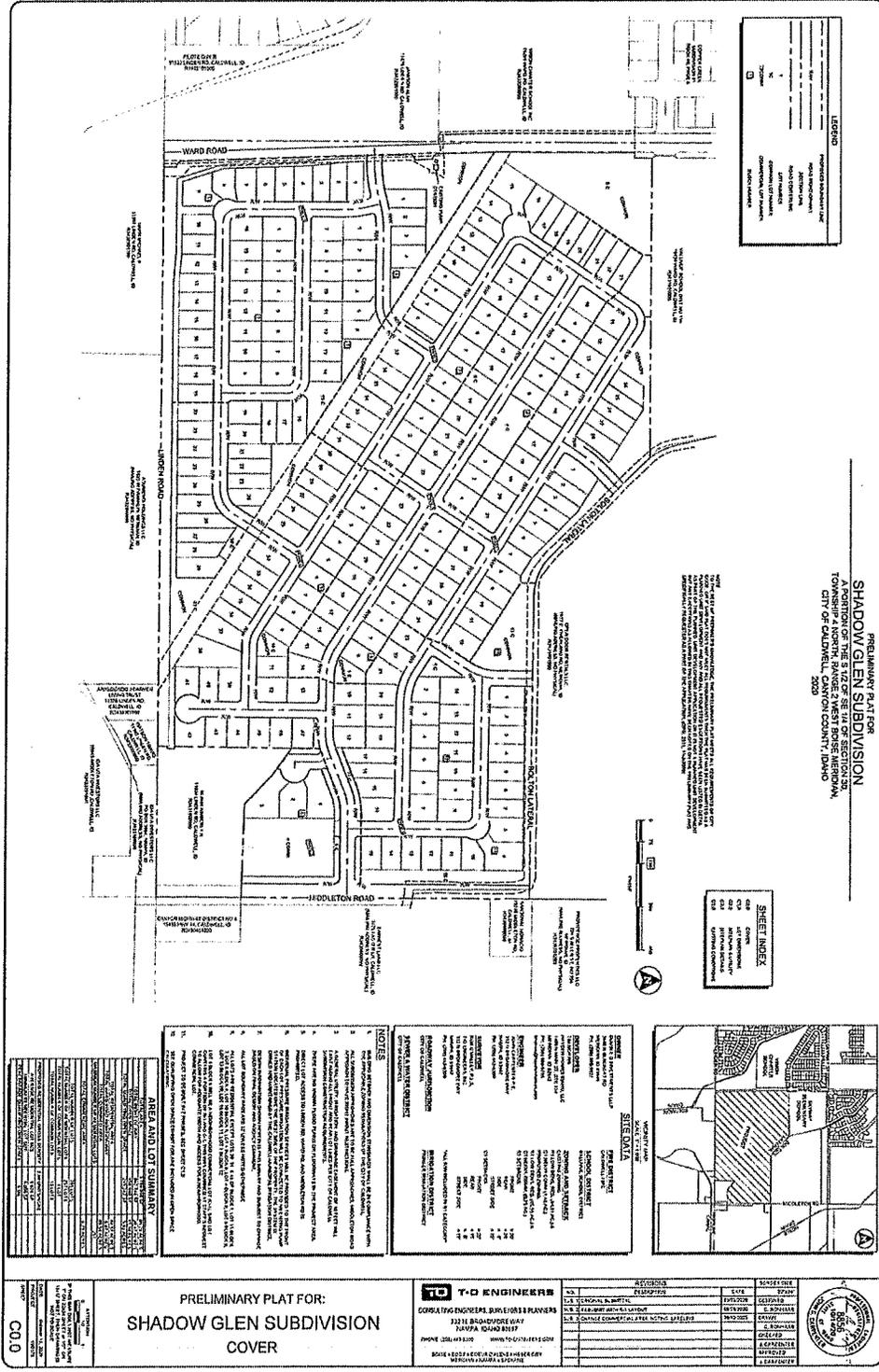
has the discretion to reduce or eliminate certain requirements stated in Exhibit PA-1 that he finds to not be pertinent to the request.

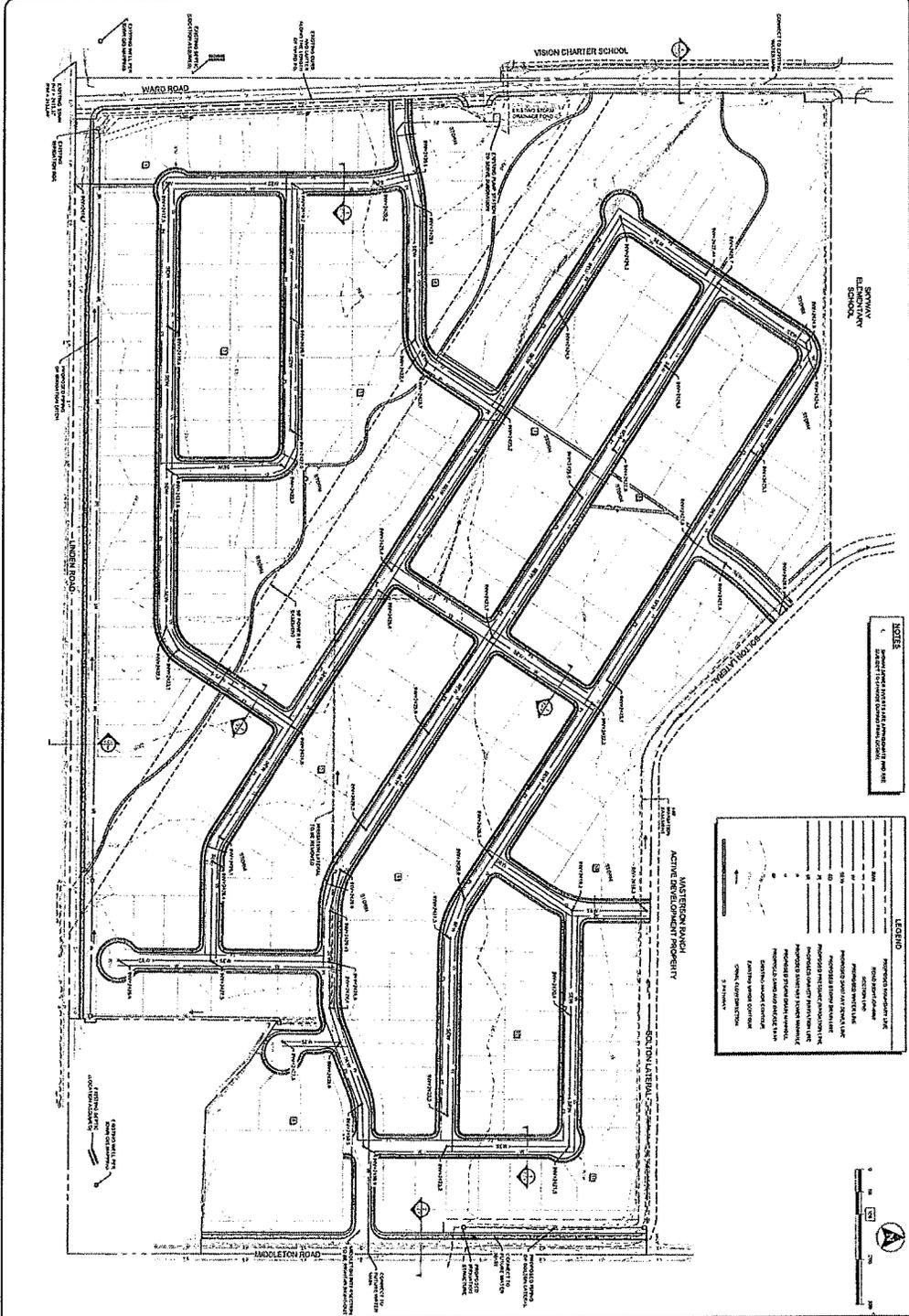
- 8.12 All requirements from the Fire Department for access, turnarounds, emergency access, water supply, fire hydrants, etc. shall be met in the development and/or platting of the subject property. Final approval of the location and number of fire hydrants within the development shall be determined by the Fire Marshal and take place by phase at the time of submittal of applicable construction drawings for each phase.
- 8.13 Post and maintain a "Rules and Regulations" sign at the entryways to the residential subdivision until it is fully developed. The signs would be intended for subcontractors performing work and should include: 1) no dogs; 2) no loud music; 3) no alcohol or drugs; 4) no abusive language; 5) dispose of personal trash and site debris; 6) clean up any mud and/or dirt that is deposited from the construction parcel onto streets; 7) installation of a temporary construction fence that would keep debris from being blown off site by the wind; 8) no burning of construction or other debris on the Property.
- 8.14 Lot 4, Block 6 (designated a common lot) contains "C1" (neighborhood commercial) zoned property (approx. 1.42 acres) and a portion of "R1" (Low Density Residential) zoning. Further land use approval shall be required prior to development to ensure code compliance for proposed use.
- 8.15 Approximately 32 acres at the corner of Ward Road and Linden Street is located within the **Industrial Airport Overlay Zone APO-2**. A noise reduction avigation easement is required for residential construction in this overlay zone. (see Exhibit PA6 attached hereto)

EXHIBIT "A11"

[SUB-20P-9 Shadow Glen Subdivision Preliminary Plat]

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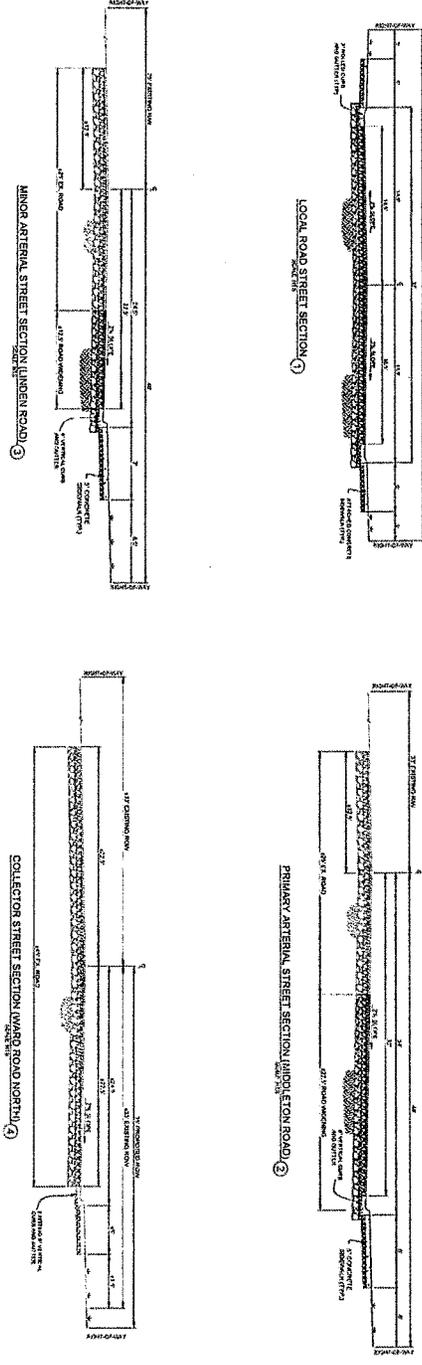
PRELIMINARY PLAT FOR:
SHADOW GLEN SUBDIVISION
 SITEPLAN & UTILITY

T-O ENGINEERS
 CONSULTING ENGINEERS, SURVEYORS & PLANNERS
 332 H. BROADMORE WAY
 BOZEMAN, IDAHO 83727
 PHONE: (208) 338-0000 FAX: (208) 338-0001
 WWW.T-OENGINEERS.COM
 BOZEMAN, IDAHO 83727

NO.	REVISIONS	DATE	REVISIONS	DATE	REVISIONS
1	PRELIMINARY	05/15/19	1	DESIGNED	05/15/19
2	REVISED	05/15/19	2	REVISED	05/15/19
3	REVISED	05/15/19	3	REVISED	05/15/19
4	REVISED	05/15/19	4	REVISED	05/15/19
5	REVISED	05/15/19	5	REVISED	05/15/19
6	REVISED	05/15/19	6	REVISED	05/15/19
7	REVISED	05/15/19	7	REVISED	05/15/19
8	REVISED	05/15/19	8	REVISED	05/15/19
9	REVISED	05/15/19	9	REVISED	05/15/19
10	REVISED	05/15/19	10	REVISED	05/15/19



