Regular City Council Meeting
(City Hall - Chambers Room #100)
July 20, 2026
6:00 PM

MEETING LOCATION
Caldwell City Hall
205 South 6th Avenue

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

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

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

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

AGENDA

Workshop - held at 5:30pm

1. Airport Department Update

Invocation

Pledge of Allegiance to the Flag

Roll Call
Scott Tilmant, Chuck Stadick, Diana Register, Geoff Williams, Chris Allgood, Mike Dittenber

Conflict of Interest Declaration
The Mayor and members of the City Council have a duty to serve honestly and in the public interest. Where the Mayor or a member of the City Council have a conflict of interest, they may need to disclose the conflict and in certain circumstances, including land use decisions, they cannot participate in the decision-making process. Similarly, ex-parte contacts and site visits in most land use decisions must also be disclosed.

Special Presentations

1. Quiet Zone Project Update

2. LHTAC Road Scholars

Audience Participation
This section of the agenda is reserved for citizens wishing to address the Council regarding City-related issues that are not on the agenda. Persons wishing to speak will have three (3) minutes. Comments related to pending public hearings, including decisions that may be appealed to the City Council, are out of order and should be held for the public hearing. Repeated comments regarding the

same or similar topics previously addressed are out of order and will not be allowed. Comments regarding performance by city employees are inappropriate at this time and should be directed to the Mayor, either by subsequent appointment or after tonight's meeting, if time permits. In order to ensure adequate public notice, Idaho Law provides that any item, other than emergencies, requiring Council action must be placed on the agenda of an upcoming Council meeting. As such, the City Council can't take action on items raised during citizens issues at the same meeting but may request additional information or that the item be placed on a future agenda.

Consent Calendar

The consent calendar includes items which require formal Council action, but which are typically routine or not of great controversy. Individual Council members may ask that any specific item be removed from the consent calendar in order that it be discussed in greater detail. Explanatory information is included in the Council agenda packet regarding these items and any contingencies are part of the approval. All Consent Calendar items are considered action items.

1. The Caldwell City Council dispenses with the 3 reading rule of Idaho Code §50-902 for all ordinances

2. Minutes

    a. Approve the Minutes from the Caldwell City Council Workshops held on June 4, 11, 18, and 23 2026

b. Approve the Planning and Zoning Commission, May 13th, 2026 meeting minutes.

3. Approve Resolution authorizing the Purchase of new paint stripe truck for Street Department

4. Approve Resolution authorizing the Adoption of Right of Use Agreement with Idaho Transportation Department

5. Approve Resolution authorizing the Adoption of MOU with Destination Caldwell for storage under 10th Avenue Overpass Bridge

6. Approve Resolution authorizing the City of Caldwell's portion of construction costs for the Farmway & Ustick Roundabout to be reimbursed to Highway District 4 as part of the previously approved Memorandum of Understanding

7. Approve Resolution authorizing the Amendment No. 1 to Task Order 25-01 between City of Caldwell and Bowen Collins & Associates for engineering design and construction period services for the Well 21 Arsenic Removal project

8. Approve Resolution authorizing a Municipal Services Agreement between City of Caldwell and Nancy Patricia Todd providing water and sanitary sewer services to Parcel R3268000000 (0 S. 10th Avenue)

9. Approve Resolution No. 184-26, a resolution to approve a contract with Terracon in the amount of $391,450 for professional brownfield services utilizing funds from the Brownsfield Community-Wide Assessment Grant awarded to the City by the U.S. Environmental Protection Agency.

10. Approve Resolution authorizing a Utility easement for domestic water main line at Southern Tire Mart

11. Approve Resolution authorizing the MOU With Destination Caldwell regarding the purchase of the Rail Station Playground Equipment

12. Approve the Findings of Facts and Conclusions of Law for Regency at Verbena Ranch No. 2 Final Plat (SFP26-000021).

13. Approve Partnership Agreement between the City of Caldwell, Destination Caldwell, and Select Basketball for the BAM JAM 3-on-3 Basketball Tournament scheduled for August 7th, 8th, and 9th in Downtown Caldwell

14. Approve Resolution authorizing CMID to Utilize Jacobs for a Grant Application at a NTE $50,000

15. Consent to authorize the City Attorney's Office to draft a response to Canyon County.

16. Approve the Agreement with Elevate Academy for School Resource Officer services for the 2026-2027 School Year

17. Approve the Resolution authorizing the submission of the 2026 Past Due Weed abatements/special assessments

Old Business

This section of the agenda is to continue consideration of items that have been previously discussed by the City Council and to formally adopt ordinances and resolutions that were previously approved by the Council. Ordinances and resolutions are formal

measures considered by the City Council to implement policy which the Council has considered. Resolutions govern internal matters to establish fees and charges pursuant to existing ordinances. Ordinances are laws which govern general public conduct. Certain procedures must be followed in the adoption of both ordinances and resolutions; state law often establishes those requirements. All Old Business items listed are considered action items unless otherwise noted.

New Business
This portion of the agenda is for City Council consideration of items that have not been previously discussed by the Council. Ordinances and Resolutions are generally added to a subsequent agenda for adoption under Unfinished Business. However, the Council may consider adoption of an ordinance or resolution under New Business if timely approval is necessary. All New Business items listed are considered action items unless otherwise noted.

1. **ACTION ITEM:** Consider Authorizing the Caldwell Fire Department to seek out and hire consultants for the review and analysis of establishing a Fire District in an amount not to exceed $80,000.

2. **ACTION ITEM:** Canyon County Ballot Measure for Registration Fee

3. **ACTION ITEM: Public Hearing (Quasi-Judicial): Case Number SPP25-000009, ZON25-000005:** The applicant, ALC Architecture, on behalf of Bennett Forest Industries INC., is requesting a rezone of a portion of parcel(s) R3258200000 and R325810000, from C-2 to R-2 to include a Development Agreement, as well as approval of a preliminary plat for Ambrosa Subdivision of parcels R3258200000 and R3258100000, a mixed use subdivision with 8.42 acres of commercial fronting on Ustick Rd. and S. 10th Ave. The subdivision will also include 5.03 acres of single family residential (47 single family detached lots) with a density of 5.32 units per acre. The subject site is located on the south side of E. Ustick Rd., approximately 275 feet west of the intersection with S. 10th Ave. *The application was recommended for denial by the Hearing Examiner on Tuesday, February 24, 2026.*

4. **ACTION ITEM: Public Hearing**: Consider Bill No. 60 (Ordinance No. 3712) associated with ZON25-000005, with a request to move for its passage by title only and approve the summary for publication.

5. **ACTION ITEM: Public Hearing (Quasi-Judicial): Case Number SPP26-000004:** The applicant, Hatch Design and Architecture, on behalf of Daniel Isbell, is requesting preliminary plat approval for Isbell Townhomes Subdivision, a single-family subdivision with twelve (12) townhome lots and one single family detached lot. The site is zoned R-1, neighborhood residential, and is located within the Neighborhood 2 place-type within the Future Land Use Map. The approximately 1.65 acre site is addressed as 403 Hill Ln, and is located on the east side of Hill Ln, approximately 240 feet south of the intersection with Syringa Ln., and 260 feet north of Interstate 84., in Caldwell, Idaho. *This application was recommended for approval at the May 26, 2026, Hearing Examiner meeting.*

6. **ACTION ITEM: Public Hearing (Quasi-Judicial): Case Number ANN26-000004:** The applicant, Anders & Co. LLC, on behalf of Ashley Castiollo, is requesting annexation of parcel R3430600000 with an initial zoning designation of R-2, Community Residential. The parcel is designated as Neighborhood 2 within the Comprehensive Plan Future Land Use Map. There is an existing single-family dwelling on the parcel and the owner would like to annex into the City limits so they may access municipal sewer service. No other development is proposed at this time. The 0.52 acre parcel is addressed as 19241 Piaggio, and is located on the east side of Middleton Rd., approximately 1,100 feet north of the intersection with Linden Rd, in Caldwell, Idaho. This application was recommended for approval at the June 10, 2026, Planning and Zoning Commission meeting.

7. **ACTION ITEM: Public Hearing:** Consider Bill No. 16 (Ordinance No. 3750) associated with ANN26-000004, with a request to move for its passage by title only and approve the summary for publication.

8. **ACTION ITEM:** Consider Caldwell Finance Reports

Comments
This section of the agenda is provided to allow the Mayor and City Councilors to make announcements and general comments relevant to City business and to request that items be added to future agendas for discussion. No final action or in-depth discussion of issues will occur.

1. Council Comments

2. Mayor’s Comments

The Caldwell City Council may convene into Executive Session pursuant to Idaho Code 74-206, identifying one or more of the specific paragraphs (a) through (i).
Certain city-related matters may need to be discussed confidentially subject to applicable legal requirements; the council may enter executive session to discuss such matters. The motion to enter executive session must reference the specific statutory section that authorizes the executive session. No final decision or action may be taken in executive session.

Adjournment

Upcoming City Council Meetings/Workshops

Additional information regarding Caldwell City Council public meetings and agendas may be found at https://www.Cityofcaldwell.org/Government/City-Council/Council-Meetings

Any person needing special accommodation to participate in the meeting should contact the City Clerk's Office at 208-455-4656 prior to the meeting. The entire agenda packet and minutes may be viewed on the City of Caldwell's website.
Cualquier persona que necesita arreglos especiales para participar en la reunión debe comunicarse con el Secretario de la Ciudad al 208-455-4656 antes de la reunión.

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

The Caldwell City Council dispenses with the 3 reading rule of Idaho Code §50-902 for all ordinances

Summary Statement:

Recommended Action:

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

None

Budget Workshop Notes
June 4, 2026

Mayor called the meeting to order at 4:00 pm

All present: Register, Dittenber, Stadick, Tilmant, Phillips, Allgood, Williams

Raelyn North, Finance Director: reviewed the budget generally touching on taxes, fees, revenues, and potential deficits throughout the various funds.

Council and staff discussed staffing challenges related to the list of proposed positions being presented for the coming year including a City Administrator or Chief of Staff position for the Mayor's office and twelve additional firefighters to staff Station 4.

Workshop adjourned at 5:26pm

Budget Workshop Notes
June 11, 2026

Mayor called the meeting to order at 4:00 pm

All present (Register via TEAMS), Dittenber, Stadick, Tilmant, Phillips, Allgood, Williams

Raelyn North, Finance Director: reviewed the packet for today's meeting; outlined a few changes to the information provided at the last budget meeting and reviewed updated revenues and fee projections. She answered questions from Council members regarding previous discussions about added positions, especially Police and Fire. Ms. Nor gave a summary of how she estimates revenue projections, and what impacts the estimates.

Community Development: Robin Collins provided a handout and summary via PowerPoint. She reviewed their overall mission and reviewed the contents of handout and PPoint. Reviewed vacant positions and team members/divisions within the department.

Building Safety: Reviewed permit/application/ revenue numbers for all divisions. Noted they were able to reduce budget by 12%. Noted they are in process of implementing new software budgeted in prior years, to improve processes and timelines for licensing and permits across all Community Development divisions.

Planning & Zoning: reviewed P&Z staff costs, operations budgets, planning applications year to date compared to past years, and comp plan amendments since 2023.

Ms. North reviewed the parking fees special revenue fund and provided some options for use of those funds

CDBG budget. Robin reviewed upcoming Federal HUD funding, and what it can be used for, as well as what project funding cannot be used for. Very specific guidelines for that money.