A11



C2.1

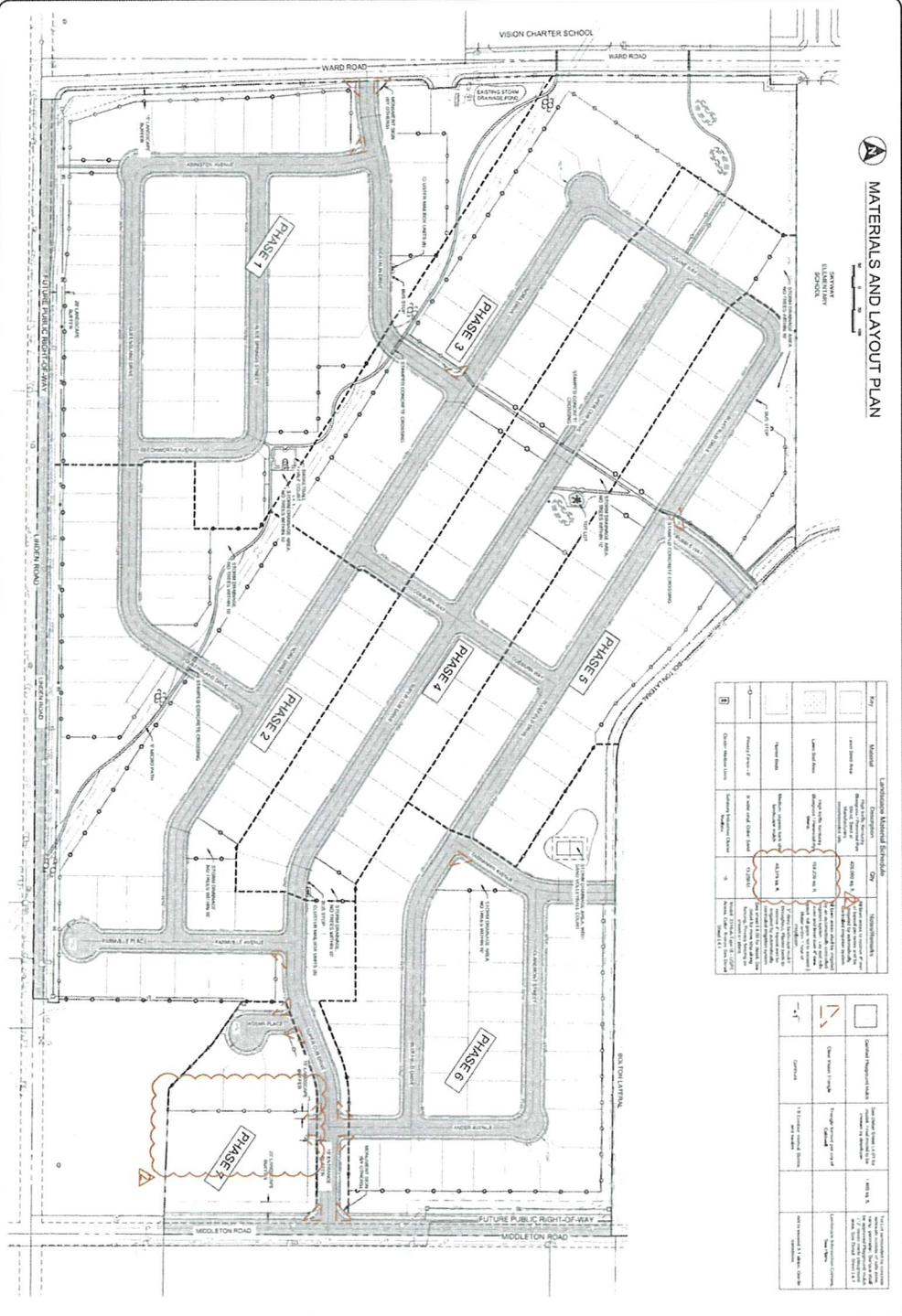
PRELIMINARY PLAT FOR:
SHADOW GLEN SUBDIVISION
 SITEPLAN DETAILS

T-O ENGINEERS
 CONSULTING ENGINEERS SURVEYORS & PLANNERS
 332 N. BROADWAY STE 404
 KANSAS CITY, MO 64108
 PHONE: 816.452.4646 FAX: 816.452.4647
 WWW: T-OENGINEERS.COM

NO.	REVISION	DATE	BY	CHKD.
1	PRELIMINARY			
2	REVISION			
3	REVISION			
4	REVISION			
5	REVISION			
6	REVISION			
7	REVISION			
8	REVISION			
9	REVISION			
10	REVISION			



A11



MATERIALS AND LAYOUT PLAN

Key	Material	Quantity	Notes
1	1" x 4" Stone	42500 sq. ft.	Use for driveway aprons and walkways.
2	2" x 4" Stone	10000 sq. ft.	Use for driveway aprons and walkways.
3	4" x 8" Stone	10000 sq. ft.	Use for driveway aprons and walkways.
4	6" x 12" Stone	10000 sq. ft.	Use for driveway aprons and walkways.
5	8" x 16" Stone	10000 sq. ft.	Use for driveway aprons and walkways.
6	12" x 24" Stone	10000 sq. ft.	Use for driveway aprons and walkways.

Symbol	Description	Notes
[Square]	Contour Elevation	Contour interval 1'.
[Triangle]	Spot Elevation	Spot elevation 1' above ground.
[Circle]	Proposed Spot Elevation	Proposed spot elevation 1' above ground.
[Dashed Line]	Proposed Spot Elevation	Proposed spot elevation 1' above ground.
[Dotted Line]	Proposed Spot Elevation	Proposed spot elevation 1' above ground.

SCALE: 1" = 40'
DATE: 11/15/19
PROJECT: SHADOW GLEN SUBDIVISION
SHEET: 12.00

PRELIMINARY PLAT LANDSCAPE PLAN FOR SHADOW GLEN SUBDIVISION MATERIALS AND LAYOUT PLAN

T-O ENGINEERS
CONSULTING ENGINEERS, SURVEYORS & PLANNERS
1321 N. BIRCHWOOD BLVD.
TAMPA, FL 33607
P: 813.241.4100 | WWW.T-OENGINEERS.COM
BOISE • CODY • COLUMBIA • HOUSTON • MIAMI • OREM • WASHINGTON • WYOMING

NO.	REVISIONS	DATE	BY
1	Initial Review	08/09/19	J. BRADY
2	Complete Review	10/15/19	J. BRADY



A12

A. EVERGREEN TREE PLANTING DETAIL

1. TREE PLANTING SHALL BE AS PER THE SPECIFICATIONS AND STANDARDS OF THE NATIONAL ASSOCIATION OF PROFESSIONAL LANDSCAPE ARCHITECTS (NAPLA) AND THE NATIONAL ASSOCIATION OF PROFESSIONAL ARBORISTS (NAPA).

2. THE TREE SHALL BE PLANTED IN A HOLE THAT IS 2 TIMES THE DIAMETER OF THE ROOT BALL AND 10% DEEPER.

3. THE HOLE SHALL BE FILL WITH A MIXTURE OF 50% TOP SOIL AND 50% COMPOST.

4. THE TREE SHALL BE PLANTED WITH THE ROOT BALL 2 INCHES ABOVE THE GROUND SURFACE.

5. THE TRUNK SHALL BE PROTECTED WITH A TRUNK GUARD.

6. THE TREE SHALL BE WATERED REGULARLY FOR THE FIRST YEAR.

7. THE TREE SHALL BE MAINTAINED FOR THE FIRST YEAR.

8. THE TREE SHALL BE PLANTED WITH THE ROOT BALL 2 INCHES ABOVE THE GROUND SURFACE.

9. THE TRUNK SHALL BE PROTECTED WITH A TRUNK GUARD.

10. THE TREE SHALL BE WATERED REGULARLY FOR THE FIRST YEAR.

11. THE TREE SHALL BE MAINTAINED FOR THE FIRST YEAR.

12. THE TREE SHALL BE PLANTED WITH THE ROOT BALL 2 INCHES ABOVE THE GROUND SURFACE.

13. THE TRUNK SHALL BE PROTECTED WITH A TRUNK GUARD.

B. SHRUB PLANTING DETAIL

1. SHRUB PLANTING SHALL BE AS PER THE SPECIFICATIONS AND STANDARDS OF THE NATIONAL ASSOCIATION OF PROFESSIONAL LANDSCAPE ARCHITECTS (NAPLA) AND THE NATIONAL ASSOCIATION OF PROFESSIONAL ARBORISTS (NAPA).

2. THE SHRUB SHALL BE PLANTED IN A HOLE THAT IS 2 TIMES THE DIAMETER OF THE ROOT BALL AND 10% DEEPER.

3. THE HOLE SHALL BE FILL WITH A MIXTURE OF 50% TOP SOIL AND 50% COMPOST.

4. THE SHRUB SHALL BE PLANTED WITH THE ROOT BALL 2 INCHES ABOVE THE GROUND SURFACE.

5. THE TRUNK SHALL BE PROTECTED WITH A TRUNK GUARD.

6. THE SHRUB SHALL BE WATERED REGULARLY FOR THE FIRST YEAR.

7. THE SHRUB SHALL BE MAINTAINED FOR THE FIRST YEAR.

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11. THE SHRUB SHALL BE MAINTAINED FOR THE FIRST YEAR.

12. THE SHRUB SHALL BE PLANTED WITH THE ROOT BALL 2 INCHES ABOVE THE GROUND SURFACE.

13. THE TRUNK SHALL BE PROTECTED WITH A TRUNK GUARD.

C. MAIN IRON CLUSTERING PLAN

1. THE MAIN IRON CLUSTERING SHALL BE AS PER THE SPECIFICATIONS AND STANDARDS OF THE NATIONAL ASSOCIATION OF PROFESSIONAL LANDSCAPE ARCHITECTS (NAPLA) AND THE NATIONAL ASSOCIATION OF PROFESSIONAL ARBORISTS (NAPA).

2. THE MAIN IRON CLUSTERING SHALL BE PLANTED IN A HOLE THAT IS 2 TIMES THE DIAMETER OF THE ROOT BALL AND 10% DEEPER.

3. THE HOLE SHALL BE FILL WITH A MIXTURE OF 50% TOP SOIL AND 50% COMPOST.

4. THE MAIN IRON CLUSTERING SHALL BE PLANTED WITH THE ROOT BALL 2 INCHES ABOVE THE GROUND SURFACE.

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6. THE MAIN IRON CLUSTERING SHALL BE WATERED REGULARLY FOR THE FIRST YEAR.

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13. THE TRUNK SHALL BE PROTECTED WITH A TRUNK GUARD.

D. TOT LOT CLUSTERING PLAN

1. THE TOT LOT CLUSTERING SHALL BE AS PER THE SPECIFICATIONS AND STANDARDS OF THE NATIONAL ASSOCIATION OF PROFESSIONAL LANDSCAPE ARCHITECTS (NAPLA) AND THE NATIONAL ASSOCIATION OF PROFESSIONAL ARBORISTS (NAPA).

2. THE TOT LOT CLUSTERING SHALL BE PLANTED IN A HOLE THAT IS 2 TIMES THE DIAMETER OF THE ROOT BALL AND 10% DEEPER.

3. THE HOLE SHALL BE FILL WITH A MIXTURE OF 50% TOP SOIL AND 50% COMPOST.

4. THE TOT LOT CLUSTERING SHALL BE PLANTED WITH THE ROOT BALL 2 INCHES ABOVE THE GROUND SURFACE.

5. THE TRUNK SHALL BE PROTECTED WITH A TRUNK GUARD.

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13. THE TRUNK SHALL BE PROTECTED WITH A TRUNK GUARD.

E. TOT LOT SAFETY ZONE

1. THE TOT LOT SAFETY ZONE SHALL BE AS PER THE SPECIFICATIONS AND STANDARDS OF THE NATIONAL ASSOCIATION OF PROFESSIONAL LANDSCAPE ARCHITECTS (NAPLA) AND THE NATIONAL ASSOCIATION OF PROFESSIONAL ARBORISTS (NAPA).

2. THE TOT LOT SAFETY ZONE SHALL BE PLANTED IN A HOLE THAT IS 2 TIMES THE DIAMETER OF THE ROOT BALL AND 10% DEEPER.

3. THE HOLE SHALL BE FILL WITH A MIXTURE OF 50% TOP SOIL AND 50% COMPOST.

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12. THE TOT LOT SAFETY ZONE SHALL BE PLANTED WITH THE ROOT BALL 2 INCHES ABOVE THE GROUND SURFACE.

13. THE TRUNK SHALL BE PROTECTED WITH A TRUNK GUARD.

F. TOT LOT EQUIPMENT

1. THE TOT LOT EQUIPMENT SHALL BE AS PER THE SPECIFICATIONS AND STANDARDS OF THE NATIONAL ASSOCIATION OF PROFESSIONAL LANDSCAPE ARCHITECTS (NAPLA) AND THE NATIONAL ASSOCIATION OF PROFESSIONAL ARBORISTS (NAPA).

2. THE TOT LOT EQUIPMENT SHALL BE PLANTED IN A HOLE THAT IS 2 TIMES THE DIAMETER OF THE ROOT BALL AND 10% DEEPER.

3. THE HOLE SHALL BE FILL WITH A MIXTURE OF 50% TOP SOIL AND 50% COMPOST.

4. THE TOT LOT EQUIPMENT SHALL BE PLANTED WITH THE ROOT BALL 2 INCHES ABOVE THE GROUND SURFACE.

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12. THE TOT LOT EQUIPMENT SHALL BE PLANTED WITH THE ROOT BALL 2 INCHES ABOVE THE GROUND SURFACE.

13. THE TRUNK SHALL BE PROTECTED WITH A TRUNK GUARD.

PRELIMINARY PLAT LANDSCAPE PLAN FOR SHADOW GLEN SUBDIVISION DETAILS

L4.01

T-O ENGINEERS
 CONSULTING ENGINEERS, SURVEYORS & PLANNERS
 332 N. BROADMORE AVE.
 NAPA, KANAS 66901
 PHONE: 913-842-2200 FAX: 913-842-2201
 WWW.T-OENGINEERS.COM
 8006-K • 913-842-2200 • 913-842-2201
 NAPA • NAPA • OMAHA

NO.	REVISION	DATE	BY	CHKD.

A12

EXHIBIT "A13"
[SUB-20P-9 Shadow Glen Subdivision Color Rendering]



A13

SHADOW GLEN SUBDIVISION
 CALDWELL, IDAHO



T-O ENGINEERS
 TERRY O'NEILL ENGINEERING, INC.
 1000 S. 1000 E. SUITE 100
 CALDWELL, IDAHO 83406
 TEL: 208.466.1111 FAX: 208.466.1112
 WWW.TOEENGINEERS.COM

**EXHIBIT "PA 1" City of Caldwell Engineering Memorandum
[SUB-20P-9 Shadow Glen Subdivision Preliminary Plat]**

Memorandum

To: Debbie Root, Senior Planner
From: TJ Frans, Project Manager
Re: SUB-20P-09, Shadow Glen Subdivision
Date: September 21, 2020

The Engineering Department provides the following comments on a request by T-O Engineers on behalf of Hayden Homes Idaho, LLC for a preliminary plat for Shadow Glen subdivision consisting of 257 single-family low density residential lots with an average lot size of 8571 sq. ft., 13 common lots, and 1 neighborhood commercial lot to be completed in 7 phases. The subject properties are currently zoned R-1 (low density residential) and 1.48 acres of C-1 (neighborhood commercial). A portion of the property lies within the Airport Overlay Zone APO2. The Subject properties are location on the northeast corner of Ward & Linden & Roads in Caldwell Idaho.

Development Plans

1. Development Plans – Prior to commencing construction, 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. Stormwater facilities (per City requirements/storm water manual);
 - f. Street lighting (per City standards);
 - g. Street signage (per City and MUTCD requirements);
 - h. Vertical Datum based on NAVD 88 Datum.

Shadow Glen Subdivision
SUB-20P-09
Page 1 of 9

PA1

General

1. Easements for Public Utilities shall be 10 feet wide minimum along all front lot lines. A minimum 10 feet wide easement (or larger if deemed necessary by the City Engineer in order to facilitate future maintenance operations of utilities) may be required along select interior lot lines to facilitate pressure irrigation or other utilities.
2. 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 face of the final plat (visually and in writing). Existing easements shall be shown on all construction drawings.
3. All utilities on and within the boundaries of the subdivision shall be located and/or relocated underground.
4. All street, sewer, water, 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.
5. Construction of facilities to be dedicated and/or within public right-of-way shall be performed by an appropriately licensed public works contractor and shall be inspected by and constructed to City of Caldwell specifications.
6. 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.
7. 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.
8. The engineer of record shall be held responsible to ensure that subdivision improvements are in substantial compliance with said engineer's design. Following the construction of the subdivision improvements, the developer's 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.
9. 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.

Shadow Glen Subdivision
SUB-20P-09
Page 2 of 9

PAI

Rights-of-Way

1. Middleton Road is classified as a Principal Arterial. The applicant shall dedicate as public right-of-way a minimum forty-eight (48) foot half width right-of-way (from centerline) along the entire Middleton Road alignment (per City Standard R-810 A). This section of Middleton Road is maintained by Canyon Highway District 4 (CHD4) and all right-of-way work, plan review, and approvals for access on Middleton Road must be reviewed and approved by CHD4, in addition to the City of Caldwell.
 - a. All construction of, and access to, Middleton Road shall fully comply with the Middleton Road Corridor Study.
2. Linden Road is classified as a Minor Arterial. The applicant shall dedicate as public right-of-way a minimum forty (40) foot half width right-of-way (from centerline) along the entire frontage (per City Standard R-810 B).
3. Ward Road is classified as a Collector. The applicant shall dedicate as public right-of-way a minimum thirty-five (35) foot half width right-of-way (from centerline) along the entire Skyway Drive alignment (per City Standard 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 right-of-way that may be necessary along Middleton and Linden Roads to facilitate the construction of the roundabout proposed at this intersection.
6. Applicant shall dedicate to the City of Caldwell any required right-of-way along Ward, Linden & Middleton Roads within 90 days of a written request for right-of-way from the City of Caldwell. Applicant shall dedicate to the City of Caldwell any right-of-way necessary for the proposed roundabouts at Middleton/Linden & Ward/Linden within 30 days of written request from the City.
7. A note shall be placed on the Final Plat indicating that all rights-of-way are to be dedicated to the public.

Street

1. Full frontage half street improvements shall be completed to all classified roads adjacent to the proposed preliminary plat (including Middleton, Linden and Ward) 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. All construction of, and access to, Middleton Road shall fully comply with the Middleton Road Corridor Study (including but not limited to right-of-way widths, road section, intersection locations, turn pockets (aka "loons") and access controls). Any right-in/right-out access shall have median curbing installed to adequately enforce the right-in/right-out movement at the time said access is constructed.

Shadow Glen Subdivision
SUB-20P-09
Page 3 of 9

PA1

3. The Middleton Road Corridor Study identifies left turn pockets ("loons") at approximate ¼ mile intervals between the half-mile intersections at Linden & Skyway. Applicant shall dedicate to the City additional right-of-way at this location to facilitate said turn pocket and shall construct said turn pocket as part of this development. Construction of the turn pocket shall be constructed when an access point to Middleton Road is constructed. Said turn pocket shall be shifted slightly to the south to facilitate construction of the full turn pocket.
4. All private driveways shall fully comply with City of Caldwell standards and be approved by the Caldwell Fire Marshall.
5. Linden Road will not be allowed to be realigned around existing utilities. All existing utilities within the full buildout alignment of Linden Road shall be relocated to facilitate roadway construction.
6. Applicant shall install westbound right-turn and eastbound left-turn lanes at the intersection of Ward/Linden Roads. This requirement may be waived, in part or full, by the City Engineer depending on the timing of right-of-way procurement and design for the roundabout proposed at this intersection.
7. A public roadway access point to Linden Road is prohibited. Not lot shall have direct access to/from Middleton, Linden or Wards roads.

Traffic Mitigation

The following are the required traffic related mitigation measures for the Shadow Glen Subdivision resulting from the traffic impact study pursuant to City Code Chapter 10, Article 10. A traffic impact study will be required for this development because of the volume of traffic produced.

1. Provide a cross-access easement allowing use of approaches and cross-access of the site by both onsite and adjacent development. This requirement shall be noted on the final plat.
2. Community Planning Association of Southwest Idaho has computed the average trip length in Canyon County to be 7.3 mi. Traffic impact mitigation should presumably occur at both trip ends so ½ of the trip length should be attributed to each end. It is estimated that trips will encounter a major intersection every half mile along any given path. The capacity of an average fully improved intersection (assumed to be the intersection of a collector and an arterial road) is estimated to be 5,080 vehicles/hour.

The estimated traffic resulting from the proposed density in this subdivision based on the the most current Traffic Impact Analysis sets the pm peak hour traffic flow at 337 vehicles for the entire subdivision.

Following the City of Caldwell's mitigation equation $((337 \text{ veh/hr} * 7.3 \text{ mile/trip} * 0.5 \text{ trip ends} * 2 \text{ inter/mi}) / (5080 \text{ veh/hr}))$ the total contribution of this development to traffic mitigation shall be 48.4% of a fully improved intersection. This percentage represents the total capacity utilized from each intersection (once fully improved and possibly signalized) encountered by trips generated over the development's half of the generated trip length.

Shadow Glen Subdivision
SUB-20P-09
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PAI

- a) The owner/developer/applicant shall design and construct roughly 48.4% of the signalization improvements needed for an average intersection, as defined, at one or more nearby (within 3.5 miles of the site) deficient locations to be determined by Engineering staff. The Engineering staff shall have reasonable discretion to determine the sites of construction and what design and construction equals roughly 48.4% of the signalization improvements needed for an average intersection. Engineering staff can provide information about applications with whose mitigation efforts the owner/developer/applicant can combine to achieve even units of 100%.
 - i) The owner/developer/applicant may be allowed, at his option, to contribute monies in lieu of construction to the City of Caldwell Roadway Trust Fund, but the basis for the obligation is for construction. Monetary contributions must be made at a level commensurate with costs to construct the same by the City and as estimated by the City. This alternate provision for payment of money is not a requirement, is for the benefit and convenience of the owner/developer/applicant only and does not constitute an Impact Fee.
 - ii) Improvements needed at and near the intersection of Middleton Rd. and Linden St. may be considered in lieu of some part or all traffic mitigation requirements. Measures that may qualify for this purpose include:
 - (1) Added right-of-way and widening to accommodate the turn lanes
 - (a) Right-of-way provided for this purpose should be credited toward signal mitigation at raw land value.
 - (b) Added Asphalt above the minimum required shall be credited based on actual cost or contract bid.
 - iii) The average cost of intersection is estimated at \$425,000 for procurement of design services, construction, and associated costs by the City, of which 48.4% of that cost is what needs to be covered by this subdivision.
 - iv) Any improvements conducted on the west side of Ward Lane, adjacent to the parcel currently addressed 11476 Linden Road, may also be eligible as traffic mitigation for the development.
3. The owner/developer/applicant shall keep the City informed of and comply with any additional requirements CHD4 has pertaining to Middleton Road. CHD4 has the final authority to impose Middleton Rd. requirements and said requirements shall be met independent of requirements of the City. CHD4 standards shall be followed for roadway section depth on Middleton Rd. The stricter of City or CHD4 requirements shall be followed for roadway width and traffic mitigation measures on Middleton Rd.

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

Shadow Glen Subdivision
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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. This development will be required to comply with the Water Master Study.
5. Applicant shall construct a 12" water mainline in Middleton Road along the entire project frontage.
6. Applicant shall stub an 8" water mainline to parcel R3431801000 (aka: Masterson Ranch Subdivision) in the alignments of the proposed internal roadways. If the neighboring development has already constructed their portion of mainline this project shall make a connection to that line. It is the responsibility of this project and the applicant to ensure the roadways and utilities are in proper alignment with the Masterson Ranch Subdivision plans.

Sanitary Sewer

1. It shall be the responsibility of the applicant's engineer to verify that 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. Sewer service is currently available via a gravity sewer manhole located approximately 75' west of the intersection of Linden/Ward. A portion of the project site, per the Franklin Sewer Master Plan, is supposed to sewer to the north to the Noble Drain sewer shed and another portion has been master planned to shed south to the aforementioned manhole (the Linden sewer shed). A sewer study was conducted by JUB Engineers to determine if the whole project site could sewer into the Linden Road sewer shed. Upon completion of said study it was determined that all of the subject property could reasonable discharge to the Linden trunk line. The Developer may discharge all or a portion of the proposed project into the Linden sewer shed. See the JUB Engineering, Inc. report title Franklin Sewer Master Plan – Shadow Glen Revision dated 12/16/2019.
3. 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 install the trunk lines specified within the most current version of the Franklin Sewer Study that reside within the limits of this preliminary plat.
4. 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.
5. Each buildable lot shall be provided with individual sewer service. If buildings are constructed to include individual units that could feasibly or will be sold separately, each unit shall be serviced separately.
6. 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 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.

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7. 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 right-of-ways for any irrigation facility shall be determined and clearly indicated on the construction plans and on the final plat (excluding prescriptive easements). Construction across or re-routing of these facilities is subject to approval by the Pioneer Irrigation District and at their discretion, 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 subdivision 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. Applicant shall place the existing pump station within a platted common lot with a recorded perpetual easement sufficient for convenient access and maintenance of said pump station. The lot shall be owned and maintained by the home owners association.
4. Each lot shall be provided with a pressure irrigation service.
5. All pressure irrigation mainlines shall be located in the public right-of-way, and within a public utility easement of a minimum of 10 feet in width centered over said mainlines as per current City standards.
6. The applicant shall ensure that an adequate continuous irrigation supply flow is available to meet the pressure irrigation system requirements of CMID.
7. Existing Deliver point head gate may need to be upsized to provide adequate water flow to the pressure irrigation pump station. The need to upsize this head gate will be reviewed and determined during plan review. Applicant shall provide City with confirmation that Pioneer Irrigation District will accommodate the increased head gate size.
8. Applicant shall pipe the pump station delivery ditch from the head gate location to the tie-in point located at the northeast corner of Ward/Linden. Replacement of the existing Linden Road crossing will be required if it is not currently PVC pipe. Exact PVC pipe type and size will be determined during plan review.
9. 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

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PAI

supply for the subject development. If this should occur, The City shall assist in registering the transfer.

10. The proposed development shall utilize the existing "Copper Creek" pressure irrigation pump station located along Ward Road. Any upgrades to the pump station necessary to supply the proposed subdivision with pressurized irrigation water is the responsibility of the Applicant.
11. Upon Applicants connection to or use of the existing irrigation pump station the applicant shall:
 - a) Supply the City of Caldwell with a water model of the whole pressurized irrigation system showing that the system design meets all Caldwell Municipal Irrigation District standards.
 - b) Increase the size of the existing head gate supplying the pump station to a sufficient size that will provide the continuous flow of the full water right as required by CMID specifications.
 - c) Pipe the gravity irrigation supply from the delivery point to the pump station. Said supply shall not be utilized by any users expect for CMID.
12. 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 Pioneer Irrigation Facilities 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. It is to be noted that retention designs will be denied in most instances. 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. The final plat drawing should indicate that storm water detention basins are to be placed in common lots in accordance with the referenced Stormwater policy. A note should be placed on the final plat indicating that all areas designated as common areas are to be operated and maintained by the home owners association.
4. There is to be no discharge of storm water overflow into any irrigation water return/discharge facility/ditch/pipe/etc.