Economic Develop – Staff and Operations primarily. Ms. North provided details regarding moving Economic Development funding to general fund. Impacts every department and service, and no revenue through service fees. Reviewed what portion could be paid by URA budget, and what would be paid by other departments.

Parks & Recreation: Tiffany DeFrance reviewed information provided via PPoint presentation & budget book handout. Reviewed mission, staffing structure among the divisions, and overall budgetary comparisons over last two years. Does not include Golf, as they are an Enterprise fund. Outlined staff responsibilities, projected equipment costs, special projects, and permanent/seasonal staff for all divisions.

Also reviewed projected revenue, staffing, programs, and public use of the municipal pool. Ms. North also reviewed Parks impact fee projections, and the timelines for spending revenues.

Golf (Enterprise funds): both Fairview Golf and Purple Sage golf courses. Ms. DeFrance reviewed staffing, responsibilities, projected maintenance needs, goals, equipment needs. Autonomous mowers have helped keep fees lower. Potential fee increase in golf cart rentals. Planning to expand parking without any increase in budget.

Councilor Dittenber provided comments regarding non-resident use of City services and facilities as something to think about.

Public Works:

Hallie Hart, Public Works Director, provided a summary of the different divisions and existing staffing within Public Works, as well as adding necessary positions to meet increased demand. Reviewed master planning, asset management tracking systems, costs of services analysis and rate studies for all of the facilities/divisions.

CEC: Ms. Hart provided summary sheet for overview and role in operating and maximizing use of the Caldwell Events Center. Request for new equipment that will save much employee time. Reorganization of current personnel. Ms. North noted that CEC budget is usually supplemented by general fund; conversation regarding best use of the facilities located within the CEC is needed.

Engineering/Mapping: Ms. Hart provided summary of role, oversight, and project management. Summarized funding requests, mostly related to staffing (refining roles) and technology to keep up with rapid growth in Caldwell.

Dittenber: Question regarding franchise fee agreements. Ms. North noted they set up the fees based on the area of the City . . . Regulated by State Code. Ms. Hart provided more details regarding the challenge of working with franchise companies.

Ms. Hart noted Mapping manages and maintains GIS system, mapping projects, land use maps, and Web Map. Updating systems and need to update/add staffing. Ongoing growth has created need for dedicated personnel for specific projects/professional services.

Water/Wastewater Division: Tony Harmon, Deputy Director-Water provided a summary of irrigation, water, wastewater, and storm water staffing structure, staffing professional certification and licensing. He noted that these use Enterprise funds and are regulated to protect public health.

Mr. Harmon reviewed water division responsibilities, staffing structure and staffing needs with the goal to prioritize staff retention and provide clear career paths. He summarized the current well project, upgrades and need for upgrades to operations and facilities, as well as prioritizing maintenance and rehabilitation of existing infrastructure.

Summarized new cost of services study that will likely influence fee increases in the near future, and provide ability to fund needed capital improvements over the next several years.

Irrigation: upgrades needed as equipment wears out; need to fill vacant positions to remain fully staffed; update technology needs.

WWTP: Mr. Harmon noted they will need to add additional staff to maintain 18-hour staffing 4-7 days a week. He reviewed sewer collection and treatment facilities and the compliance requirements from

DEQ. Equipment purchase allows in-place repairs to collections system, providing significant savings to the city.

Mr. Harmon reviewed goals for FY 2027 for systems maintenance and improvements, as well as professional services provided by area organizations. He noted staffing requests include new positions and a new vehicle to allow staff to do own repairs rather than contracting it out in several areas and to cover weekend shifts. He provided budget comparisons over the last few years and outlined projects completed, and projects on the horizon.

Workshop adjourned at 8:45pm.

Budget Workshop Notes
June 18, 2026

Mayor called the meeting to order at 4:00 pm

All present: Register, Dittenber, Stadick, Tilmant, Phillips, Allgood, Williams

Airport, Library, Fire

RaeLynn North reviewed changes in the general fund that impacted all other budgets and were reflected in the packet made available to Council.

Scott Swanson reviewed the Airport budget focusing on significant changes to the budget and increases in costs across the board. Swanson reported on the potential grant funding that would help prepare the Airport for updates to the control tower and runways. He noted that this funding came from the federal level and required little to match.

Lacey Forst reviewed the library budget noting potential areas for revenue increases by beginning to offer passport services to the community. The program would allow additional income for the Library with minimal impact on Staff time.

Bryan Daniels reviewed the Fire Department Budget focusing on the need for personnel, equipment, and the achievements of the department over the year. Chief Daniels then led into a discussion of potential for transitioning to a Fire District. He noted the benefits to the department and City, including cost savings and budget restructuring that would come as a result of the districting plan. Council and Staff discussed the need for further discussion and review of the plan before moving forward with any decisions.

It was moved and seconded by Tilmant and Dittenber to enter into Executive Session pursuant to Idaho Code 74-206(1) D.
Entered: 5:50pm
Exited: 7:10pm

Workshop adjourned at 7:10pm

Budget Workshop Notes
June 23, 2026

Mayor called the meeting to order at 4:00 pm

All present: Register, Dittenber, Stadick, Tilmant, Phillips, Allgood, Williams

Police, Finance, HR, Clerk, Attorney, IT, General

Chief Ingram reviewed the budget request being presented to Council outlining each of the focus areas within the budget noting a 23% decrease in violent crime across the city even with ongoing growth. Proposing shift differentials and raises. Proposal to shift away from Flock and move to Axon for a total package covering cameras, translation, drones, etc. Discussion of district, funding, etc.

Rachelle Castleberry reviewed finance and utility billing budgets focusing on the implementation of a new ERP system that would better integrate with billing and tracking softwares.

Michelle Winstone reviewed hr updates – focusing on the payroll and management systems.

Jose Menchaca reviewed the IT Budget noting changes to software and improvement to camera and access systems.

Oscar Klaas reviewed the Legal focusing on the need for additional paralegal staff in the office to assist with records requests.

Kristina Buchan reviewed the Clerk and Cemetery budgets noting the line item increases that allowed for maintenance and training.

RaeLynn North gave an overview of the General Fund including areas of concern that would be discussed at future meetings.

Workshop adjourned at 8:56pm

Regular **Item:** 2.b.

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

Approve the Planning and Zoning Commission, May 13th, 2026 meeting minutes.

Summary Statement:

Recommended Action:

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. Minutes_5.13.26_P&Z Comm_FINAL

PLANNING AND ZONING COMMISSION
MEETING MINUTES
Wednesday, May 13, 2026 @ 6:00 pm
City Hall, Council Chambers, 205 S. 6th Ave, Caldwell, Idaho

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

ROLL CALL

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

CONFLICT OF INTEREST DECLARATION (if any).

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

SPECIAL PRESENTATIONS.

There were none.

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

1. Approve minutes for the Caldwell Planning and Zoning Commission for the April 08, 2026, hearing.

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

MOTION CARRIED

REVIEW OF PROCEEDINGS (OPENING STATEMENT)

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

OLD BUSINESS:

None

NEW BUSINESS

ACTION ITEM: Public Hearing (Quasi-Judicial) for Case Number ANN25-000003: Alexander Goncharov, on behalf of Pavel and Nataliya Goncharov, is requesting annexation of parcel R0069800000 with a zoning designation of M-1 with an associated Development Agreement, which is a compatible zoning district based on the Employment Center place-type designation on the Future Land Use Map. The applicant is proposing to maintain the existing large truck repair and storage use (Equipment Repair & Service – Large) on site. The 3.03-acre parcel is addressed as 1419 Andy Ln, and is located on the East side of Andy Ln., approximately 1,800 feet north of the intersection with Aviation Way.

Applicant Presentation:
Applicant, Alexander Goncharov, 1419 Andy Ln, Caldwell, presented the applicant's request:

- Semi-truck / trailer repair
- Retail space to sell parts for trucks and trailers

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

- Subject location
- Background Information
  - Current County code violation in place
- Comp Plan Analysis
- Zoning Analysis
  - Requested zoning M-1
- Surrounding Land Uses
- Site Layout
  - Will be required to update landscaping to code
- Review and Analysis
  - Needs updated landscaping, streetscaping, and parking
  - To be done before City Council hearing
- Unique Circumstances
  - Existing structures need to be brought into compliance
- Public Utility Services
- Public Comments
- Conclusion

Commission Questions for Staff and Applicant:

- Length of time has been 6 years
  - Started with County which was held for 4-1/2 years
  - Was pleased with how City of Caldwell conducted business so quickly with him
  - Willing to comply with conditions after this meeting and a plan will be done prior to council hearing
- Utilities and services are to be connected to city services
- Conditions of approval have to happen before going to City Council
- Building improvements do not have to be done but a plan will be made

Public Testimony:
None

Applicant Rebuttal:
Applicant, Alexander, presented the applicant's stated:

- Looking forward to getting started on the project

Motion to close public discussion:

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

MOTION CARRIED

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

Commission Discussion and Deliberation:

- County recommended the annexation
- North of this project is the exact same use
- Seen as infill

ORDER OF DECISION:
Based upon the testimony and evidence in record in this matter, and upon the findings of fact and conclusions of law set forth herein,

☐ Harman ☒ Larson ☐ Geyer ☐ Vance ☐ Whitbeck

MADE A MOTION AS FOLLOWS:
the request for ANN25-000003 is recommended for approval subject to the conditions of approval as presented.

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

ROLL CALL VOTE:

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

MOTION CARRIED

ACTION ITEM: Public Hearing (Quasi-Judicial) for Case Number ANN26-000002: The applicant, Bret and Julia Jones, are requesting annexation of parcel R0070600000 with a zoning designation of M-1, General Industrial. The parcel is designated as employment center in the Comprehensive Plan Future Land Use Map and M-1 is considered a compatible zoning designation. No development is proposed at this time; however, the property is surrounded on multiple sides by the City limits. The 2.66-acre site is addressed as 1620 Aviation Way and is located on the S west side of Aviation Way, approximately 690 feet north of the intersection with Andy Ln, and 820 feet south of the intersection with Skyway Rd, in Caldwell, Idaho.

Applicant Presentation:
Applicant, Bret W. Jones, 628 S. Bonneville Dr., Nampa, presented the applicant's request:

- Wants to annex in to get city zoning to sell the property
- Requesting M-1 zoning

- Cleaned up the property
- Currently infill

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

- Subject Location
- Background Information
- Comp Plan Analysis
- Zoning Analysis
- Surrounding Land Uses
- Review and Analysis
- Public Utility Services
- Public Comments
- Conclusion

Commission Questions for Staff and Applicant:

- No requirements as there are no applications
- Future owner will have to do improvements once they're developed
- Deferral agreement will include hook-ups

Public Testimony:
None

Applicant Rebuttal:
Applicant, Bret Jones, presented the applicant's stated:

- Question about signing the deferral agreement
    - To be signed by the current property owner.

Motion to close public discussion:

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

MOTION CARRIED

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

Commission Discussion and Deliberation:

- Infill that needs to be annexed

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

☐ Harman ☒ Larson ☐ Geyer ☐ Vance ☐ Whitbeck

MADE A MOTION AS FOLLOWS:
the request for ANN26-000002 is recommended for approval subject to the conditions of approval as presented

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

ROLL CALL VOTE:

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

MOTION CARRIED

(The wrong application number was called out in an initial vote, so the commission corrected that error and conducted a 2nd vote recommending approval.)