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Other Utilities

1. The Developer is responsible to relocate all frontage utilities in accordance with City standards and specifications in conjunction with this development, including but not limited to the overhead power structure along the north side of Linden Road.

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 50% 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 stating that no lot shall have direct access to/from Middleton Road, Linden Road or Ward Road.
3. Upon recordation of the plat, the Engineering Department is to be provided with a PDF copy of the recorded final and 3 full paper set.
4. An electronic (dwg.) copy of the Final Plat suitable for mapping and addressing purposes will be required with Final Plat application submittal.

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**EXHIBIT "PA 2" Canyon Highway District #4
[SUB-20P-9 Shadow Glen Subdivision Preliminary Plat]**



CANYON HIGHWAY DISTRICT No. 4
15435 HIGHWAY 44
CALDWELL, IDAHO 83607

TELEPHONE 208/454-8135
FAX 208/454-2008

October 1, 2020

City of Caldwell Planning & Zoning Commission
621 Cleveland Blvd
Caldwell, Idaho 83605
Attention: Debbie Root, Senior Planner

**RE: Shadow Glen Subdivision
SUB-20P009 Preliminary Plat
Middleton Rd Frontage**

Dear Commissioners:

Canyon Highway District No. 4 (CHD4) has reviewed the revised preliminary plat for Shadow Glen Subdivision, dated August 27, 2020, located near the northwest corner of Middleton Rd and Linden Rd (SE ¼ Section 30 T4N R2W). This plat appears to be substantially similar to the March 23, 2020 version previously reviewed. CHD4 provides the following comments on the proposed development:

1. By agreement with the City, (Exchange Maintenance Agreement, 2008) CHD4 operates and maintains Middleton Rd between Ustick Rd and Lincoln Rd. Under this agreement, CHD4 is responsible for access permitting and utility permitting along the corridor, and is provided opportunity to review and comment on development plans as they may impact the operation and maintenance of the highway.

CHD4 and Caldwell are currently in negotiations to revise the agreement, such that Caldwell would assume operations and maintenance responsibility for Middleton Rd between US 20/26 and Ustick Rd. If and when this change is adopted, CHD4 will no longer have jurisdiction over any roadways adjacent to the project, and will not provide additional comment or review unless specifically requested by the City.

2. CHD4 and the City has jointly conducted a study for the Middleton Rd corridor between Ustick and the Boise River, the "Middleton Road Corridor Plan" dated October 2016. CHD4 requests that the right-of-way widths, road sections, intersection locations, and access controls described in the plan be required conditions of the development. The proposed right-in-right-out access to Middleton Rd (Osane Street) appears to be consistent with the adopted plan.
3. The Middleton Rd Corridor Plan identifies left turn pockets ("Loons") at approximate ¼ mile intervals between the half-mile intersections at Linden and Skyway to accommodate left turn movements from Middleton Rd approaches north of Linden Rd. Additional right-of-way and construction of a left-turn pocket on the Middleton Rd frontage should be required as a condition of approval. The specific location may be determined during preparation of improvement drawings, and may be located north of the project boundary (which would eliminate the need for this condition).

PAZ

4. A note should be added to the plat indicating that no direct lot access to Middleton Rd or Linden Rd is allowed.
5. The Traffic Impact Study (TIS) prepared for the project may underestimate the Level of Service (LOS) at intersections impacted by the proposed development in the 2026 build-out year. Additional development projects along the Middleton Rd corridor, including Mason Creek Landing, Breckenridge Apartments, and Mandalay Ranch are not included in the analysis. Each of these developments will further reduce the LOS for the Middleton/US 20-26 intersection, which is already projected to operate below the desirable lane capacity thresholds in the build-out year. There is no funded project to provide improvements to this intersection at this time.
6. The TIS references construction of a dual lane roundabout at the Middleton/Linden intersection in 2021. This joint CHD4/Caldwell project is tentatively scheduled for construction in 2024, due to availability of local funds, and coordination of detour routes related to the I-84 widening project and reconstruction of the Middleton Rd and Ustick Rd overpasses. This intersection currently operates at LOS F for all approaches in peak hours, and additional trips from the proposed development will further increase delay times and degrade safety at the intersection until improvements can be made.
7. The City should, through exactions or other fees, determine and require a proportionate share of the costs necessary to improve capacity at local intersections affected by new traffic from the development, including Middleton / US 20-26 and Middleton / Linden Rd intersections. No other local funding sources for these improvements is currently available to CHD4.
8. CHD4 requests that the City include as part of any development agreement for the project a clause requiring dedication of public right-of-way for Middleton Road (and any other public road as desired by the City) upon written request of the City, to facilitate construction of public roadway improvements independent of the timing of the proposed development.

Canyon Highway District appreciates the opportunity to review this subdivision proposal, and requests that the Commission consider these comments in their deliberations. Please feel free to contact me with any questions on these comments.

Sincerely,

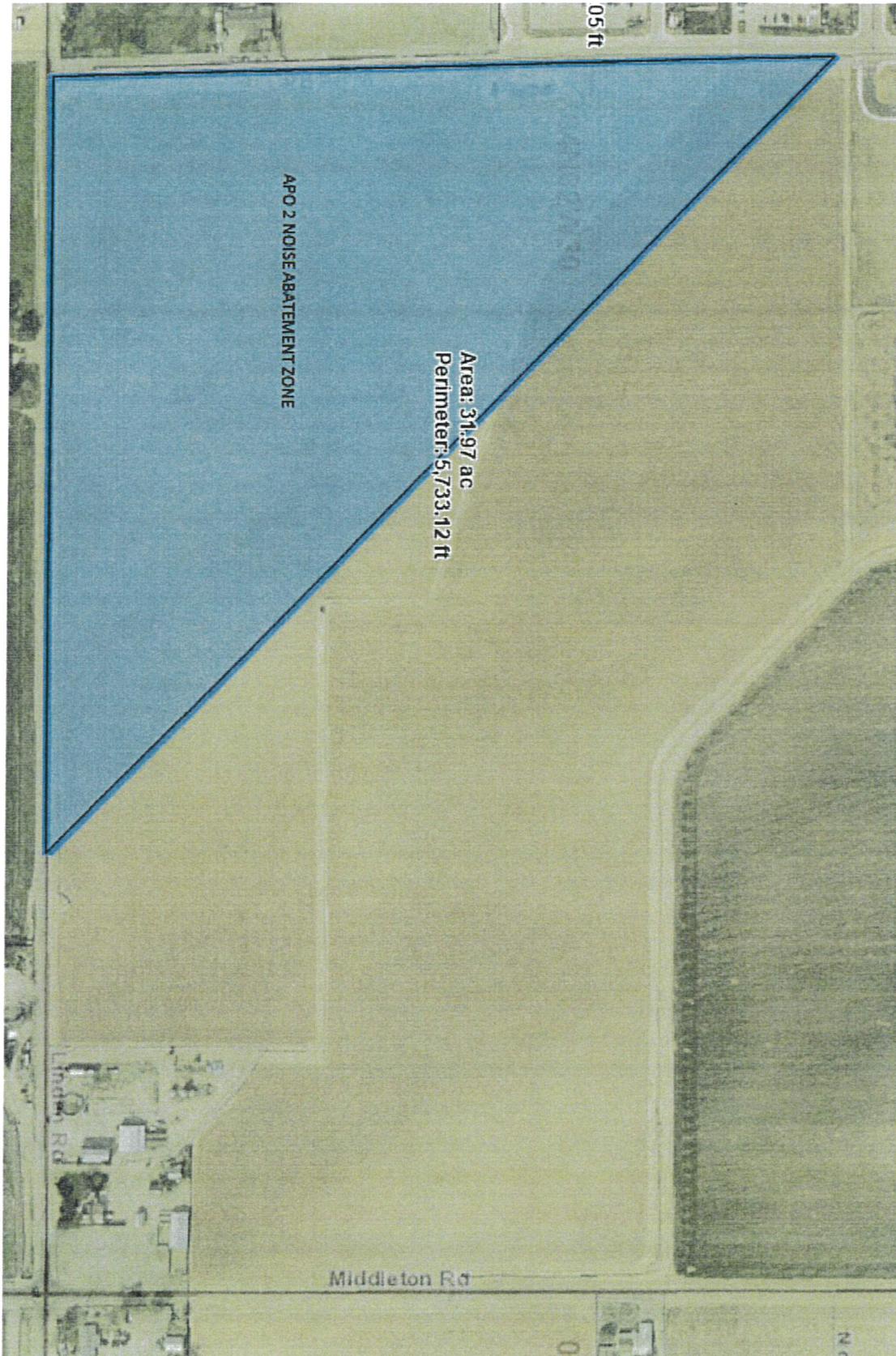


Chris Hopper, P.E.
Assistant District Engineer

CC: Robb MacDonald, P.E. Caldwell City Engineer
File: Middleton Rd- Shadow Glen Subdivision

PA2

**EXHIBIT "PA6" APO-2 NOISE ABATEMENT ZONE
[SUB-20P-9 Shadow Glen Subdivision Color Rendering]**





August 28, 2020

Debbie Root, Senior Planner
City of Caldwell
621 Cleveland Blvd.
Caldwell, Idaho 83605

RE: Shadow Glen Subdivision - Project Narrative

Dear Ms. Root:

Hayden Homes is proud to submit this preliminary plat application for the Shadow Glen Subdivision. Shadow Glen proposes 257 single-family, detached lots; 3 commercial building lots; and 13 common lots on 86.29 acres (the "Project") at the Northeast Corner of Linden and Ward Roads (the "Property"). The Project density is 2.99 dwelling units per acre.



1. THE PLAT IS IN COMPLIANCE WITH THE CITY CODE.

The Property is zoned R-1 and we have designed this preliminary plat to conform to the Property's existing zoning and all of the City Code's subdivision design standards. The proposed single-family lots all meet or exceed the height, setback, and area schedule from Section 10-02-3 of the City Code. In designing Shadow Glen, we also looked to the City's Comprehensive Plan, pre-application meetings with city staff, and neighborhood meetings to inform the design of Shadow Glen. The density of 2.99 dwelling units per acre also complies with the City's low-density residential zone and the Comprehensive Plan density range for Low-Density Residential development.



Shadow Glen will provide 15.4 acres (17.8%) of common area and 5.6 acres of “qualified” open space (6.5%) in accordance with Section 10-07-05(4)B of the City Code. Shadow Glen will also provide several open space amenities including a tot lot, active recreation area; ½ court basketball court and a sand volleyball court for future residents. We are utilizing the restriction of the existing Idaho Power easement through the Property as a positive and proposing a paved, five-foot pathway through the site, with landscaping, to provide connectivity from Linden through to Ward. We incorporated pathway connectivity comments we received from staff by proposing a common area pathway connection to the central common area containing the tot-lot.

2. THE PLAT IS CONSISTENT WITH THE COMPREHENSIVE PLAN.

The Shadow Glen preliminary plat is also fully consistent with the City’s Comprehensive Plan, including, but not limited to the following Comprehensive Plan Components:

GOALS AND POLICIES – Population

GOAL 1: Maintain a high quality of life and livability in the community.

Policy 1-1: Plan for anticipated population and households that the community can support with adequate services and amenities.

Shadow Glen is proposing a residential subdivision in compliance with all applicable standards in a location designated for residential and already zoned for the proposed use, which is surrounding schools, transportation, and jobs. This use was planned for this Property.

GOALS AND POLICIES – School Facilities and Transportation

GOAL 1: Provide on-going opportunity for school representatives of Caldwell and Vallivue School Districts to participate in the community planning process.

Policy 1-4: Support schools as the social and cultural centers of neighborhoods.

The local schools were a focus of the project planning and ultimate design of the project in order to integrate the new neighborhood with the community’s schools.

GOAL 2: Strive for better connectivity, safer access, and pedestrian friendly transportation options to schools.

Policy 2-2: Have developers build pedestrian/bicycle paths that interconnect with adjacent or planned school facilities when designing plats for subdivisions.

Hayden Homes purposely connected into the existing pathways for pedestrian use and carried those through the development with the goal to provide kids with safe routes to school.

GOAL 3: Work with local school bus transportation company to provide safe pickup and drop off sites.

Policy 3-1: Encourage the connection of existing stub streets and pathways to new subdivision development.

There are approximately seven miles of pathway in Shadow Glen that connect to the schools’ existing walks and pathways.

GOALS AND POLICIES – Economic Development

GOAL 3: Create neighborhoods where citizens can live, work and play.

Shadow Glen places residences so that there is an easy commute to the Skyway Ranch Development and other workplaces that exist and/or planned for. The Property is conveniently located adjacent to the Comprehensive Plan Fair-Trade Zone (FTZ). The Project is in an optimal

A2



location for providing homes near community jobs.

GOALS AND POLICIES – Land Use

GOAL 1: Establish land-use management policies that protect property rights and the environment, maintain a high quality of life, provide adequate land for all types of development, and adequately buffer non-compatible uses.

Policy 1-1: Guide the growth and development of land uses in such a way that the health, safety, and general welfare of residents will be protected.

Shadow Glen is the exact use called for by the Comprehensive Plan map and protects the health, safety, and general welfare of residents by fulfilling the vision of the comprehensive plan.