ADJOURNMENT

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

MOTION CARRIED

Meeting adjourned at: 6:29 pm

APPROVAL OF MINUTES

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

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

Shawn Harman: Chair

5-10-26
Date

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

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

Approve Resolution authorizing the Purchase of new paint stripe truck for Street Department

Summary Statement:

This is a request to enter into an agreement to purchase a new Paint Stripe truck for the Street Department.
Our current Paint Stripe truck is reaching the end of its useful life, and unfortunately frequent repairs are causing unacceptable downtime to complete our annual pavement marking program. The new Paint Stripe truck would be purchased through Sourcewell as a piggyback off the same truck that was recently purchased by the Ada County Highway District and the City of Nampa. We have this new paint truck in the proposed FY27 budget, but it takes 12–18 months to build it once the purchase agreement is executed, so we would like to request moving forward with this purchase agreement at this time, understanding that the purchase will not occur until FY27.

Recommended Action:

Approve agreement to purchase a new paint stripe truck for the Street Department in the amount of $711,781.81

Budget: Finance Review
Budgeted

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. City of Caldwell, ID - Q17849 - Q17849 City of Caldwell, ID Maxi-500A

SOURCEWELL QUOTE FORM 6-30-26

2. City of Caldwell, ID - Q17849 - City of Caldwell ID MAXI-500A Totes 062526-2549 6-30-26
3. CC - Paint Stripe Truck Purchase Resolution _7-20-26

M-B Companies, Inc.
Pavement Marking Equipment
95 Blessing Drive
Muncy, PA 17756

Phone 920 898 4203
Fax 920 898 4588
www.m-bco.com

PRICE QUOTATION

QUOTATION NO. 17849

Please refer to this number when submitting an order

To: City of Caldwell
1311 N. 3rd Ave.
Caldwell, ID 83605

Date: 06/30/26
Expiration Date: 09/28/26

Attn: Drew Patton, dpatton@cityofcaldwell.org, 208-249-9549

F.O.B. Shipping Point: Muncy, PA

We appreciate the opportunity to submit the following quotation:

M-B Companies, Inc. Maxi-500A

The following is included in the price shown below:

Product Code	Item Description	LIST COST	SOURCEWELL	QTY		TOTAL
MAXI550ATOTE	TOTES (CUSTOMER SUPPLIED TOTES)	$302,049.00	$286,946.55	1	$	286,946.55
DCWIRELESS	Install Wireless David Clark Intercom, 3 stations	$7,500.00	$7,125.00	1	$	7,125.00
MESSAGEBOARD2	Install Messageboard, 2-LINE 4X3	$24,130.00	$22,923.50	1	$	22,923.50
NIGHTLIGHT	Install Night Lights (each)	$345.50	$328.23	7	$	2,297.58
LIGHTBAR	Install Lightbar (standard)	$2,395.00	$2,275.25	1	$	2,275.25
STROBE	Install Strobe Light (each) 360 or 180 Degree	$840.00	$798.00	2	$	1,596.00
GL3000P	Install Laser Pointer on Chassis Cab Roof	$9,450.00	$8,977.50	1	$	8,977.50
GL3000PM	Install Laser Pointer on Carriage (each)	$4,015.00	$3,814.25	2	$	7,628.50
VIDEOGUIDANCE	Install Camera Video Guidance System,	$13,865.00	$13,171.75	1	$	13,171.75
REARVIDREC	Install Rearview Camera System with Recorder (DVR)	$1,975.00	$1,876.25	1	$	1,876.25
SC12	Install SC-12 Skiptimer system	$15,995.00	$15,195.25	1	$	15,195.25
GRACOPAINT	Install Graco 238-377 Paint Gun	$1,445.00	$1,372.75	3	$	4,118.25
GRACOBEAD	Install Graco 238-338 Bead Gun	$1,580.00	$1,501.00	-3	$	(4,503.00)
ELEVATORS	Install Remote Elevators on Paint Guns	$850.00	$807.50	4	$	3,230.00
CABHIVIS	Install Rear Operators' Shelter, Hi-Vis	$26,780.00	$25,441.00	1	$	25,441.00
TOOLBOX	Install Toolbox (each), Lockable, 20" X 20" X 14" (approximate size)	$1,150.00	$1,092.50	2	$	2,185.00
FENDERSSINGLEP(	Install Poly Fenders over Single Rear Axle on Chassis	$1,035.00	$983.25	1	$	983.25
HEAT-ENGINE	Install Paint Heat - Scavenger Heat System on Unit (for 2 color paint system)	$26,695.00	$25,360.25	1	$	25,360.25
SCHMIDT	Install Schmidt Air Dryer in lieu of Laman (smaller trucks)	$2,185.00	$2,075.75	1	$	2,075.75
SOLVENTSYS	Install Solvent/Cleaner System with 20 Gallon ASME Tank	$5,995.00	$5,695.25	1	$	5,695.25
TRAINING	Startup/Technical Training by MB Technician (per day) (standard 3 days)	$2,000.00	$1,900.00	3	$	5,700.00

	Add paint / bead platform step. Add tubes under platform for storage. Add window tint to rear operator shelter. Add two (2) mirrors to rear operator shelter. Add branch / brush guard on right side of operator shelter. Remove two (2) M-B low pressure pumps, add two (2) ARO low pressure pumps. Remove 3,000 lbs. bead tank, Add 4,000 lbs. bead tank, with hinged lid and (4) sight glasses. Remove 20-gallon solvent tank, Add 40-gallon solvent tank. Add cleaner handgun with 25' hose. Remove Titan high pressure pumps, add ARO high pressure pumps. Add five (5) Epic Solutions BG 6000 bead guns. Add three (3) aircraft wheels. Add faster steering. Add remote start / stop for air compressor. Add Skipline HDVO-318. Remove standard console, add ada county console. Add one (1) single ear wireless headset, battery, belt. Add spare parts kit. Please see itemized list in specification.					
		$72,029.53		1	$	72,029.53
	CHASSIS: Peterbilt 520, 50,000 Lbs. GVW., pricing subject to change with model year change	$181,759.91		1	$	181,759.91
	DRIVEN DELIVERY	$6,500.00		1	$	6,500.00
				TOTAL FOR THE ABOVE:	**$**	**700,588.31**
		OPTIONAL EQUIPMENT				
	Add virtual pre-delivery inspection	$1,000.00		1	$	1,000.00
PREDELIV	Pre-Delivery Inspection Meeting at MB Facility (per person) - Includes all travel expenses	$3,000.00	$2,850.00	3	$	8,550.00
FLUSHFLY	Install Flush on the Fly for Paint Guns (must have solvent system) (PER GUN)	$1,730.00	$1,643.50	1	$	1,643.50

FINAL WEIGHT AND LAYOUT REQUIRED BEFORE PURCHASE ORDER CAN BE ACCEPTED.

DISCLAIMER - DUE TO THE VOLATILITY OF THE CURRENT MARKET CONDITIONS PRICING IS SUBJECT TO CHANGE AND WILL NEED REVIEWED PRIOR TO ACCEPTING A PURCHASE ORDER

*IF YOUR CHASSIS IS OVER 33,000 LBS. AND YOU QUALIFY FOR AN FET EXEMPTION, PLEASE SUBMIT AN FET EXEMPTION CERTIFICATE WITH YOUR PURCHASE ORDER.

**SOURCEWELL CONTRACT AWARDED, CONTRACT NUMBER 050625-MBC*

CUSTOMER IS RESPONSIBLE FOR ALL APPLICABLE SALES TAXES

PAYMENT TERMS: Terms to be established

This quotation is valid for 90 Days

Delivery: 90 to 120 days after receipt of chassis, not withstanding exceptional circumstances out of our control.

Unless otherwise Stated, prices quoted are for the above listed quantities shipped at one time. Prices may change if quantities differ from those shown above.

M-B Companies, Inc.

By: Stacy Burnett, Territory Sales Manager
Pavement Marking Equipment Division

Customer Acceptance of Order

Signature Date

THIS QUOTATION IS NOT AN OFFER AND IS NOT LEGALLY BINDING ON M-B. ALL SALES BY M-B SHALL BE SUBJECT EXCLUSIVELY TO M-B'S TERMS AND CONDITIONS OF SALES SET FORTH ON THE BACK HEREOF.

QUOTATION NO: Q17849

Standard Terms and Condition of Sale

M-B Companies, Inc. of Wisconsin ("Seller") agrees to sell products, parts or components to ("Buyer") on the terms and conditions set out in these Terms and Conditions (the "Terms and Conditions").

Placement of Orders: **Processing of an order will not commence until Seller has received written confirmation. If Buyer does not issue a formal purchase order, written confirmation must include the following information: M-B model, size, other options (if applicable), prime mover model to which striper will be mounted, quantity, price, expected discount, expected delivery date, and shipping instructions. This information should appear on Buyer's letterhead, and be signed by an authorized representative of Buyer.**

Acceptance: **All orders are subject to final written acceptance by Seller at its home office. These Terms and Conditions constitute the final agreement between Seller and Buyer, and shall apply to all sales by Seller to Buyer. Seller's acceptance of this order is expressly conditioned on Buyer's agreement to these Terms and Conditions. Buyer shall be deemed to have consented to these Terms and Conditions in the event it accepts the shipment of any products from Seller. These Terms and Conditions supersede any and all conditions contained in Buyer's purchase order or other document furnished by Buyer. Any attempt by Buyer to vary these terms is hereby expressly objected to and rejected.**

Price: **Unless otherwise stated, all prices and deliveries are FOB Muncy, Pennsylvania. Prices do not include any taxes. All prices, specifications, terms and conditions are subject to change without notice. All orders will be invoiced at the price in effect when the order is received by Seller. All quotations shall be valid for a period of ninety (90) days unless otherwise noted.**

Delivery Dates / Delays: **Delivery date quoted shall be FOB shipping point date unless otherwise specified. Delivery dates are only estimations by Seller. In the event of delay attributable to Buyer, Buyer shall compensate Seller for delay costs. Seller shall not be liable for delays in delivery or failure to perform due to causes beyond its reasonable control, including but not limited to, acts of nature, acts of war or terrorism, Buyer's acts or failures to act, acts of government or military authority, delays in transportation or shortages, or inability due to causes beyond Seller's reasonable control to obtain necessary labor, materials, utilities, components, parts or manufacturing facilities.**

Payment Terms: **Payment terms are Net 20 days after invoice date (special terms may apply). Seller reserves the right to require cash payment if Seller develops doubt as to Buyer's ability to pay. Seller may charge Buyer interest at the rate of one percent (1.0%) over current prime rate per annum on past due accounts. In addition, in the event of late payment or default by Buyer, Seller shall be entitled to collect its attorneys' fees, expenses and other costs incurred in pursuing collection. Buyer shall not take any credit against payment due Seller without a written credit memorandum authorizing such credit issued in advance by Seller. Payments due to Seller, whether for the purchase of products or otherwise, shall be paid without deduction, set-off, or recoupment by Buyer.**

Returns: **Buyer shall not return any products unless authorized in writing by Seller with Seller's "returned materials authorization" number (RMA). The RMA must be prominently displayed on the outside of the return packaging. Any request to return products must be made within ten (10) days from the receipt of the products by Buyer. Returned products must be in first class saleable condition, in their original container, shipment prepaid. The issuance of an RMA number is not an admission of liability on Seller's part for reimbursement of any type. The returned products will be examined upon receipt, at which time proper disposition will be determined. Buyer will be advised at that time of any adjustments or credits that may be made. All products that are returned for any reason other than defective material will be subject to inspection to ensure the item's resaleable condition. In any event, a 30% restocking fee, as well as the freight charges both ways will be deducted from any credit. Nonstandard or used material, and components designed to meet Buyer's unique requirements or specifications, are not returnable. Unless otherwise expressly agreed, an order for equivalent value must accompany returned products and all such products are accepted for credit only after factory inspection. Buyer returning products must pay transportation charges and bear risks of loss or damage to goods while in transit.**