Policy 1-7: Encourage the location of neighborhood commercial uses in residential areas that are a considerable distance from commercial districts and/or corridors, as a means of reducing vehicle trip generation.

Shadow Glen incorporates a neighborhood commercial component.

GOAL 3: Create communities that are more livable, affordable, connectable and sustainable.

Policy 3-1: Create walkable neighborhoods with neighborhood commercial centers and good connectivity between neighborhoods.

Shadow Glen Subdivision has a well-thought-out pedestrian/bicycle network that connects to adjacent roadways and Schools and future commercial development.

Policy 3-3: Place a stub street to adjacent properties at or near the 1/8-mile section line in new developments.

We have coordinated with the Developer to the north and matched our stub streets.

GOALS AND POLICIES – Public Services, Utilities and Facilities (Public Works)

GOAL 1: Ensure that there are adequate public services and infrastructure to meet the needs of the public.

The Property has sewer, water, pressure irrigation, dry utilities, collector street, arterial street, and schools.

GOALS AND POLICIES – Transportation

GOAL 1: Provide for the efficient, safe, and cost-effective movement of people and goods.

Policy 1-2: Seek developer participation in roadway improvement costs that are uniquely attributable to new development.

In connection with Shadow Glen, we will be contributing approximately \$200,000 for off-site improvements through traffic mitigation fees, including: extending Skyway Rd., realigning Smeed Parkway to Linden, a roundabout at Middleton and Linden, a roundabout at Middleton and Skyway, and a roundabout at Ward and Linden.



GOALS AND POLICIES – Recreation

GOAL 1: Develop and preserve parks, green belts, and recreation facilities to meet the diverse needs of a growing community.

Policy 1-1: Provide increased recreational facilities and opportunities for all citizens.

Shadow Glen has extensive open space and pathway network, and includes amenities such as a tot lot, landscaping, an active recreation area; ½ court basketball court and a sand volleyball court.

Policy 1-2: Establish parks and open space areas that will support new areas of residential growth.

Several large park areas are planned out with useable open space.

Policy 1-3: Develop a pathway system for non-motorized use that will provide linkages between recreational sites and between residential neighborhoods and service areas.

Pathways connect the Project to make it feel like a community, while connecting it to the adjacent roadways and schools.

1. 5.6 acres of useable open space 6.5% (6% required).
2. Nearly Seven miles of walks and pathways in this project.
3. Tot lot, volleyball. Basketball and Large Park Areas for kids to get out and exercise!

3. SERVICES AND UTILITIES ARE AVAILABLE AT THE PROPERTY AND CAN SERVE SHADOW GLEN.

The Property has existing sewer near the Ward Road/Linden Road intersection that will be extended and serve the south western portion of the site. We coordinated with the City Engineer and funded a sewer analysis to determine this sewer connection has capacity to serve this area. Additionally, the sewer from the Project will have two sewer connections in stub streets extending into the recently approved Masterson Ranch Subdivision. The location for these road stubs and sewer extensions has been specifically located through coordination with the Master Ranch engineers.

Domestic water will be looped throughout the Project and will tie to an existing Caldwell water main in Ward Road. Water mains from the Project will also stub to the intersection of Middleton Road and the eastern Project entrance and to the eastern road stub to Masterson Ranch. This design has been coordinated with the Caldwell Engineering Department.

Irrigation water for the Project will be by an existing Caldwell Municipal pump station just north of the Project's entrance off Ward Road. This pump station was originally constructed as part of the Copper Creek Subdivision of which the Property was a part of. We have confirmed with the water department that the pump station has the available capacity to provide service for the proposed Shadow Glen lots and common areas.

Underground dry utilities (gas, electric, telecom) are available on the Property's perimeters and have adequate capacity to serve the Project.

A2



4. THE PRELIMINARY PLAT IS CONSISTENT WITH APPLICABLE TRANSPORTATION PLANS.

We have worked with the City Engineer's office and commissioned a Traffic Impact Study (TIS) for the Project. The TIS has been reviewed by the City's engineers and the proposed improvements and layouts comply with their comments, as well as the Canyon Highway District's Middleton Corridor planning.

5. CONCLUSION.

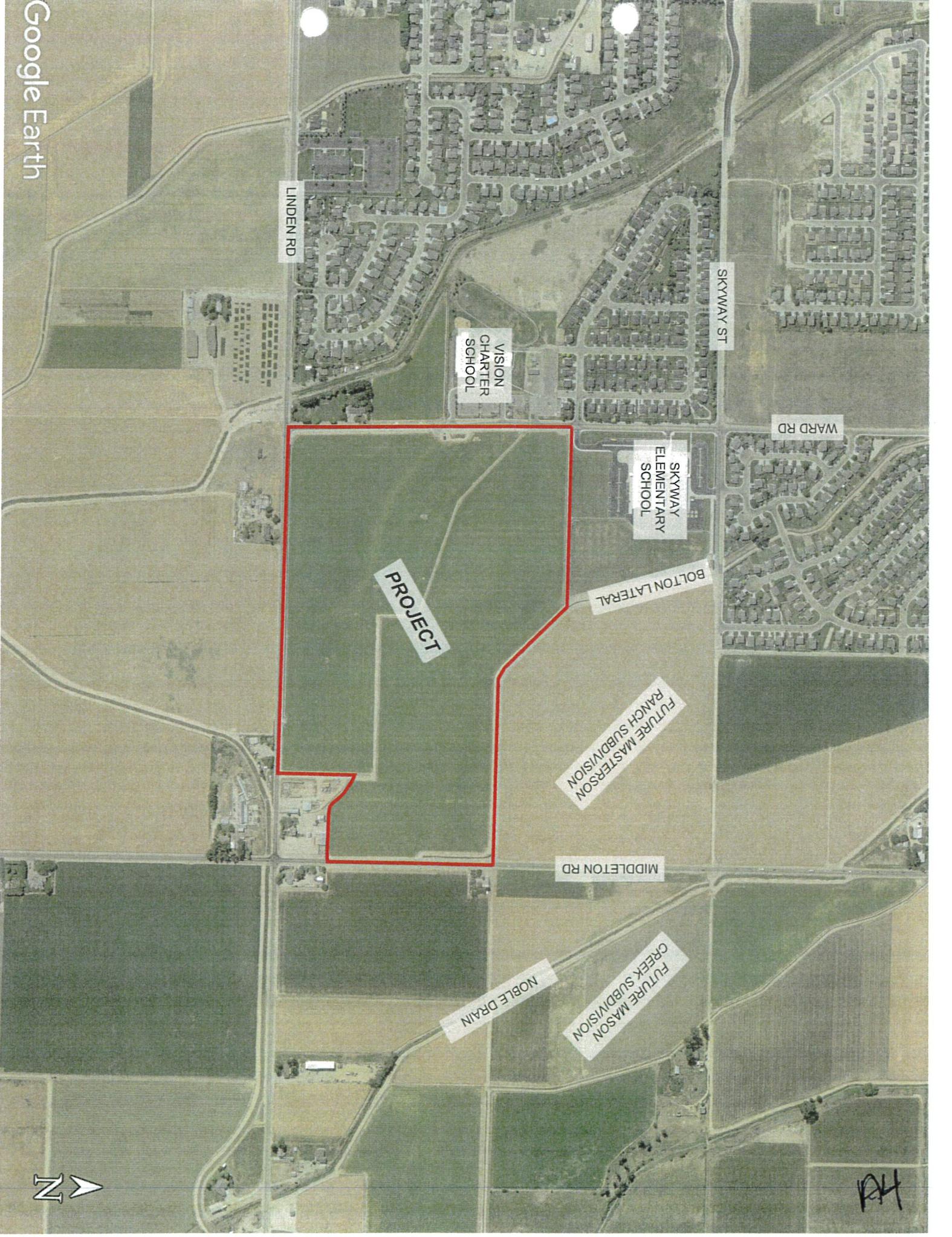
Hayden Homes is a committed community partner and we are very invested in the Caldwell Community. We are currently building homes in multiple Caldwell communities including Voyage Crossing, and Heritage Meadows. Our developments in Caldwell are very successful and the product type is highly sought after. With the growth of the community and jobs coming to Caldwell, this Project is needed and is ideally located next to schools and nearby employment centers like the Skyway Ranch Business Park. The Shadow Glen preliminary plat is in conformance with all of the City Code's approval criteria and we look forward to bringing this Project to Caldwell and its residents.

Thank you for your consideration and should you have any questions or require additional information please feel free to contact me at (208) 869-9785 or tmokwa@hayden-homes.com

Sincerely,

A handwritten signature in blue ink, appearing to read "Tim Mokwa", with a long horizontal flourish extending to the right.

Tim Mokwa | Regional Land Development Manager



LINDEN RD

VISION
CHARTER
SCHOOL

SKYWAY ST

WARD RD

SKYWAY
ELEMENTARY
SCHOOL

PROJECT

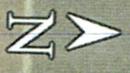
BOLTON LATERAL

FUTURE MASTERSON
RANCH SUBDIVISION

MIDDLETON RD

NOBLE DRAIN

FUTURE MASON
CREEK SUBDIVISION



RAH

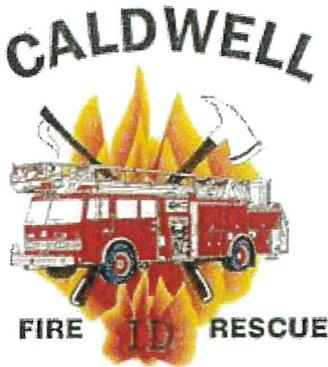
Debbie Root

From: Alan Perry
Sent: Wednesday, September 23, 2020 4:34 PM
To: Debbie Root
Subject: RE: SUB-20P-09 Shadow Glen Sub - Public Agency Memo

Looks good to me,
Thank you

From: Andy Cater
Sent: Tuesday, September 22, 2020 8:36 PM
To: Alan Perry <aperry@cityofcaldwell.org>
Subject: FW: SUB-20P-09 Shadow Glen Sub - Public Agency Memo

Alan
Please review if for any access or other concerns if any on behalf of the fire department, If you would like to look at these together please let me know?



Andrew Cater
Deputy Chief / Fire Marshal
208-250-4945

From: Lori Colligan
Sent: Friday, September 18, 2020 2:25 PM
To: Robb MacDonald <rmacdonald@cityofcaldwell.org>; Andy Cater <acater@cityofcaldwell.org>; Chris Bryant <cbryant@cityofcaldwell.org>; Dave Wright <dwright@cityofcaldwell.org>; Dave Marston <dmarston@cityofcaldwell.org>; Angie Hopf <ahopf@cityofcaldwell.org>; 'pcharlton@vallivue.org' <pcharlton@vallivue.org>; 'mark@pioneerirrigation.com' <mark@pioneerirrigation.com>; 'amber@pioneerirrigation.com' <amber@pioneerirrigation.com>; 'Carl Miller' <CMiller@compassidaho.org>; 'rick@ctcbus.com' <rick@ctcbus.com>; 'brent.carpenter@brownbuscompany.com' <brent.carpenter@brownbuscompany.com>; 'trichard@canyonhd4.org' <trichard@canyonhd4.org>; 'chopper@canyonhd4.org' <chopper@canyonhd4.org>; 'Sarah Arjona' <Sarah.Arjona@itd.idaho.gov>; 'shunt@valleyregionaltransit.org' <shunt@valleyregionaltransit.org>; 'easements@idahopower.com' <easements@idahopower.com>; 'mishelle.singleton@intgas.com' <mishelle.singleton@intgas.com>
Subject: SUB-20P-09 Shadow Glen Sub - Public Agency Memo

PA3

Communities in Motion 2040 2.0 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040 2.0* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 2.0 goals.

Development Name: Shadow Glen

Agency: Caldwell

CIM Vision Category: Future Neighborhoods

New households: 257

New jobs: ±30

Exceeds CIM forecast: No

	<p>CIM Corridor: Middleton Road Pedestrian level of stress: PG-13 Bicycle level of stress: PG-13</p>	<p>Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with G or PG ratings better support bicyclists and pedestrians of all ages and comfort levels.</p>
	<p>Housing within 1 mile: 1,290 Jobs within 1 mile: 750 Jobs/Housing Ratio: 0.6</p>	<p>A good jobs/housing balance – a ratio between 1 and 1.5 – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.</p>
	<p>Nearest police station: 3.8 miles Nearest fire station: 3.8 miles</p>	<p>Developments within 1.5 miles of police and fire stations ensure that emergency services are more efficient and reduce the cost of these important public services.</p>
	<p>Farmland consumed: Yes Farmland within 1 mile: 905 acres</p>	<p>Farmland contributes to the local economy, creates additional jobs, and provides food security to the region. Development in farm areas decreases the productivity and sustainability of farmland.</p>
	<p>Nearest bus stop: 2 miles Nearest public school: 0.1 miles Nearest public park: 1.0 miles Nearest grocery store: 2.8 miles</p>	<p>Residents who live or work less than ½ mile from critical services have more transportation choices. Walking and biking reduces congestion by taking cars off the road, while supporting a healthy and active lifestyle.</p>

Recommendations

The proposal is on the fringe of urban development in an area removed from employment centers and existing public transportation. ValleyConnect 2.0 proposes a route along Middleton Road, providing access to the Happy Day Transfer Center in Nampa to downtown Meridian, via Highway 44. This route would have 30-minute frequencies and would provide a stop within ¼ mile of this development. Work with Valley Regional Transit on station amenities on Middleton Road. Middleton Road from Greenhurst Road to Highway 44 has been identified in CIM 2040 to be widened to five lanes with curb, gutter, sidewalks, and bike lanes, and reconstruct I-84 overpass and river crossing. It is currently unfunded.

The proposal has been designed with internal pathways which will encourage safe, comfortable walking and biking trips to nearby public schools and future transit routes.

More information about COMPASS and *Communities in Motion 2040 2.0*:

Web: www.compassidaho.org

Email info@compassidaho.org

More information about the development review process:

<http://www.compassidaho.org/dashboard/devreview.htm>



COMPASS
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IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028

(208) 334-8300 • itd.idaho.gov

October 2, 2020

Eric Scheck
Hayden Homes
escheck@hayden-homes.com

VIA EMAIL

RE: Shadow Glen Subdivision – ITD Development Condition Memo

Dear Mr. Check,

I really appreciate the work you are doing to help those who are living in this beautiful area of Caldwell, ID. The Shadow Glen Subdivision Traffic Impact Study (TIS) provided by CR Engineering has been reviewed. The trips generated by your development adds congestion to US 20/26. ITD is working with the city of Caldwell to enter into an agreement to collect a proportionate share contribution from each new development for impacts to the State highway system. As two agencies we will work together to accelerate highway construction on US 20/26 to accommodate new development growth. ITD values your contribution to the transportation system so we can help keep goods, services and the public moving efficiently.

ITD determined Shadow Glen Subdivision's proportionate share contribution to be \$373,512 (2.3%). This is based off the development's site trips through the intersection of US 20/26 and Middleton Road in comparison to total 2040 traffic volumes. The US 20/26 Corridor plan has identified that the future intersection configuration shall be a half-continuous flow intersection. Details of the proportionate share calculation are included in the attached *ITD Staff Technical Report*.

Thank you again for your partnership. If there are any questions or concerns please don't hesitate to email me at Justin.Price@itd.idaho.gov or give me a call at 208-334-8340.

Sincerely,

Justin Price

Justin Price
ITD District 3 Traffic Engineer

Cc:

Deb Root – City of Caldwell



**Your Safety • Your Mobility
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**Staff Technical Report
9/25/2020
10/2/2020 REVISED**

Development: Shadow Glen Subdivision

Lead Agency: City of Caldwell
Deb Root
Senior Planner
droot@cityofcaldwell.org
Phone: 208-455-4662

Location: South of US 20/26 at the NE corner of Ward Road and Linden Road.
US 20/26 MP 27.25

Applicant: Eric Scheck
Hayden Homes
escheck@hayden-homes.com

Consultant: Chhang Ream
CR Engineering
181 East 50th Street
Garden City, ID 83714
Rbeckman@whpacific.com
Phone: 208-275-8715

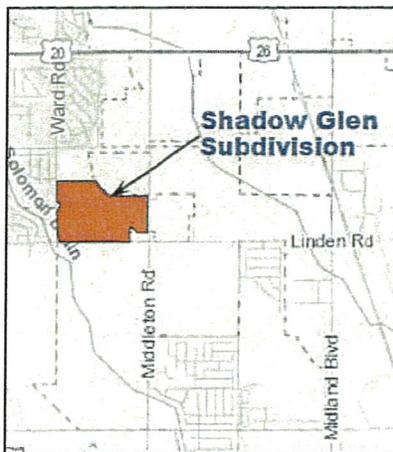
Staff Contact: Erika Bowen
Traffic Technical Engineer
Erika.Bowen@itd.idaho.gov
Phone: 208-265-4312 ext. #7

Traffic Findings for Consideration

1. Proposed Development

The proposed Shadow Glen Subdivision includes 257 single-family homes, a gym and daycare center. The expected buildout is 2026.

2. Vicinity Map



3. Trip Generation:

REVISED TRIP GENERATION SUMMARY

Land Use	ITE Code	Size	Unit	Total Trips	Capture Rate	Internal Capture Trips	Primary Trips				
							Total	Entering	Exiting	Exiting	
Weekday Daily (vpd)											
Single-Family Detached Housing	210	257	DU	2,478	2%	50	2,428	50%	1,214	50%	1,214
Gym	492	7.8	TSF	450	2%	14	436	50%	218	50%	218
Day Care Center	565	5.3	TSF	252	0%	0	252	50%	126	50%	126
Weekday Daily Total Trips				3,180		64	3,116		1,558		1,558
Weekday AM Peak Hour (vph)											
Single-Family Detached Housing	210	257	DU	187	2%	4	183	25%	46	75%	137
Gym	492	7.8	TSF	10	2%	1	9	51%	5	49%	4
Day Care Center	565	5.3	TSF	58	0%	0	58	53%	31	47%	27
Weekday AM Peak Hour Total Trips				255		5	250		82		168
Weekday PM Peak Hour (vph)											
Single-Family Detached Housing	210	257	DU	251	5%	13	238	63%	150	37%	88
Gym	492	7.8	TSF	45	5%	5	40	57%	22	43%	18
Day Care Center	565	5.3	TSF	59	0%	0	59	47%	28	53%	31
Weekday PM Peak Hour Total Trips				355		18	337		200		137

4. Trip Distribution:



5. Traffic Impact Study

Dated: January 3, 2020

a. Executive Summary

CR Engineering prepared a traffic impact study for the proposed Shadow Glen Subdivision. Below is an executive summary of the findings as presented by CR Engineering. The following executive summary is not the opinion of ITD staff. ITD Staff has reviewed the submitted traffic impact study for consistency with ITD policies and practices and may have additional and/or varied requirements beyond what is noted in the summary.

Table 1 – Proposed Intersection Improvements Summary

Intersection	2019 Existing	2026 Build-Out Year	
		Background	Total
① US 20/26 and Ward Road	Temporary signal with left-turn lanes on EB and WB approaches	Widen and signalize ¹ intersection	None ¹ beyond prior improvements
② US 20/26 and Middleton Road	None	Widen intersection ¹ and upgrade signal	None ¹ beyond prior improvements
③ Skyway Street and Ward Road	None	None	None
④ Linden Road and Ward Road	EB left-turn and WB right-turn lanes	None beyond prior improvements	None beyond prior improvements
⑤ Linden Road and Middleton Road	Multi-lane roundabout	None beyond prior improvements	None beyond prior improvements
⑥ East Access and Middleton Road	na	na	SB right-turn lane
⑦ South Access and Linden Road	na	na	EB left-turn and WB right-turn lanes

¹ One or more lane group volume/capacity (v/c) ratios exceed 0.90 but less than 1.00

2.0 2019 Existing Traffic Conditions

2.1 With 2019 traffic, three study area intersections currently exceed minimum operational thresholds analyzed with the existing intersection control and lane configuration, and will need improvements. The intersections, operational deficiencies, and proposed improvements are:

■ US 20/26 and Ward Road intersection

- The northbound and southbound approaches operate at level of service (LOS) F during the AM peak hour, which does not meet ITD's minimum LOS D threshold
- The following improvements are needed to mitigate the intersection to meet ITD minimum operational thresholds:
 - Install a temporary signal
 - Add left-turn lanes on the eastbound and westbound approaches
- ITD is planning to widen and signalize the intersection in 2022
 - If a temporary signal and turn lanes are not installed, restricting the intersection to allow right-in and right-out movements only is an alternate mitigation option to address operational and safety issues

■ Linden Road and Ward Road intersection

- The southbound approach operates at LOS E during the AM peak hour, which does not meet minimum LOS D threshold
- The following improvements are needed to mitigate the intersection to meet minimum operational thresholds:
 - Install a westbound right-turn lane
 - The westbound right-turn is warranted with 2019 existing traffic based on NCHRP Report 457 turn-lane guidelines
 - Install an eastbound left-turn lane
 - The eastbound left-turn lane is warranted with 2019 existing traffic based on NCHRP Report 457 turn-lane guidelines

■ Linden Road and Middleton Road intersection

- The intersection and all lane groups operate at LOS F with several lane groups operating with volume to capacity (v/c) ratios exceeding 1.00 during the peak hours
- The following improvements are needed to mitigate the intersection to meet minimum operational thresholds:
 - Reconstruct the intersection as a multi-lane roundabout
 - Canyon Highway District No. 4 (CHD4) is currently under right-of-way acquisition and design of a multi-lane roundabout, expected to begin construction in 2021

3.0 2026 Build-Out Year Background Traffic Conditions

3.1 2026 build-out year background traffic was estimated by extrapolating the 2019 existing counts with the following annual growth rates based on the traffic forecasts from the Community Planning Association of Southwest Idaho (COMPASS) travel demand model:

- 4% on US 20/26, Ward Road, Linden Road, and Skyway Street
- 3% on Middleton Road

3.2 In addition to the traffic growth, two proposed off-site developments located in the vicinity of the site were also included in the background traffic:

- Wagon Wheel Subdivision (146 single-family dwelling units)
- Masterson Ranch Subdivision (175 single-family dwelling units)

- 3.3. The following roadway and intersection improvements are expected to be constructed by 2026 as programmed in the ITD Idaho Transportation Investment Program (ITIP), *Chinden, I-84 to Middleton, Canyon Co, Key No. #22165*, and were included in the 2026 background traffic impact analysis.
- Widen US 20/26 to a six-lane divided highway from I-84 to Middleton Road
 - Widen and signalize US 20/26 and Ward Road intersection with the following lanes:
 - Southbound and northbound approaches
 - One left-turn lane, one through lane, and one right-turn lane
 - Eastbound and westbound approaches
 - One left-turn lane, three through lanes, and one right-turn lane
 - Widen and upgrade signal at US 20/26 and Middleton Road intersection with the following lanes:
 - Southbound and northbound approaches
 - One left-turn lane, one through lane, and one right-turn lane
 - Eastbound approach – One left-turn lane, one through lane, and one right-turn lane
 - Westbound approach – One left-turn lane, three through lanes, and one right-turn lane
- 3.4 CHD4 is planning to reconstruction the Linden Road and Middleton Road intersection as a multi-lane roundabout in 2021 with the following lanes:
- Southbound, northbound, and eastbound approaches
 - One shared through/left-turn lane and one right-turn lane
 - Westbound approach
 - One shared lane for all movements
- 3.5 With 2026 background traffic and programmed improvements, all study area intersections are expected to meet minimum operational thresholds, with the exception of two intersections exceeding ITD's 0.90 minimum lane group v/c ratio threshold. The intersections, operational deficiencies, and mitigation improvements are:
- US 20/26 and Ward Road intersection
 - The intersection and all lane groups meet ITD's 0.90 v/c ratio threshold, with the except of one lane group:
 - The northbound right-turn lane group is expected to operate with a v/c ratio of 0.91 during the AM peak hour
 - The estimated 95th percentile queue length is 400 feet
 - Signal operations could be adjusted to allow an overlap phase for the northbound right-turn movement when warranted

Based on the operational deficiencies discussed above, no additional improvements beyond the ITIP programmed improvements are recommended to mitigate 2026 background traffic impacts.

- US 20/26 and Middleton Road intersection
 - The intersection and all lane groups are expected to meet ITD's 0.90 v/c ratio threshold, with the exception of two lane groups:
 - The eastbound left-turn lane group is expected to operate with a v/c ratio of 0.92 during the PM peak hour
 - The estimated 95th percentile queue is 350 feet
 - The northbound through lane group is expected to operate with a v/c ratio of 0.93 during the PM peak hour
 - The estimated 95th percentile queue length is 675 feet

Based on the operational deficiencies discussed above, no additional improvements beyond those programmed in the ITIP are recommended to mitigate 2026 background traffic impacts.

4.0 2026 Build-Out Year Total Traffic Conditions

4.1 With 2026 total traffic and programmed improvements, all study area intersections are expected to meet minimum operational thresholds, with the exception of two intersections exceeding ITD's 0.90 minimum lane group v/c ratio. The intersections, operational deficiencies, and mitigation improvements are:

■ US 20/26 and Ward Road intersection

- The intersection and all lane groups meet ITD 0.90 v/c ratio threshold, with the exception of one lane group:
 - The northbound right-turn lane group is expected to operate with a v/c ratio of 0.91 during the AM peak hour with and without the site traffic
 - The estimated 95th percentile queue length is 400 feet with and without the site traffic
 - Signal operations could be adjusted to allow an overlap phase when warranted
- The estimated site traffic utilizing the US 20/26 and Ward Road intersection during the peak hours is approximately 1.0% of the total intersection traffic. None of the site traffic is expected in the northbound right-turn lane during the peak hours.

No additional improvements beyond the ITIP programmed improvements are recommended to mitigate 2026 total traffic impacts.

■ US 20/26 and Middleton Road intersection

- The intersection and all lane groups meet ITD 0.90 v/c ratio threshold with the exception of three lane groups:
 - The eastbound left-turn lane group is expected to operate with a v/c ratio of 0.92 during the PM peak hour with and without the site traffic
 - The estimated 95th percentile queue is 350 feet
 - The northbound through lane group v/c ratio is expected to increase from 0.93 under 2026 background traffic to 0.94 under 2026 total traffic during the PM peak hour
 - The estimated 95th percentile queue length is 700 feet
 - The estimated site traffic in the northbound through lane is approximately 8% of the through volume in the AM peak hour and 4% in the PM peak hour
 - The southbound left-turn lane group v/c ratio is expected to increase from 0.88 under 2026 background traffic to 0.93 under 2026 total traffic during the AM peak hour
 - The estimated 95th percentile queue length is 450 feet
 - No site traffic is expected in the southbound left-turn lane during the peak hours
- The estimated site traffic utilizing the US 20/26 and Middleton Road intersection during the peak hours is approximately 6.1% of the total intersection traffic.