Warranty: **Seller provides a limited warranty pursuant to the terms of its separate Limited Warranty Policy. The Warranty is Buyer's exclusive remedy.**

Limitation of Liability: **Seller shall not be liable to Buyer or any Customer of Buyer for any incidental, consequential, special or punitive damages. In no event shall Seller be liable for damages which exceed the purchase price for the products.**

Indemnification / Insurance: **Buyer shall indemnify and hold Seller harmless from any loss, including, but not limited to, attorneys' fees and expenses, which Seller may sustain as the result of any claim arising out of or relating to use or sale of the products by Buyer, Buyer's customer, or any third party. If Buyer maintains insurance which may be applied to any liability it has to Seller pursuant to these Terms and Conditions, then Buyer agrees to take whatever actions are necessary to perfect said insurance coverage for the benefit of Seller.**

Changes / Cancellation: **Buyer may request changes in its order provided that Seller receives written notice of and accepts the desired changes and that Buyer accepts the additional charges as determined by Seller. Seller's refusal of Buyer's request to change its purchase order shall not be cause for Buyer's cancellation of its order except upon payment of a cancellation charge to be determined by Seller. Seller shall have the absolute right to cancel any undelivered orders upon breach thereof by Buyer, failure by Buyer to make any payment required hereunder, or insolvency or bankruptcy of Buyer. A purchase order or any part thereof which is accepted by Seller may not be cancelled by Buyer until Seller receives written notice of the cancellation, has determined reasonable additional charge to be made and the charge has been paid by Buyer.**

Infringement: **With respect to the products which are made by Seller based on any specifications, directions, models, or samples furnished by Buyer or commercial standards of Buyer's industry, Buyer will defend and hold Seller harmless from any and all liability and expenses arising out of or relating to any claims based on infringement or alleged infringement of patents, trademarks or copyrights from the use or sale of products made by Seller either as such or as part of complete items.**

Notices: **Any notice given pursuant to these Terms and Conditions shall be sent by means providing proof of delivery and: (1) if to Buyer, to its regular place of business; and (2) if to Seller: PO Box 200, 1615 Wisconsin Avenue, New Holstein, Wisconsin 53061.**

Entire Agreement: **The parties agree that there are no understandings, agreements or representations, express or implied not specified in these Terms and Conditions and that this instrument contains the entire agreement between Seller and Buyer, and that, consequently, no course of prior dealings and no usage of the trade shall be relevant to supplement or explain any of the terms used in these Terms and Conditions.**

Governing Law: **These Terms and Conditions shall be construed and interpreted under the laws of the State of Wisconsin. Any disputes arising hereunder or relating to the products shall be brought in Calumet County, Wisconsin.**

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M-B COMPANIES, INC.
SPECIFICATION FOR
CITY OF CALDWELL, ID
MAXI-500A TOTES
SPECIFICATION NUMBER 2549

GENERAL PROVISIONS

It is the intent and purpose of this specification to describe a truck-mounted self-contained airless application-striping machine. The machine shall apply reflectorized lines utilizing a waterbase (latex), low VOC traffic paint and glass beads. The equipment must be capable of applying this material at ambient temperatures of 70° Fahrenheit on clean, dry pavement. The machine shall be capable of applying in either a solid or skip pattern, or combination of these patterns.

The machine should operate in a range of 6 to 12 MPH. All truck parts and materials shall conform to the truck manufacturers' recommendations and the applicable Federal SAE Standards.

MATERIALS & WORKMANSHIP:

All equipment furnished and the parts thereof shall be of the manufacturer's latest listed and published stock models, which meet all the applicable requirements of the specification.

GUARANTEE:

The machine shall be guaranteed against defective materials and workmanship for a period of 365 days after acceptance of the machine, if properly serviced, maintained, and operated under normal conditions according to the manufacturer's instructions.

All guarantee claims (parts) will be repaired or replaced by the line striper manufacturer. All replacement parts shall be shipped to the user within one (1) working day if the parts are available. The vendor shall agree to sell all parts needed for the operating life of the equipment, which shall be a minimum of ten (10) years.

The manufacturer will assume no field expense for service or parts unless authorization is granted in advance.

The manufacturer will assume no liability for normal maintenance items, consumable or damage resulting from neglect or abuse of the equipment.

FINISH:

The complete machine and all components, including tanks, compressor, etc., shall have the following minimum protective coatings applied: one (1) prime coat and one (1) finish coat of paint, unless chromium plated or galvanized. The prime coat material shall be specifically compounded for the respective metals to which it is applied.

Finish Coat Color – platform and above deck: White to match chassis, Martin Senour High Solids Urethane with Enhancer™ or equal, unless otherwise stated. Below deck: components shall be painted black.

CHASSIS

CHASSIS:

The chassis shall be a new, automotive chassis assembled to meet the specific requirements of this specification.

Manufacturer	Peterbilt 520
Wheelbase	172”
GVWR	50,000 Lbs.
Color	White
After frame	100”
Fuel tank size	100-gallons
Aluminum / Steel wheels	Aluminum wheels
Additional details	Cummins 9-liter engine with PTO Front axle to be “wide track” “West Coast” style mirrors Four (4) sets of keys shall be provided Wheel hub caps on rear tires
Low Speed Control	Low speed control to be set via manufacturer standard process. Customer will provide two (2) desired speeds.

When fully laden with striping material, the chassis manufacturer's GVW rating shall not be exceeded.

AUXILIARY EQUIPMENT:

The following auxiliary equipment shall be provided:

-Mud flaps, front and rear	-Piped ¼ inch air supply for a hand take-off mounted at the right-hand corner of the platform
-One (1) 5 Lb. dry powder fire extinguisher (Mounted in chassis cab)	
-One (1) 10 Lb. dry powder fire extinguisher (Mounted on equipment deck)	

DIGITAL SPEED METER SYSTEM:

A digital speed meter shall be included on the striping unit that will allow the truck operator to read his speed in three (3) digits to aid him in maintaining the desired speed. Shall be powered and protected by the skip timer system via a network cable.

FENDERS FOR REAR WHEELS:

Lightweight high density polypropylene ribbed fenders shall be supplied over the rear wheels. The fenders shall be easily removed and reinstalled on the vehicle to facilitate maintenance and serviceability. Mudguards shall be installed on the fenders' rear edge.

REAR BACKUP VIDEO SYSTEM:

There shall be a rear-view backup video system installed on the vehicle. A 7” minimum Color monitor shall be mounted in the truck cab. The camera, in a weatherproof housing, shall be mounted on the

rear of the unit. The system shall be pre-wired for 12-volt operation, including a 65-foot interconnect cable. This system shall also include a DVR recording system with the ability to record information on a 32GB SD Card.

PLATFORM

PLATFORM:

The steel platform shall not exceed 96 inches' total width, including all projections, and shall be long enough to accommodate all equipment. The platform framing shall be constructed of 4-inch structural channel cross members and 6-inch structural longitudinal members to support all required equipment mounted on it. The spacing of the cross members shall not exceed 18 inches. Perimeter tubing shall be 2"x5".

The platform shall be supported by a minimum of ten (10) equally spaced risers. The risers shall be manufactured into a built-in structural channel and shall allow an 8-inch opening from the top of the chassis rail to the bottom of the platform. This opening will facilitate accessibility to material and control plumbing in the area located between the chassis rails.

The risers shall be welded to the bottom of the platform and fastened to the chassis rails vertical flange by at least two (2) 5/8-inch diameter, grade #8 bolts, in order to transfer the loading on the rails, a soft aluminum spacing shall be placed between the risers and the chassis rails top flange. Provisions shall be made to permanently secure these spacers in their locations.

The platform shall have a 3/16-inch medium pattern aluminum safety tread surface.

A raised platform shall be provided where possible to access the top of paint totes and bead tank.

Tubes shall be provided under the platform to store brooms and shovels.

LADDER:

Ladders with skid resistant steps shall be furnished on sides, one (1) left and two (2) right. Spring loaded latch pins shall be provided to secure the ladders in the stored position.

RAILING:

A steel railing shall be installed around the platform where necessary and bolted in place. Railing shall be constructed of 1¼ inch square tubing. The height of the railing shall be 42 inches with a 21-inch-high cross member. Corners shall be rounded for operator safety.

REAR BUMPER:

The rear bumper shall have a minimum 12-inch width and extend across the rear of the truck platform. It shall be at least 15 inches above the road surface. The bumper support shall be at 4"x5.4 channel steel on both sides.

REAR STEPS:

Rear steps constructed with safety tread surface shall be provided at the rear of the platform with handrails on both sides and a grab bar on the platform to assist the operators mounting from the rear. A safety chain shall also be provided across the open rear access, behind the operators' stations.

TOOLBOXES:

Two (2) weatherproof toolboxes,20x14x20, shall be supplied and mounted on the truck. The box shall have a full face, bottom-hinged door with a latch with integral lock.
Any special tools needed for adjustments or disassembly of the various machine components shall be furnished in these boxes.

OPERATOR ENCLOSURE (HIGH VISIBILITY):

An aluminum and tinted safety glass, high visibility, housing shall be supplied to provide protection from the weather for the operators. The overall dimensions shall be 96" wide, 60" deep, and 75" high.

Windows and doors shall be provided for easy viewing of the gun carriages and access to the remainder of the platform. Interior enclosure lighting shall be provided that will provide enough lighting of the controls and gauges. Two (2) LED dome lights shall be mounted in the canopy ceiling; lights shall be capable of changing from white to red for night striping.

The construction shall be as follows:

Insulation - Rear shelter shall be insulated with a minimum of 1" thick foam insulation, covered with a 14% perforate 32% vinyl covering. This insulation shall be attached to the shelter walls and ceiling by means of an industrial grade adhesive to secure the insulation to the shelter's inner walls.

Air Conditioning/Heater Unit - The enclosure shall be equipped with a roof mounted combination air conditioner and hot water heater with circulating fan. Cooling BTUs of air conditioner shall not be less than 25,000 (no exceptions).

Frame - 1-1/2" square aluminum tubing, 1/8" thick, welded, and bolted structure.

Roof - 1-1/2" square aluminum tubing braces covered with 11-gauge aluminum sheeting with a sufficient interior head liner. Roof panels shall be insulated with 1" thick foam insulation.

Sides - Two (2) vertically tinted safety glass sliding windows shall be provided on each side.

NO BUBBLE WINDOWS.

The front corners of the enclosure shall be angled to provide maximum visibility while seated in the operators' seats.

Front – One (1) aluminum sliding door, shall be provided on the front. The door shall hinge in such a manner as not to obstruct the operator's mounting or dismounting from the deck area. A horizontal sliding window shall be provided in the top portion of the panel beside the door. Aluminum sheeting, 11-gauge, shall cover the bottom portion.

Back – One (1) aluminum-hinged door, 22" x 68", shall be provided in the center of the rear panel. In the upper portions of the panel, two (2) sliding windows shall be placed on either side of the door. The

balance of the bottom of the area shall be covered with eleven-gauge aluminum sheeting behind the operators.

The entire shelter shall be bolted to the deck, enclosing the operators and the controls.

Additional tinting on all windows. Customer to provide desired percentage. Tops of windows shall be tinted more than the bottom half. Customer to provide dimensions of area to be tinted.