No additional improvements beyond those programmed in the ITIP are recommended to mitigate 2026 background traffic impacts.

4.2 The existing sidewalks along Ward Road and proposed sidewalks along the site frontages will provide continuous routes from the site to the existing schools – Vision Charter School to the west and Skyway Elementary School to the north.

■ A new unsignalized crosswalk with appropriate school crossing signs is recommended on Ward Road at the Vision Charter School southernmost driveway

- Neither a pedestrian actuated beacon nor a signal is warranted based on ACHD pedestrian treatment guidelines

6. ITD Policy Review

a. Proportionate Share Contribution

ITD District 3 has issued *Memo 39-Development Proportionate Share Contribution* as a means to request equitable contribution from developers to improve public facilities needed to serve new growth and development.

b. Jurisdictional Authority

ITD does not have jurisdictional authority to require improvements from the developer. A formal letter of request will be sent to the City of Caldwell requesting them to include any mitigation to the State highway system in their development agreement.

7. Staff Comments Recommendations

Intersection of US 20/26 and Ward Road

The Shadow Glen TIS shows that the intersection of US 20/26 and Ward Road has failing movements and v/c ratios exceeding 0.90 at 2026 buildout (AM and PM Peak) for specific movements. The overall intersection operates at a LOS B. Analysis included improvements that are to be constructed by ITD's project: KN 22165 Smeed to Middleton Widening. See Appendix A. The deficient movements are eastbound left, westbound left, northbound right and southbound right.

KN 22165 is building out US 20/26 to the ultimate configuration of the US 20/26 corridor. See Strip Map image below. The eastbound left and westbound left turning movements show a 95th percentile queue length of 46ft (AM) / 86ft (PM) and 116ft (AM) / 128ft (PM), respectively. The turn bays can accommodate these storage lengths. See Appendix B and C for details.

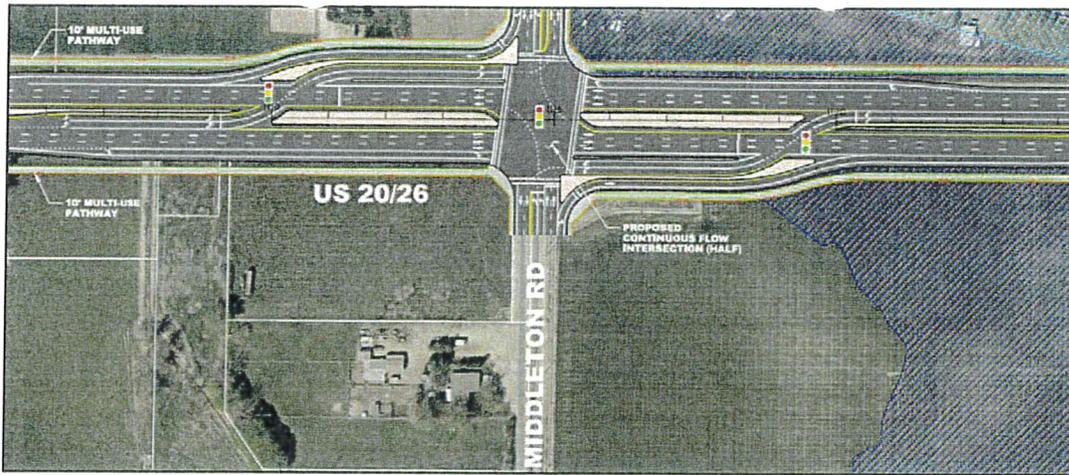


Staff does not recommend requesting proportionate share for any mitigation improvements at the intersection of existing US 29/26 and Ward Road.

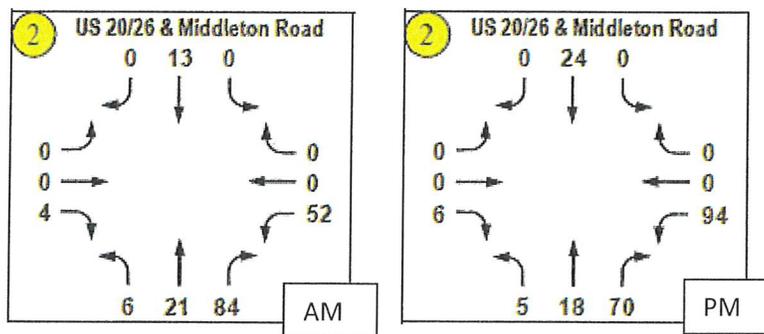
Intersection of US-20/26 and Middleton Road

The Shadow Glen TIS shows that the intersection of US 20/26 and Middleton Road has failing movements and v/c ratios exceeding 0.90 at 2026 buildout (AM and PM Peak) for specific movements. The overall intersection operates at a LOS D. Analysis included improvements that are to be constructed by ITD's project: KN 22165 Smeed to Middleton Widening. See Appendix A. The deficient movements are eastbound left, southbound left, northbound thru.

KN 22165 is only partially widening the US 20/26 and Middleton Road intersection. ITD estimated the design and construction costs of a half-continuous flow intersection to be \$16,239,692. See attached estimate in Appendix D.



2026 Site Traffic (Original TIS Traffic Volumes)



Fri 9/25/2020 2:02 PM
 Chhang Ream <chhream@gmail.com>
 Re: [EXTERNAL] RE: Shadow Glen Subdivision

To: Erika Bowen
 Cc: John Carpenter; Sarah Arjona

ShadowGlen_TripGeneration 08252020.pdf
 82 KB

Hi Erika,

Based on the revised site plan, the development is estimated to generate 250 AM peak trips and 337 PM peak trips (external trips). Revised trip generation summary is attached. Approximately 50% of the external trips are expected to go through the Middleton Road and US 20/26 intersection. The estimated site traffic volumes expected at the Middleton Road and US 20-26 intersection are 125 in the AM peak and 168 in the PM peak.

I hope this is sufficient but let me know if you have any questions.

Thanks,
 Chhang

*Per Chhang Ream's email. ITD shall use 168 PM Peak hour trips through the US 20/26 and Middleton Road intersection to calculate proportionate share.

2040 Total Traffic (KN 07826...Only PM totals analyzed in study)

US 20/26 Corridor Preservation Study
2040 PM Build 6-Lane Preferred

150: Middleton & Hwy 20-26
HCM Signalized Intersection Capacity Analysis

	→	↘	←	↙	↘	↑	↘	↓	↙	↘
Movement	EBT	EBR2	WBT	WBR2	NBL2	NBT	SBL2	SBT	SEL2	NWL2
Lane Configurations	↑↑↑	↑	↑↑↑	↑	↑↑	↑↑	↑	↑↑	↑↑	↑↑
Volume (vph)	2362	359	2564	194	517	290	116	188	114	639

PM Site = 168	PM Total = 7,343	PM % = 2.3
Proportionate Share for US 20/26 and Middleton Road half-CFI Intersection Improvements		Avg % = 2.3

Staff recommends the developer pay a total proportionate share of \$373,512 (2.3%) towards future CFI improvements at the intersection of US 20/26 and Middleton Road. Proportionate share needs to be provided prior to occupancy of the development.

**ITD Staff Recommendations are intended to assure that the proposed development will not place an undue burden on the existing State Highway system within the vicinity impacted by the proposed development.*

*** Recommendations included in ITD's Staff Technical Report along with any development conditions (see associated Permit Committee Agenda/Minutes) is only valid for the period of one year from the date of the TIS report. ITD reserves the right to request an updated TIS to reflect current traffic conditions if an approved encroachment application and/or proportionate share contribution are not obtained/provided within one year.*

8. Appendices

Appendix A	2026 Buildout Year Total Traffic
Appendix B	2026 Buildout Ward Road HCM Analysis
Appendix C	KN 22165 Ward Road Preliminary Pavement Striping Plans
Appendix D	Cost Estimate: Middleton Road and US 20/26 Half-CFI

Appendix A

2026 Buildout Year Total Traffic

Table 4.2 – Intersection MOEs – 2026 Build-Out Year Total Traffic

Intersection	Control / Lane	Intersection Or Lane Group	AM Peak Hour			PM Peak Hour		
			LOS	Delay [s/veh]	v/c Ratio	LOS	Delay [s/veh]	v/c Ratio
① US 20/26 and Ward Rd		Intersection	B	18	0.28	B	12	0.25
		EBL	F	97	0.72	F	92	0.78
		EBT	A	1	0.25	A	1	0.21
		EBR	A	1	0.11	A	1	0.10
		WBL	F	85	0.81	F	85	0.80
		WBT	A	1	0.23	A	1	0.20
		WBR	A	1	0.03	A	1	0.04
		NBL	E	56	0.27	E	71	0.31
		NBT	E	57	0.03	E	71	0.03
		NBR	F	83	0.91	E	78	0.54
		SBL	E	58	0.15	E	72	0.11
		SBT	E	61	0.05	E	74	0.05
SBR	E	63	0.26	F	88	0.69		
② US 20/26 and Middleton Rd		Intersection	D	46	0.87	D	49	0.90
		EBL	F	92	0.88	E	79	0.92
		EBT	C	18	0.89	C	29	0.81
		EBR	A	4	0.07	B	15	0.10
		WBL	C	31	0.61	D	44	0.88
		WBT	C	30	0.25	D	36	0.30
		WBR	C	29	0.14	D	36	0.28
		NBL	D	48	0.29	D	44	0.41
		NBT	E	64	0.70	F	87	0.94
		NBR	E	76	0.89	C	34	0.38
		SBL	E	79	0.93	E	69	0.84
		SBT	D	51	0.61	D	53	0.63
SBR	D	46	0.38	D	47	0.34		
③ Skyway St and Ward Rd		EB	B	14	0.25	B	11	0.05
		WBTL	C	25	0.30	B	12	0.07
		WBR	A	9	0.05	A	9	0.02
		NB	A	8	0.09	A	7	0.02
SB	A	8	0.02	A	8	0.02		

January 2020

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4.4 Intersection Mitigation

Two study area intersections are expected to exceed ITD's minimum lane group v/c ratio threshold under 2026 background traffic conditions analyzed with the programmed improvements. The intersections, operational deficiencies, and mitigation improvements are summarized below.

US 20/26 and Ward Road Intersection

The estimated site traffic utilizing the US 20/26 and Ward Road intersection during the peak hours is approximately 1.0% of the total intersection traffic, which is expected to have minimal impacts on the intersection's operations:

- The intersection is expected to operate at LOS B with an overall intersection v/c ratio of 0.28 or less during the peak hours with and without the site traffic
- The northbound right-turn lane group is expected to operate with a v/c ratio of 0.91 during the AM peak hour with and without the site traffic
 - The 95th percentile queue length in the AM peak hour is 400 feet for this movement
 - If the northbound right-turn volume is drastically higher than the estimated volume, an overlap phase could be implemented
 - No site traffic is expected in the northbound right-turn lane during the peak hours
- All other lane groups are expected to operate with a v/c ratio less than 0.90 during the peak hours, with and without the site traffic

Based on the operational deficiencies discussed above, no additional improvements beyond the ITIP planned improvements are proposed to mitigate 2026 total traffic impacts.

US 20/26 and Middleton Road Intersection

The estimated site traffic utilizing the US 20/26 and Middleton Road intersection during the peak hours is approximately 6.1% of the total intersection traffic, which is expected to have minimal impacts on the intersection operations:

- The intersection is expected to operate at LOS D with an overall intersection v/c ratio of 0.90 or less during the peak hours with and without the site traffic
- The eastbound left-turn lane group is expected to operate with a v/c ratio of 0.92 during the PM peak hour with and without the site traffic
 - No site traffic is expected in the eastbound left-turn lane during the peak hours
 - The 95th percentile queue length in the PM peak hour is 350 feet for this movement
- The northbound through lane group v/c ratio is expected to increase from 0.93 under 2026 background traffic to 0.94 under 2026 total traffic during the PM peak hour
 - The estimated site traffic in the northbound through lane is approximately 8% of the through volume in the AM peak hour and 4% in the PM peak hour
 - The 95th percentile queue length in the PM peak hour is 700 feet for this movement
- The southbound left-turn lane group v/c ratio is expected to increase from 0.88 under 2026 background traffic to 0.92 under 2026 total traffic during the AM peak hour
 - No site traffic is expected in the southbound left-turn lane during the peak hours
 - The 95th percentile queue length in the AM peak hour is 450 feet for this movement

Based on the operational deficiencies discussed above, no additional improvements beyond the ITIP planned improvements are proposed to mitigate 2026 total traffic impacts.

Appendix B

2026 Buildout Ward Road HCM Analysis

HCM 6th Signalized Intersection Summary
1: Ward Road & US 20/26

2026 Total - Middleton RIRO Scenario
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	713	92	70	677	24	74	8	206	33	12	49
Future Volume (veh/h)	26	713	92	70	677	24	74	8	206	33	12	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	792	102	78	752	27	82	9	229	37	13	54
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	3124	970	97	3285	1020	305	297	252	242	249	211
Arrive On Green	0.05	1.00	1.00	0.11	1.00	1.00	0.05	0.16	0.16	0.03	0.13	0.13
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	29	792	102	78	752	27	82	9	229	37	13	54
Grp Sat Flow(s), veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.6	0.0	0.0	6.8	0.0	0.0	6.3	0.7	22.7	2.9	1.0	4.9
Cycle Q Clear(g_c), s	2.6	0.0	0.0	6.8	0.0	0.0	6.3	0.7	22.7	2.9	1.0	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	3124	970	97	3285	1020	305	297	252	242	249	211
V/C Ratio(X)	0.72	0.25	0.11	0.81	0.23	0.03	0.27	0.03	0.91	0.15	0.05	0.26
Avail Cap(c_a), veh/h	134	3124	970	267	3265	1020	337	468	396	297	444	376
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.9	0.0	0.0	70.5	0.0	0.0	55.8	56.9	66.2	57.9	60.5	62.2
Incr Delay (d2), s/veh	20.6	0.2	0.2	14.0	0.2	0.0	0.5	0.0	17.2	0.3	0.1	0.6
Initial Q Delay(d3) s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	2.5	0.1	0.1	5.9	0.1	0.0	5.2	0.6	15.7	2.4	0.8	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	96.5	0.2	0.2	84.5	0.2	0.0	56.2	56.9	63.4	58.1	60.6	62.9
LnGrp LOS	F	A	A	F	A	A	E	E	F	E	E	E
Approach Vol, veh/h		923			857			320			104	
Approach Delay, s/veh		3.2			7.8			75.7			60.9	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	108.9	14.1	27.3	14.7	103.9	10.0	31.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	12.0	75.0	11.0	38.0	24.0	63.0	9.0	40.0				
Max Q Clear Time (g_c+I1), s	4.6	2.0	8.3	6.9	8.8	2.0	4.9	24.7				
Green Ext Time (p_c), s	0.0	5.2	0.0	0.2	0.1	5.8	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay	18.3											
HCM 6th LOS	B											

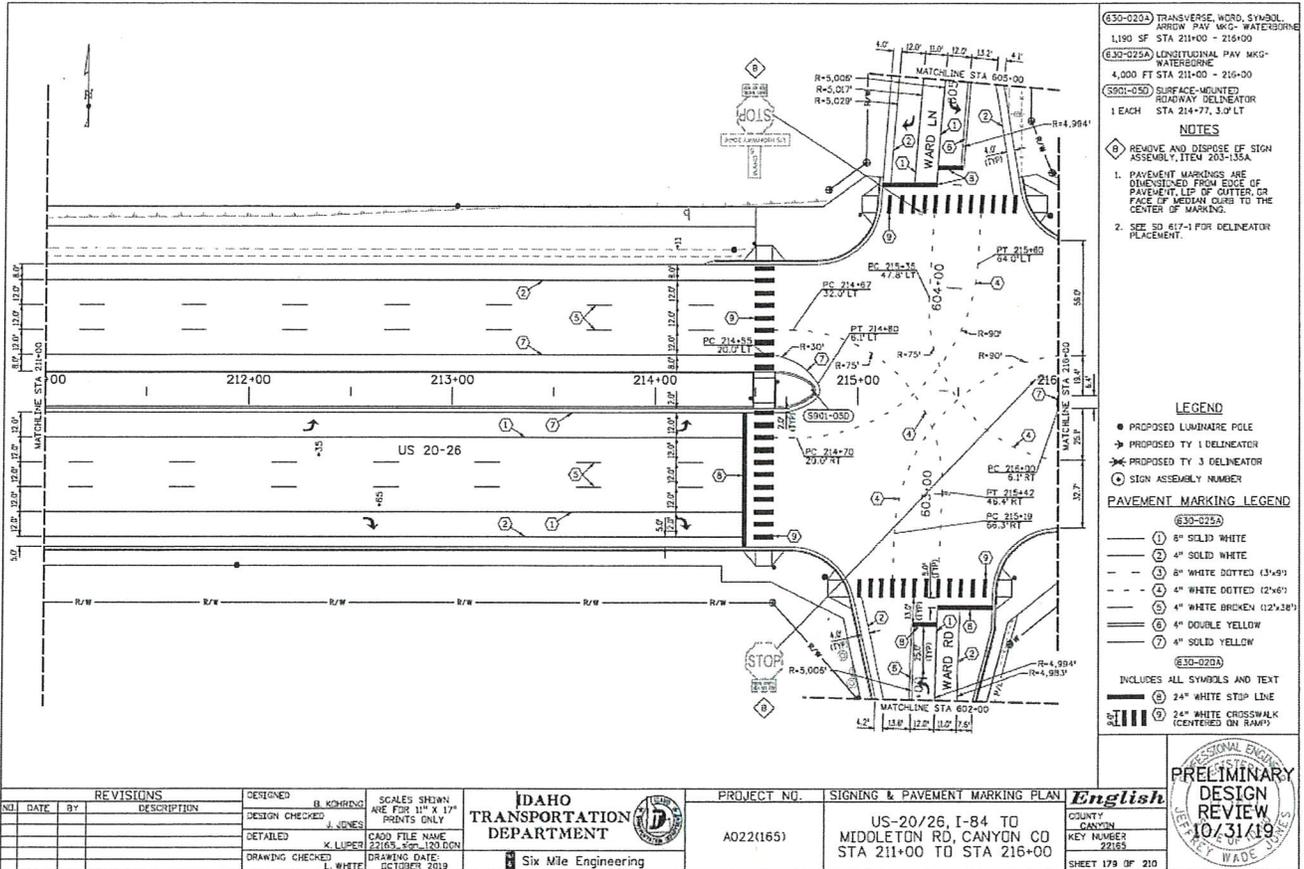
HCM 6th Signalized Intersection Summary
1: Ward Road & US 20/26

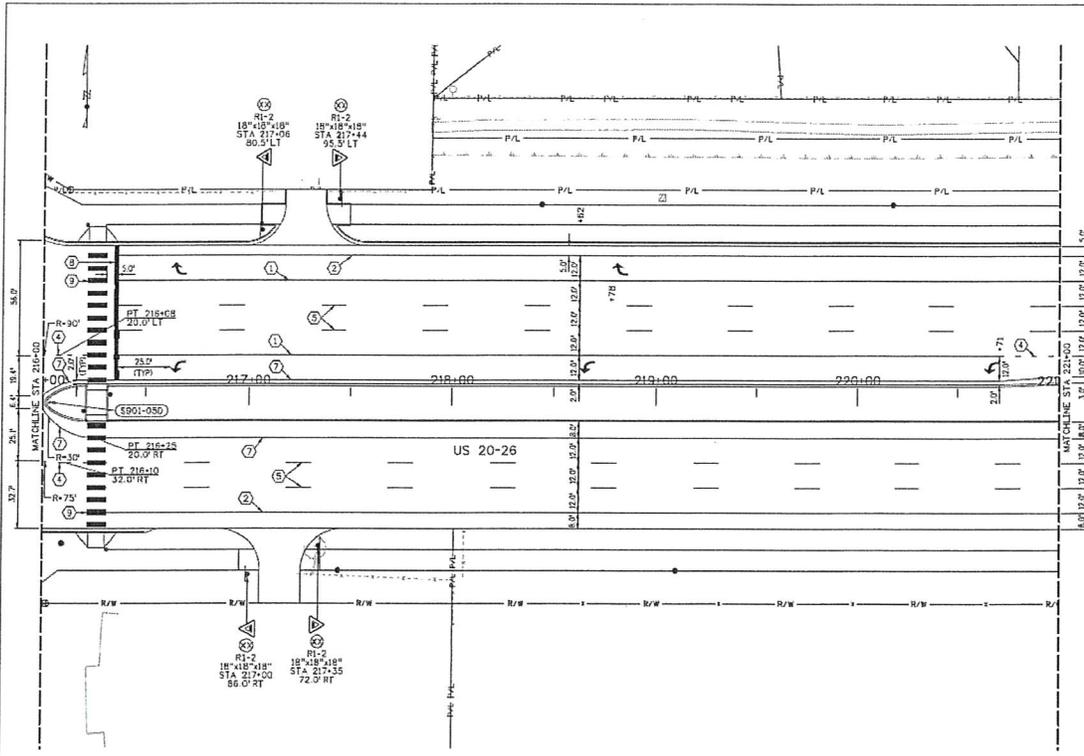
2026 Total - Middleton RIRO Scenario
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (veh/h)	45	743	106	71	717	42	47	4	50	13	4	42
Future Volume (veh/h)	45	743	106	71	717	42	47	4	50	13	4	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	790	113	76	763	45	50	4	53	14	4	45
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	62	3681	1143	95	3775	1172	160	115	98	126	77	65
Arrive On Green	0.07	1.00	1.00	0.11	1.00	1.00	0.04	0.06	0.06	0.01	0.04	0.04
Sat Flow, veh/h	1781	5106	1585	1781	5106	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	48	790	113	76	763	45	50	4	53	14	4	45
Grp Sat Flow(s), veh/h/ln	1781	1702	1585	1781	1702	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	4.2	0.0	0.0	6.7	0.0	0.0	4.3	0.3	5.2	1.2	0.3	4.5
Cycle Q Clear(g_c), s	4.2	0.0	0.0	6.7	0.0	0.0	4.3	0.3	5.2	1.2	0.3	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	62	3681	1143	95	3775	1172	160	115	98	126	77	65
V/C Ratio(X)	0.78	0.21	0.10	0.80	0.20	0.04	0.31	0.03	0.54	0.11	0.05	0.69
Avail Cap(c_a), veh/h	212	3681	1143	267	3775	1172	220	386	327	200	362	307
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.8	0.0	0.0	70.7	0.0	0.0	70.3	70.6	72.9	71.9	73.7	75.7
Incr Delay (d2), s/veh	18.0	0.1	0.2	14.0	0.1	0.1	1.1	0.1	4.6	0.4	0.3	12.4
Initial Q Delay(d3) s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	3.9	0.1	0.1	5.8	0.1	0.0	3.6	0.3	4.0	1.0	0.3	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	91.9	0.1	0.2	84.7	0.1	0.1	71.4	70.7	77.5	72.3	74.0	88.1
LnGrp LOS	F	A	A	F	A	A	E	E	E	E	E	F
Approach Vol, veh/h		951			884			107				63
Approach Delay, s/veh		4.8			7.4			74.4				83.7
Approach LOS		A			A			E				F
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	124.3	11.6	12.6	14.5	121.3	8.3	15.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	75.0	11.0	31.0	24.0	70.0	9.0	33.0				
Max Q Clear Time (g_c+I1), s	6.2	2.0	6.3	6.5	8.7	2.0	3.2	7.2				
Green Ext Time (p_c), s	0.1	5.3	0.0	0.1	0.1	5.8	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay	12.1											
HCM 6th LOS	B											

Appendix C

KN 22165 Ward Road Preliminary Pavement Striping Plans





(S30-0204) TRANSVERSE WORD SYMBOL
 ARROW PAV MKG-WATERBORNE
 570 SF STA 216+00 - 221+00
 (S30-025A) LONGITUDINAL PAV MKG-
 WATERBORNE
 4,210 FT STA 216+00 - 221+00
 (S30-035D) SURFACE-MOUNTED
 ROADWAY DELINEATOR
 1 EACH STA 216+03, 3.0' RT

NOTES
 1. PAVEMENT MARKINGS ARE
 DIMENSIONED FROM EDGE OF
 PAVEMENT, LIP OF CURB, OR
 FACE OF MEDIAN CURB TO THE
 CENTER OF MARKING.
 2. SEE SD 617-1 FOR DELINEATOR
 PLACEMENT

LEGEND
 ● PROPOSED LUMINAIRE POLE
 ▶ PROPOSED TYP 1 DELINEATOR
 ✕ PROPOSED TYP 3 DELINEATOR
 ○ SIGN ASSEMBLY NUMBER

PAVEMENT MARKING LEGEND
 (S30-025A)
 ① 8" SOLID WHITE
 ② 4" SOLID WHITE
 ③ 8" WHITE DOTTED (3"x9")
 ④ 4" WHITE DOTTED (2"x6")
 ⑤ 4" WHITE BROKEN (12"x38")
 ⑥ 4" DOUBLE YELLOW
 ⑦ 4" SOLID YELLOW
 (S30-0204)
 INCLUDES ALL SYMBOLS AND TEXT
 ⑧ 24" WHITE STOP LINE
 ⑨ 24" WHITE CROSSWALK
 (CENTERED ON RAMP)

REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED	B. KIRCHDORF	SCALES SHOWN	ARE FOR 11" X 17"
DESIGN CHECKED	J. JONES	PRINTS ONLY	
DETAILED	K. LUPER	CAAD FILE NAME	22155_052_121.DGN
DRAWING CHECKED	L. WHITE	DRAWING DATE	OCTOBER 2019

IDAHO
TRANSPORTATION
DEPARTMENT



Six Mile Engineering

PROJECT NO.	A022(165)	SIGNING & PAVEMENT MARKING PLAN
US-20/26, I-84 TO		English
MIDDLETON RD, CANYON CO		
STA 216+00 TO STA 221+00		COUNTY
		CANYON
		KEY NUMBER
		22155
		SHEET 180 OF 210

PROFESSIONAL ENGINEER
 STATE OF IDAHO
PRELIMINARY
DESIGN
REVIEW
 10/31/19
 J. JONES