Mirrors – Two (2) 6” to 8” adjustable mirrors shall be mounted to the outside of the operator’s shelter.

A branch guard on right hand side of enclosure shall be provided to protect AC unit and other above cab components from damage by tree limbs.

The entire shelter shall be bolted to the deck, enclosing the operators and the controls.

OPERATOR SEATS:

Two (2) air suspension, high back operator seats with dual armrests shall be mounted on the vehicle platform. They shall be fitted with foam rubber cushions and back. The covering shall be weather resistant plastic and shall be fitted with seat belts in accordance with SAE and Federal Standards.

PAINT & GLASS SUPPLY

PAINT SUPPLY:

This unit shall have a paint storage capacity of 500 gallons. The paint supply for this striper shall be totes or refillable portable containers, one (1) for white and one (1) for yellow. The totes and tie downs shall be mounted in front of the operators’ shelter and shall be compatible with Ennis Flint Poly Sq 4-way totes.

Adequate deck space and hold-down clamps shall be provided to accommodate the paint totes. These totes shall not be included as part of this equipment contract as they will be provided by the paint manufacturer. A 2-inch quick connect is to be provided to attach to the bulk containers and 2” I.D. crush resistant chemical type suction hoses shall be provided to connect the low-pressure paint pumps to the paint totes. A recirculation line shall be provided for both the yellow and white paint systems to return paint from the low-pressure paint pump back to tote. This recirculation system will also aid in cleaning the system.

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The platform must be designed to accommodate reusable bulk paint containers. Since paint containers may vary in size and design, it will be necessary to provide for the mounting and securing of any vendors' containers.

FILL/SUPPLY PUMPS:

Two (2) ARO air operated diaphragm type pumps, with 2-inch ports shall be furnished on the truck to transfer paint at a minimum rate of 25 GPM from the storage containers to the tanks on deck (if necessary).

The pumps shall be equipped with Teflon balls and Teflon diaphragms.

The pump construction shall have stainless steel wetted parts. Two (2) 12-foot sections of 2-inch diameter suction hose and a strainer assembly shall be provided (one (1) for each paint color). Strainer shall filter paint while loading and while painting/heating. Paint strainer shall be mounted horizontally.

The transfer of paint shall be done from under the platform, left side, with controls located conveniently.

Provisions shall be provided to clean the pumps by re-circulating cleaner from a cleaner bucket.

GLASS SUPPLY:

A pressurized tank having a capacity of 4,000 lbs. glass spheres is to be provided. This tank is to be of all steel ASME certified construction with a top opening of not less than 24 inches in diameter.

Lid to be hinged.

Overall tank diameter shall not exceed 42". A 0-160 PSI pressure gauge, pressure regulator, 110 PSI pressure relief valve and auto evacuating moisture trap are to be included and mounted on the tank. In addition, the tank shall have a minimum of 2-inch sight glass for viewing the bead levels. These sight glasses shall meet all ASME and maximum pressure requirements. The sight glasses shall allow the operator to determine bead levels at 20%, 40%, 60% and 80% full.

A vacuum glass fill unit to be supplied. By creating a vacuum in the glass tank, glass is to be drawn into the tank without contaminating the vacuum unit. The speed of the unit is to be controlled, and a muffler is always to ensure quiet operation.

The glass filling system on this unit shall include a 12-foot-long, 2-inch I.D. fill hose with all the necessary fittings, including quick disconnect fittings and a new, unused 55-gallon drum with a combination bag splitter and strainer top.

The glass spheres are to be conveyed under pressure to glass sphere dispensing guns through rubber pressure hoses. A finned tube-type air cooler and moisture separator are to be supplied to remove moisture from air used to operate the glass system.

Bead manifolds need to be located on carriages.

GLASS TANK PLATFORM:

A single raised platform with non-skid surface shall be provided on the unit. The platform shall be of sufficient height to allow ease of access to all glass tank vacuum system valves during the glass filling

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process. A minimum of 4 sight glasses shall be located on the driver's side to be visible while loading from the ground.

The platform (step) is to be located on the right, driver's side of the unit.

CLEANER SYSTEM:

An air-operated gun cleaning system shall be installed on the striping machine. It shall consist of a 40-gallon ASME certified stainless-steel pressure tank with safety valve and valves and piping necessary to introduce cleaner into each paint line.

All piping shall be solvent resistant type. The tank construction shall be with a 4-inch threaded top opening and a full steel skirt support.

HANDGUN:

A detachable cleaner handgun and 25 feet of hose shall be provided for cleanup.

PAINT HEATING SYSTEM

PAINT HEATING SYSTEM SCAVENGED:

The paint heating system shall be capable of maintaining a paint temperature of 110° Fahrenheit at the paint spray guns, at an ambient temperature of 70° Fahrenheit.

The heat source shall be two heat exchangers, one for each color, constructed of stainless-steel tubes which extracts heat from the auxiliary engine cooling water. A third heat exchanger shall be located between the engine and the paint heat exchangers to act as a buffer in case of leaks.

The paint heating system shall include two shell and tube type heat exchangers. They shall be 4-pass type units each having a minimum heat transfer area of 64 square feet. Structural steel brackets and covers shall be provided for mounting the exchangers in a vertical position with the inlet and outlet extending below the vehicle platform.

Each heat exchanger shall be provided with a fiberglass insulation blanket and an aluminum cover to retain heat within the exchangers.

Three (3) 12-volt DC electric motor driven circulating pumps shall be provided. The pumps shall have a minimum rating of 25 GPM when pumping the heated water/ethylene glycol solution. The pumps shall control:

PUMP A: Circulation to the white paint heat exchanger
PUMP B: Circulation to the yellow paint heat exchanger
PUMP C: Recirculation system.

A digital thermostatic heat control shall monitor the paint temperature in each heat exchanger. These controls shall turn off or on the pump feed to the heat exchangers on the temperature setting required by the paint manufacturer.

Incorporated in the water/glycol system will be an expansion tank at a convenient location to both fill and check the fluid level of the system. A 14-pound automotive type pressure cap shall be used to

regulate the system. An overflow tube from the cap neck down through the platform shall safely vent any overflow to the ground.

Three (3) automatic air vents shall be installed in the heating system to vent any excess air that gets trapped into the heating system. One (1) air vent shall be in the expansion tank line at the top of the intermediate exchanger and one on each paint heat exchanger. (MANUAL AIR VENTS WILL NOT BE ACCEPTED).

PAINT APPLICATION SYSTEM

PAINT APPLICATION SYSTEM:

The unit shall have a paint supply designed for two-color application and appropriate plumbing to allow single color loading of both tanks.

A stainless-steel strainer shall be inserted in each system. The strainer shall be cylindrical in design and made from a #16 gauge perforated stainless steel material. The perforation shall be 1/8 inch in diameter and on approximately 3/16-inch centers (33 holes per square inch). No wire strainers are acceptable.

The strainer shall be readily accessible and where necessary, valving shall be provided to isolate the strainer from the feed line for cleaning. The strainers should be removed for cleaning with a single clamp sealed lid. Plumbing to the strainer shall be such that it filters paint while loading paint and striping.

Paint manifolds to be located on carriages.

AIRLESS PUMPS:

Two (2) air driven, ARO 15 GPM 1500 psi airless pumps, one for yellow, one for white shall be provided and plumbed to deliver paint to the spray guns. A minimum two-quart high pressure surge tank shall be incorporated into the paint plumbing design after each high-pressure pump. This accumulator tank shall minimize any hour-glassing of the painted line on the road.

The pumps shall have means to control the paint pressure to provide the required line width and wet film thickness of .026 inch to .030 inch when operating in the range of 6 to 14 MPH. There shall be a catch tray mounted under the high-pressure pumps.

A grounding strap shall be installed on the vehicle to discharge any static electricity built-up from the airless pumps.

All high-pressure pump hoses and wires shall be run through a separate hole. The high-pressure pump housing shall be made larger, for easier tool access.
High pressure filters to be located under the deck.

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High pressure pumps must be located on the deck. High pressure paint pump mounting shall be designed for easy access to pumps with an open side.

Filters to be mounted horizontally.

PICTURE OF CURRENT HIGH-PRESSURE HOUSING:

PROCESS PLUMBING:

Air piping, tubing, or hose used on the vehicle shall be firmly attached to the frame or bed, except where
flexible conductors are required for proper operation or services.

All plumbing on the low-pressure side shall be constructed of industrial style, stainless steel, 2-inch tube process-clamp type piping, fittings, and ball valves, with at least one-bolt clamp on the low-pressure side. All elbows shall be smooth 90° long radius style. Use of pipe thread fittings shall be minimized.

All plumbing on the high-pressure side shall be schedule 80 stainless steel threaded plumbing with full port ball valves. Unions shall be installed on either side of the valves to facilitate replacement when necessary. The high-pressure paint hoses to the guns shall be designed to meet working pressure requirements of at least 2,000 PSI.

The paint plumbing shall be stainless steel. Valves will be ball type with Teflon seals, and valve

construction on the low-pressure side shall be stainless steel with 4-bolt construction.

All material conductors other than pipe shall be non-metallic, paint and solvent resistant, Teflon lined, (no exceptions) insulated flexible hose. They shall be capable of withstanding the respective pressures produced in each system and shall not be less than 3/8-inch in diameter.

The pumps, hoses fittings, valves and all components that are in contact with the marking materials shall be stainless steel.

A zippered vinyl jacket shall protect all airlines, paint, and bead hoses to each gun carriage.

SPRAY EQUIPMENT

AIR NOZZLES:

Each carriage shall also have a multi-channel flat jet nozzle, mounted directly in front of each paint spray gun row, to remove dirt and debris from the road surface prior to the application of paint and glass beads. The "on/off/AUTO" air supply to these nozzles shall be in the control boxes. Each air nozzle shall have a manual needle valve adjustment air flow control.

Nozzle tips shall be aluminum, not plastic.

PAINT SPRAY EQUIPMENT:

The paint spray guns shall be Graco Model 238-377 or equal airless type, capable of processing paint in quantities which will yield a 4-inch-wide line of 30 mil wet film thickness and applied at speeds up to 14 MPH.

The paint guns shall have an air powered opening and closing with high tension needle spring.

Revers-a-clean tips XHD.

There shall be 35 additional RAC XHD tips supplied and shipped with unit.

REMOTE ELEVATORS:

Paint guns shall be mounted on electric elevators which will permit remote vertical adjustment for paint guns to change line width anywhere from 4 inches to 8 inches. The controls shall be mounted in the Skipline SC-12 control boxes. Left carriage: Yellow guns front and back shall have one gun riser to operate on each side and white guns to have individual elevators. Right carriage: Front and back guns shall have one elevator for each side. There shall be 6 elevators (see gun layout).

BEAD GUNS:

There shall be installed pneumatically actuated glass sphere guns. The glass sphere guns shall be Epic Solutions BG 6000. Each glass sphere gun shall be equipped with a smooth surfaced deflector to assure full line coverage with the beads. The EPIC guns are supplied with 1 inch king nipples. Would like to run bead hoses to manifold on carriage. The manifold shall be mounted as not to add weight to lower gun carriage assembly to reduce weight on carriage.

CARRIAGE ASSEMBLIES

M-B Companies, Inc.
Pavement Marking Equipment
95 Blessing Drive
Muncy, PA 17756

Phone 920 898 4203
Fax 920 898 4588
www.m-bco.com

SPRAY GUN CARRIAGE ASSEMBLY:

Two-gun carriage assemblies shall be supplied, mounted IN FRONT of the vehicle's rear wheels, to support and align the spray guns. MIDSHIP

The main carriage mounted on the left side of the vehicle.

This carriage shall have two (2) caster axles, each with one (1) pneumatic aircraft style tire/wheel assembly. The wheels shall be mounted at the front of the carriage and shall support the carriage and maintain it at a fixed height from the road. The entire unit shall be mounted with linear bearings to allow vertical motion but yet keep the spray guns normal to the road surface.

The cross slide supporting the carriage shall allow the carriage to be positioned for transport within the width of the vehicle's platform and permit its use anywhere from this location outward for a distance of 5 feet. The slide mechanism shall consist of a square tube within a square tube telescoping design with adjustable UHMW, self-lubricating material bearing areas. The inner slide will have four (4) pads of the UHMW material bolted and shimmed to its' innermost slide section.

This second spray carriage shall have one (1) caster axle with one (1) pneumatic aircraft style tire/wheel assembly. The design of this carriage shall be identical to the main carriage, and it shall also extend 4 feet from the edge of the platform.

The carriage slide shall be equipped with a hydraulic cylinder for moving the carriage to any point within its operating range. The cylinder shall be double action, controlled by a power steering control, and the 10-inch steering wheel shall be conveniently located for the operator. Each column shall include a steering wheel with knob.

The steering shall be equipped for rapid, easy steering with both carriages operating at the same time.

Carriage steering shall not stall while both carriages are being used simultaneously.

A high-pressure hydraulic pump driven by the auxiliary engine shall supply hydraulic power for the operation.

The Raise/Lower switch for the outrigger shall be in the operators' control box.

Stacked body, quick acting solenoid valves with a manual override feature shall be mounted on the carriage. Valves shall be equipped with balanced spool designed to minimize backpressure or restriction in exhaust. The valves shall be of a one-piece aluminum design body.

AUTOLOCK:

The carriages will automatically lock up with just a switch and maintain the carriage in the raised position at any point from transport to the fully extended position. To avoid manually lifting the carriage if system electrical power is lost, the carriage shall automatically raise up and lock.

Safety Chains shall be provided for each carriage to support them during transportation.

GUN LAYOUT:

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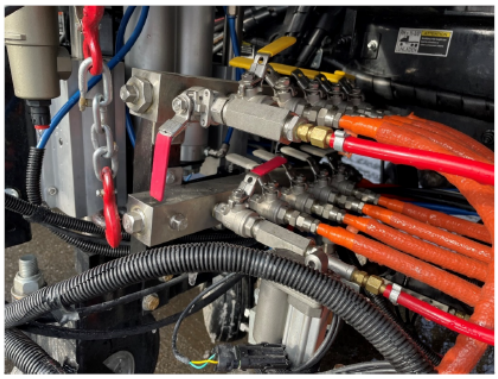
Each row of paint and glass guns shall have their own bar from which to mount the guns. Gun mounting bars shall have support from both sides of the rod to maximize strength of the gun support rods. There shall be a single paint supply line for each carriage per color with a distribution manifold. Yellow paint line to the manifold shall be ¾" and the white paint line to the left centerline carriage shall be ½" and white paint line to right berm carriage shall be ¾." Each manifold has a flush out port with valve and 2 extra input ports per color. Each paint gun shall have a shut off valve located on the carriage. A bead distribution manifold shall be located on each gun carriage. Below is the gun arrangement for each carriage: White paint line to berm side manifold shall be ¾" but driver's side carriage ½" From manifold to gun we want 3/8 male to female JIC fittings to manifold and hose. No ½" to 3/8 "fittings. Paint manifolds shall be mounted so as not to add weight to lower carriage assembly. Glass manifolds shall be mounted so as not to add weight to lower carriage assembly.

LEFT CARRIAGE			BERM CARRIAGE		***CUSTOMER TO CONFIRM GUN LAYOUT IS CORRECT.**
A		A	A	A	AIR NOZZLES
Y		Y	W	W	PAINT GUNS
W	W				PAINT GUNS
G	G	G	G	G	GLASS GUNS



AIR COMPRESSOR / POWER PACK

AIR COMPRESSOR:

The air compressor shall be a Boss DUS unit capable of supplying at least 210 cubic feet of free air per minute at 100 psi.

All containers shall be A.S.M.E. approved for 100 psi working pressure. All necessary safety valves, piping, and fittings shall be included.

The compressor engine shall be diesel powered, liquid-cooled, four-cycle, four-cylinder, overhead valve construction, heavy duty industrial type. It shall include as standard equipment: a fanned tube type radiator, lubricating oil filter, 12-volt electrical system, push button starting, and recommended air filter to be shared with the compressor air intake. The air compressor engine and chassis engine shall have a common fuel tank.

A Schmidt or approved equal, model number 1200-080-03 coalescing moisture extractor shall be installed in the main air supply line. It shall have a rating of 800 CFM.

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An electric cooling fan shall be installed into the main airline to remove heat from the compressed air.

A common skid base shall be provided under the engine and compressor so they may be handled and mounted as a package unit. The compressor shall be mounted to the platform cross members. A complete cover with hinged or sliding access panels shall be supplied for weather protection.

The operating control panel shall be located at the end of the compressor unit and the unit mounted so that it is at the curb side of the vehicle and include, in addition to operating controls, gauges showing oil and air pressures, water temperature, and voltmeter and an electric hour meter.

The unit shall be furnished with the following accessory items as a standard part of the package: hour meter, oil level gauge, automatic moisture trap for controls, automatic blowdown valve, minimum pressure valve, and a hydraulic pump.

A remote start and stop switch, and indicator light shall be supplied in the chassis cab.

GUIDANCE SYSTEM

LASER GUIDANCE SYSTEM (cab mounted):

There shall be supplied a GL-3000-P Laser System using an ultrahigh visibility green laser to establish visual line control for the paint striping machine. The operator adjusts the laser spot to the desired reference point on the road via a remote-control panel located in the cab of the truck.

The control shall have a three-function switch for:
1. Laser on Steady mode.
2. Laser on Blinking mode.
3. Laser Off.

There shall be a corresponding green light located on the laser status panel indicating the laser status:
1. Light on Steady mode.
2. Light Blinking mode.
3. No Light (Off).

To position the laser spot to the desired location, i.e., center line, road edge, bike lane, etc., the operator shall push the proper buttons for the direction that he/she wants the laser spot to move in; left, right, forward, back, and the laser tracks simultaneously.

The laser, all optics, mechanical mechanisms, and electronics shall be in a rugged, weatherproof housing that is typically mounted to the roof of the truck. This permanent installation shall eliminate the need to remove the laser at the end of the day. Two cables shall run from the laser housing, one for 12V DC power, the other for system control in the cab.

Specifications -
Laser - 532mm Class IIIA
Power - 12V DC 4.0 amps/hour (Max Operating)
Operating Temperature - +36° - +120° F.
Power/Control Cable Length - Approximately 20 Feet (from laser box) to DB15 Connector for Control Box
Laser Box – Approximately, 6-1/8 H x 6-1/2 W x 12 L Inches.

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www.m-bco.com

Shipping Weight - 25 Lbs. - Approximate

LASER GUIDANCE SYSTEM (carriage mounted):

There shall be supplied two (2) carriage mounted GL-3000-PMS Laser Systems using an ultra-high visibility green laser to establish visual line control for the paint striping machine. The operator adjusts the laser spot to the desired reference point on the road.

The control shall have a three-function switch for:
4. Laser on Steady mode.
5. Laser on Blinking mode.
6. Laser Off.

There shall be a corresponding green light located on the laser status panel indicating the laser status:
7. Light on Steady mode.
8. Light Blinking mode.
9. No Light (Off).

The laser, all optics, mechanical mechanisms, and electronics shall be in rugged, weatherproof housing. Two cables shall run from the laser housing, one for 12V DC power, the other for system control in the cab.

Specifications -
Laser - 532mm Class IIIA
Power - 12V DC 4.0 amps/hour (Max Operating)
Operating Temperature - +36° - +120° F.
Power/Control Cable Length - Approximately 20 Feet (from laser box) to DB15 Connector for Control Box
Laser Box – Approximately, 4-1/2 H x 4-1/4 W x 9 L Inches.
Shipping Weight - 25 Lbs. - Approximate

VIDEO GUIDANCE SYSTEM (DAKOTA ENDURACAM CAMERAS)

A closed-circuit color television system with two (2) cameras and one (1) monitor shall be provided. The system shall be protected against radio frequency interference and weather.

The cameras shall be Dakota Systems Enduracam ruggedized. (1) Camera unit for each side of the truck shall be mounted on 24” stroke electric actuator outriggers. Camera outriggers will be located near front of platform, below deck level. Cameras will be mounted directly to end of camera outrigger and unhoused.

The SkipLine HDVO-318 monitor shall be a 13.3" flat screen monitor mounted inside the truck cab in center, at a 45° angle facing the driver. A triple suction cup mount shall be utilized to adhere the video monitor to chassis windshield in a convenient location for the chassis operator. Monitor Cross Hair Generator has the capability to provide integrated video guidance. The touch screen monitor video guidance shall allow any number of crosshairs or guiding lines, and crosshair placement shall be accomplished through a touch screen interface.

VIDEO CROSS HAIR GENERATOR (HDVO-318):

Cross Hair Generator has the capability to provide integrated video guidance. The touch screen monitor video guidance shall allow any number of crosshairs or guiding lines, and crosshair placement shall be accomplished through a touch screen interface.

TRAFFIC CONTROL LIGHTING

CARRIAGE MARKER LIGHTS:

Flashing amber/red marking lights shall be mounted at each extreme extension of the outrigger carriage.

LIGHTING, PLATFORM LED:

Marker and clearance lighting shall be LED and recessed flush mounted in grommets.

LIGHTBAR:

One (1) amber LED lightbar shall be mounted on each corner of the truck cab.

The control switch shall be a lighted rocker switch, located in the truck cab.

STROBE LIGHTS:

Two (2) amber LED wrap around strobe light shall be mounted on top of rear operator cab.

The control switch shall be a lighted rocker switch, located in the truck cab.

NIGHT LIGHTING SYSTEM:

Seven (7) 12 volt high-output rectangular LED work lights shall be provided on the unit for nighttime striping operations. Two (2) lights shall be mounted on the deck area to illuminate the equipment, two (2) lights shall be mounted on the front of the carriage to illuminate the road in front of the guns, two (2) lights shall be mounted behind the carriages, illuminating the carriage/guns and one (1) light shall be mounted near the paint fill pump.

MESSAGE BOARD:

The striping unit shall have a two-line LED message board with eight 10” characters per line, mounted on the rear area of the equipment platform.

The message board shall have dimensions of approximately 30 inches by 36 inches. It shall be 12-volt with solid state circuitry.

The message board shall be pivoted from a horizontal storage position to a vertical position for operation. A 12-volt electric linear actuator shall be provided to raise and lower the signboard from the vertical to the horizontal position. The keypad type control shall be mounted on the operator’s control console.

CONTROL & ELECTRICAL SYSTEM

CONTROL CENTER:

M-B Companies, Inc.
Pavement Marking Equipment
95 Blessing Drive
Muncy, PA 17756

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Fax 920 898 4588
www.m-bco.com

An all-aluminum control center shall be provided. This shall consist of an integral sheet metal covered framework providing space for electrical controls, spray equipment connections, heater thermostat control, and any other auxiliary parts required by the spray equipment.

The control center shall be mounted in an inclined position so that it can be observed from either operator's position. The control console shall have a footprint of 24” wide by 14” deep at the base and 51” tall. This control center shall have mounted on it all the necessary regulators, gauges, valves, switches, and indicators required for operation of the striping equipment. All parts shall be of the panel type and located behind the panel if at all possible. An easily removable back plate with four (4) recessed latches shall allow access to the interior for service. Both a 110 PSI safety valve and a condensate drain shall be located on the panel air manifold. All of the gauges shall be of the liquid-filled type. All control center switches shall be lighted rocker or push-button type.

The spray equipment shall be electrically controlled by means of toggle switches and solenoid valves.

The switch sections shall also house additional switches and indicator lights for the skipline mechanism control.

All line pattern combinations, skipline mechanism actuation, and skipline mechanism reset shall be controlled by toggle switches. Pre-selected combinations shall be obtained by activating only on switch that also simultaneously actuates or resets the skipline mechanism. One (1) toggle switch shall be an "OFF" switch connected in such a way that when activated, it will turn off and cancel any of the above selected patterns, as well as automatically reset the skipline mechanism to a ready position. Provision shall be made so that any glass sphere guns may be controlled from the same system for simultaneous spray gun and glass gun operation.

All electrical wiring shall be enclosed in conduit type protective case. Any wires passing through the deck shall have grommets around them.

All electrical controls shall be 12-volt power only.

All electrical wiring shall terminate in the operator control center.

SKIPTIMER SYSTEM:

SC-12

It is the stated intent of this specification to describe a highly reliable, easy to use, simple to install, compact skip-setting mechanism that requires little or no maintenance and no clutches, cams, gears, bearings, or devices that must be adjusted while at rest.

The skip timer control boxes shall use mid-sized IP67 rated toggle switches and shall use sealed pushbuttons for menu navigation.

The skip timer control box shall have a full color, 4.3” screen. The color menu system shall provide an animated preview of skip timer patterns, reflecting current settings and switch positions and shall provide guided calibration processes for distance and pump calibrations. The color menu system shall have a descriptive information system to provide the operator with information about errors, warnings, and skip timer operation. There shall be a switch test menu, for in-field diagnosis of switch failure, incorporated into the color menu system.

The skip timer system shall communicate using CAN bus serial communications protocol. It shall have an operating temperature range from 33° Fahrenheit to 140° Fahrenheit and a storage temperature range of 10° Fahrenheit to 160° Fahrenheit.

The skip timer output boxes shall directly drive all loads (air dusters, material guns, bead guns, double drop bead guns, etc. where applicable). All outputs shall be solid state. To simplify diagnostics, the skip timer output boxes shall have driver indicator LEDs for all driver outputs.

The skip timer shall accept motion signals from a magnet wrapped driveline collar. All motion signal sources will maintain a 0.1' resolution during normal road marking operations. The skip timer system software shall be field upgradable via USB drive, and the hardware shall be field upgradeable using hub expansions ports for adding more driver output boxes, sensor input boxes, or data logging equipment.

INTERCOM SYSTEM (WIRELESS):

A David Clark Model 9900 wireless intercommunication system shall be furnished to provide a means of vocal communication between the driver of the vehicle and the operators of the striping equipment. This system shall provide open communications for all operator stations.

Two (2) dual ear OVER THE HEAD headsets for the rear operators and two (2) single ear OVER THE HEAD headsets for the front cab operator shall be provided. The headsets shall be equipped with noise cancelling microphones and on/off/microphone controls for hand-free communication.

TECHNICAL SERVICES

TECHNICAL INFORMATION:

For the purpose of standardization of the unit, the availability of replacement parts, and whether components meet the specifications, the manufacturer will provide literature or system diagrams and details on the equipment components.

A computer-generated engineer's detailed layout of equipment body components and vehicle weight distribution shall be provided with the submittal. The layout drawing shall show the location of material and glass bead supply equipment, air compressor package/engine equipment, and other components necessary for the successful construction and operation of the striping unit.

TECHNICAL MANUALS:

The successful bidder shall supply two (2) sets of electronic version operator's manuals, service manuals, parts books, wiring diagrams, and applicable technical information for each machine purchased.

TECHNICAL SERVICES:

The services of at least one (1) competent technician, trained in the use and operation of the striping machine, shall be furnished for a period of three (3) consecutive days, at one (1) visit rain or shine, to be scheduled and completed within 4-6 weeks of delivery, for each machine purchased. This service

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shall be provided to instruct the purchaser's personnel in the use, operation, and daily crew maintenance of the machine on acceptance.

SPARE PARTS KIT:

There shall be included in the bid price, the cost for spare parts kit to be shipped with the unit. The kit shall include:

• (2) EA Additional paint guns
• (2) EA Additional bead guns
• (2) EA Paint gun repair kits
• (2) EA Bead gun repair kits
• (2) EA High-pressure paint pump packing service repair kits
• (4) EA Additional gun solenoids with wires
• (2) EA Additional High-pressure stainless steel filter screens
• (2) EA Additional Low-pressure filter canister gaskets
• (12) EA Additional gasket seals for process plumbing
• (1) 50-hour service kit for Boss compressor

ENGINEERING DETAIL CONFIRMATION MEETING (virtual):

If required, the successful bidder shall attend a pre-construction meeting, to be held virtually via Microsoft Teams or another platform. Engineering will advise.

OPTIONAL EQUIPMENT:

- Virtual pre-delivery inspection: A pre-delivery inspection shall be held virtually, via Microsoft Teams or another platform. This meeting shall take place at or around 80-85% completion of the unit.

- On-Site pre-delivery inspection: The successful manufacturer shall include travel and living expenses at his manufacturing facility for up to three (3) end user personnel for a pre- delivery inspection visit. Travel for distances in excess of 200 miles shall be by air transportation. This meeting shall take place at or around 80-85% completion of the unit.

- Add flush on the fly, per paint gun: A system shall be installed so that the spray gun tip can be cleaned. A 3-way valve shall be installed in the console for this purpose.

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF CALDWELL, IDAHO, AN IDAHO MUNICIPAL CORPORATION, AUTHORIZING THE PURCHASE OF A PAINT STRIPE TRUCK IN FISCAL YEAR 2027, AND AUTHORIZING THE MAYOR TO EXECUTE THE RESOLUTION.

WHEREAS, the Street Department's paint stripe truck has reached the end of its useful life; and

WHEREAS, a new replacement paint stripe truck has been proposed for Fiscal Year 2027, with a lead time to construct it of 12-18 months.

NOW, THEREFORE BE IT HEREBY RESOLVED by the Mayor and Council of the City of Caldwell, Idaho, to authorize the purchase of a new paint stripe truck in the amount of Seven-Hundred Eleven Thousand Seven Hundred Eighty-one Dollars and Eighty-one Cents ($711,781.81), with payment due upon delivery of said truck in Fiscal Year 2027 and hereby authorize the Street Superintendent to sign the purchase agreement.

PASSED BY THE COUNCIL of the City of Caldwell, Idaho this 20th day of July, 2026.

APPROVED BY THE MAYOR of the City of Caldwell, Idaho this 20th day of July, 2026.

Approved

_____
Eric Phillips, Mayor

ATTEST:

_____
City Clerk

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

Approve Resolution authorizing the Adoption of Right of Use Agreement with Idaho Transportation Department

Summary Statement:

Adoption of Right of Use Agreement with Idaho Transportation Department for the allowed use of space under the 10th Avenue Overpass Bridge. This is a new requirement from ITD for safety and security purposes. We are also required to enter into an MOU with Destination Caldwell, who utilizes space under the bridge to store equipment and materials at no charge. This is a separate consent item for the same Council meeting.

Recommended Action:

Adopt the Right of Use Agreement with ITD for allowed use of space under the 10th Avenue Overpass Bridge.

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. Caldwell.ROW USE AGREEMENT.ITD Clean.07-09-2026
2. CC - Right of Use Agreement, Resolution _7-20-26

RIGHT OF WAY USE AGREEMENT

Key No.	Project No.	Project Name:	County Canyon
Parcel No.	Parcel ID No.	Owner CITY OF CALDWELL	

PURPOSE:

This RIGHT OF WAY USE AGREEMENT ("Agreement") is entered into this _____ day of _____, 2026, by and between the **STATE OF IDAHO, IDAHO TRANSPORTATION BOARD, by and through the IDAHO TRANSPORTATION DEPARTMENT** ("State"), whose address is Attn: HQ ROW, 3311 West State Street, Boise, Idaho 83703, and the **CITY OF CALDWELL, a political subdivision of the State of Idaho** ("City"), whose address is 205 South Sixth Avenue, Caldwell, Idaho 83605.

Pursuant to 23 USC 650.301, 303, State is responsible for locally owned highway bridges under the National Bridge Inspection Program (NBIP). The National Bridge Inspection Standards (NBIS) apply to all structures defined as highway bridges located on all public roads, on and off Federal-aid highways, including tribally-owned and federally-owned bridges, private bridges that are connected to a public road on both ends of the bridge, temporary bridges, and bridges under construction with portions open to traffic. State is ultimately responsible for the inspection of all public highway bridges within Idaho except for those that are federally or tribally owned.

The **FEDERAL HIGHWAY ADMINISTRATION, U.S. DEPARTMENT OF TRANSPORTATION** (FHWA"), supports State and local government in the maintenance of the nation's highway system under the Federal Aid Highway Program. As part of that program, FHWA is addressing hazardous and/or flammable materials stored under identified bridges within the State of Idaho.

This Agreement is entered into subject to the conditions of 23 CFR 710.405, Subpart B, and is subject to approval by the Federal Highway Administration (FHWA).

DESCRIPTION AND USE OF PROPERTY:

City owns and manages real property underneath that certain area known as the Tenth Avenue Railroad Bridge ("Bridge"), including the right of way for the Tenth Avenue Railroad Bridge situated in Section 22, Township 4 North, Range 3 West, Boise Meridian, City of Caldwell, County of Canyon, State of Idaho ("Property"). The Property may contain items owned by City or owned by Destination Caldwell ("City Storage), as such items are identified on **EXHIBIT A** attached hereto and by this reference made a part

hereof. "Destination Caldwell" is a 501(c)(3) organization that administers the Downtown Caldwell Business Improvement District and is the City's managing partner for the Indian Creek Plaza. The City currently allows Destination Caldwell to informally use a fenced-in secured area under the Bridge to store miscellaneous items and equipment used by Destination Caldwell for various downtown activities and events. This secured area extends approximately the full width of the Bridge, from the south side of Albany Street right-of-way for approximately 150 feet to the south. Destination Caldwell understands and acknowledges that no hazardous, flammable or toxic materials or chemicals may be stored under the Bridge and a lease agreement between City and Destination Caldwell shall be provided to State on a form acceptable to State. Such lease shall be on file and maintained by City. City will not allow public storage of items on the Property.

City allows the public to park in designated parking spaces adjacent to the Property under the Tenth Avenue Railroad Bridge, south of and with City-leased Union Pacific Railroad right of way and along Albany Street ("Public Parking"), as shown on **EXHIBIT B**, attached hereto and by this reference made a part hereof. Any Public Parking shall be for a maximum period of 48 hours, and such parking restrictions shall be enforced by City.

There is a small limited-use park within the Property with benches, trash receptacles and a small amount of landscaping, as shown on **EXHIBIT C** ("Park"), attached hereto and by this reference made a part hereof. City maintains the Park.

AGREEMENT:

1. **USE:** The Property will be used for a Park, Public Parking, City Storage, and other uses as herein defined. City agrees to control noxious weeds and trash on the Property. Any use by City, or any allowed tenant pursuant to a lease agreement, shall conform with all laws, ordinances, zoning requirements, rules and regulations governing and applicable to the Property. City agrees that City and City's employees, agents, and invitees to the Property shall not use, store or dispose of any hazardous, flammable, or toxic materials or chemicals within or upon the Property at any time. Hazardous, flammable. or toxic material means any substance now or hereafter identified by any government agency as requiring special handling, disposal or control unlike regular refuse. Fuel within the manufactured fuel tanks of vehicles and equipment parked on the Property is exempt from this Agreement. City agrees that any pesticide or herbicide applications on the Property shall be made in accordance with all federal, state and county and local laws.

2. **TERM:** This Agreement is entered into for a period determined by the duration that the Bridge or any replacement bridge and the Property are in use as public right of way ("Term"). The total amount due under this Agreement is **$0.00**.

3. **SUBLET:** City shall not transfer, assign, convey or sublet all or any part of the Property or improvements thereon without written notification to ITD and concurrence by FHWA. Any such usage allowed by City shall meet the requirements and terms of this Agreement, including provision of a lease form acceptable to State.

4. **LIABILITY:** ITD and FHWA do not assume any liability for improvements or personal property owned and/or stored on the Property. City is insured through the Idaho Counties Risk Management Program (ICRMP). The City will provide proof of insurance upon request to ITD and FHWA. NEITHER PARTY SHALL BE LIABLE FOR ANY INDIRECT, INCIDENTAL, CONSEQUENTIAL, PUNITIVE OR SPECIAL DAMAGES, EVEN IF SUCH PARTY HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES.

5. **ALTERATION/IMPROVEMENTS/DEVELOPMENT:** Any City Storage shall be maintained by City or Destination Caldwell and City shall monitor any City Storage to ensure compliance with the lease between City and Destination Caldwell. The Property and Park shall be maintained by City, and City will notify ITD and FHWA if any material alterations to the Park or Property are made.

6. **RESTRICTED PARKING:** Any Public Parking shall be for a maximum period of 48 hours. Such parking restrictions shall be enforced by City.

7. **REVOCATION:** In the event that City chooses to discontinue certain uses of the Property designated in this Agreement, City will cause the discontinued improvements to be removed from the Property and will notify ITD in writing of such removal. If ITD finds that certain uses are out of compliance with the terms of the Agreement, ITD shall notify City in writing of the non-compliance, and City shall have thirty (30) days following receipt of the notification of non-compliance to bring improvements within compliance with the terms of this Agreement. Failure to bring the items within compliance shall result in the revocation of the lease relevant to the storage of such items, if applicable, and the City shall remove improvements within sixty (60) days of such revocation. Likewise, should the Park or the Public Parking be found out of compliance with the terms of this Agreement and not be brought in compliance within 30 days following receipt of notification of non-compliance, ITD may revoke the use of the non-compliant area and require removal of items of non-compliance by City.

8. **RIGHT TO ENTER AND INSPECT:** ITD and FHWA representatives have the right to enter the Property for purpose of inspection of the Park and the Property, which includes the Tenth Avenue Railroad Bridge situated over the Property for the purpose of ensuring City's compliance with the terms of this Agreement. The Park and designated Public Parking will be maintained by City in such a manner to ensure that the Property is kept in good condition as to safety and compliance with the terms of this Agreement.

9. **MAINTENANCE:** City, at City's sole cost and expense shall, at all times during the Term of this Agreement, properly maintain and keep in good repair and sanitary condition the Property.

10. **NON-DISCRIMINATION:** During the Term of this Agreement, City, for itself, its assignees and successors in interest, shall comply with all regulations of the United States Department of Transportation relative to Civil Rights, with specific reference to 23 CFR 710.405(b), Title 49 CFR Part 21, and Title VI of the Civil Rights Act of 1964 as amended and Executive Order 11246 as amended.

IN WITNESS WHEREOF, ITD and City have executed this Agreement as of the day and year first above written.

CITY:

CITY OF CALDWELL

By: _____
ERIC PHILLIPS, Mayor

Attest:

By: _____
Title: _____
Printed Name: _____

ITD:

IDAHO TRANSPORTATION DEPARTMENT

By: _____
JUSTIN POND, Right of Way Program Manager

EXHIBIT A

City Storage

NO
PARKING
ANY
TIME

EXHIBIT B

Public Parking

971 E Simplot Blvd
Exit Street View

EXHIBIT C

Park

© 2026 Google
973 E Simplot Blvd
Exit Street View

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF CALDWELL, IDAHO, AN IDAHO MUNICIPAL CORPORATION, ADOPTING A RIGHT OF USE AGREEMENT WITH IDAHO TRANSPORTATION DEPARTMENT FOR THE ALLOWED USE OF SPACE UNDER 10TH AVENUE OVERPASS BRIDGE, AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT.

WHEREAS, the City of Caldwell utilizes space under the 10th Avenue Overpass Bridge for a park, for public parking, and for storage of equipment and materials; and

WHEREAS, the Federal Highway Administration and the Idaho Transportation Department now require written agreements addressing allowed use of space under this bridge for safety and security purposes;

NOW, THEREFORE BE IT HEREBY RESOLVED by the Mayor and Council of the City of Caldwell, Idaho, to authorize the adoption of this Right of Use Agreement for the allowed use of space under 10th Avenue Overpass Bridge.

PASSED BY THE COUNCIL of the City of Caldwell, Idaho on this 20th day of July 2026.

APPROVED BY THE MAYOR of the City of Caldwell, Idaho on this 20h day of July 2026.

Approved

_____
Eric Phillips, Mayor

ATTEST:

_____
City Clerk

Regular **Item:** 5.

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

Approve Resolution authorizing the Adoption of MOU with Destination Caldwell for storage under 10th Avenue Overpass Bridge

Summary Statement:

Adoption of Memorandum of Understanding with Destination Caldwell to continue to lease store space for equipment and materials at no charge, under the 10th Avenue Overpass Bridge. This is to fulfill new requirements of the Idaho Transportation Department for the use of space under this bridge for safety and security purposes. This item is related with another consent item for this same Council meeting for a Right of Use Agreement between the City and ITD.

Recommended Action:

Adopt the Memorandum of Understanding with Destination Caldwell to lease storage space at no charge, under the 10th Avenue Overpass Bridge.

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. Caldwell.Destination Caldwell MOU.Bridge Storage
2. CC - Destination Caldwell MOU, Resolution _7-20-26

MEMORANDUM OF UNDERSTANDING

Destination Caldwell
Lease of Storage Space under 10th Avenue Overpass Bridge

This Memorandum of Understanding ("MOU") is made and executed between The City of Caldwell, a municipal corporation located in Canyon County, State of Idaho, hereinafter referred to as "CALDWELL", and Destination Caldwell, a 501(c))(3) organization that administers the Downtown Caldwell Business Improvement District, hereinafter referred to as "DC", both of which are parties to this MOU and hereinafter referred to as the "Parties".

Recitals

WHEREAS, DC administers the Downtown Caldwell Business Improvement District, and is CALDWELL's managing partner for Indian Creek Plaza; and

WHEREAS, DC has the need to store equipment and materials for various functions in close proximity to downtown Caldwell to fulfill its mission; and

WHEREAS, CALDWELL has available space under the 10th Avenue Overpass Bridge to allow for safe and proper storage of approved materials and equipment; and

WHEREAS, the Idaho Transportation Department monitors content that may be stored safely under bridges on the National Highway System of which the 10th Avenue Overpass Bridge is a part of; and

WHEREAS, CALDWELL and DC believe it to be in the public interest to cooperate in allowing the safe and proper storage of approved equipment and materials under the 10th Avenue Overpass Bridge;

NOW THEREFORE, be it understood that CALDWELL and DC understand and agree to the following:

1. CALDWELL will allow DC at no cost to safely store appropriate and approved equipment and materials under the portion of the 10th Avenue Overpass Bridge between Albany Street and the Union Pacific Railroad right-of-way, as depicted on Exhibit A, attached to this MOU and made a part thereof.

2. DC shall not store materials and equipment under the bridge that are prohibited by the Idaho Transportation Department. This includes any hazardous, flammable or toxic materials or chemicals. Fuel within fuel tanks of vehicles and equipment parked in the approved area under the bridge is exempt from this requirement.

3. Should the Idaho Transportation Department or CALDWELL determine that any hazardous, flammable or toxic materials or chemicals are stored by DC under the bridge, DC shall remove such items immediately. If not removed by DC within 10 days upon request by CALDWELL, this MOU may be terminated by CALDWELL, and if terminated DC shall remove all stored items within 90 days' written notice from CALDWELL and vacate the site in a clean condition.

4. Should CALDWELL determine in the future that the storage space used by DC is needed by CALDWELL for some other use, CALDWELL will give DC 90 days' written notice to remove all stored equipment and materials, and this MOU shall terminate.

5. In the event any provision or section of this MOU conflicts with applicable law, or is otherwise held to be unenforceable, the remaining provisions shall nevertheless be enforceable and carried into effect.

6. This MOU shall be governed and interpreted by the laws of the State of Idaho.

7. The parties intend that this MOU shall not benefit or create any right or cause of action in or on behalf of any person or legal entity other than the parties hereto.

8. No party may assign this MOU, or any interest therein, without written consent of the other parties; and in the event of assignment, this MOU shall inure to and be binding upon the parties hereto as well as their successors, assigns, departments and agencies.

9. The Parties will maintain their own separate insurance and responsibility for liabilities as particularly associated with each entity's own assigned tasks or functions as identified in this MOU.

10. This MOU shall become effective on the date signed by all parties and continue henceforth from said date.

MEMORANDUM OF UNDERSTANDING

Destination Caldwell
Lease of Storage Space under 10th Avenue Overpass Bridge

This MOU is entered into by the parties as follows:

Dated the _____ day of _____, 2026.

CITY OF CALDWELL, IDAHO

_____
Eric Phillips, Mayor

Attest:

_____
City Clerk

Dated the _____ day of _____, 2026.

DESTINATION CALDWELL

_____
Denae Warren, Executive Director

Attest:

_____
Secretary

EXHIBIT A

10th Avenue Overpass
Storage Leased to Destination Caldwell
SPAN 6
SPAN 7
SPAN 8
SPAN 12
PIER 5
℄ UPRR MAINLINE
℄ UPRR SIDING
PIER 6
PIER 7
℄ UPRR SIDING
PIER 8
PIER 9
PIER 10
PIER 11
℄ ALBANY ST
ABUTMENT 2
ELEVATION (LOOKING WEST)
SCALE: NTS
A

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF CALDWELL, IDAHO, AN IDAHO MUNICIPAL CORPORATION, ADOPTING A MEMORADUM OF UNDERSTANDING WITH DESTINATION CALDWELL FOR THE LEASE OF STORAGE SPACE UNDER 10TH AVENUE OVERPASS BRIDGE, AND AUTHORIZING THE MAYOR TO EXECUTE THE MEMORANDUM OF UNDERSTANDING.

WHEREAS, the City of Caldwell has allowed Destination Caldwell to store equipment and materials for various functions under the 10th Avenue Overpass Bridge at no charge; and

WHEREAS, the Federal Highway Administration and the Idaho Transportation Department now require written agreements for leasing of space by the City under this bridge for safety and security purposes;

NOW, THEREFORE BE IT HEREBY RESOLVED by the Mayor and Council of the City of Caldwell, Idaho, to authorize the adoption of this Memorandum of Understanding for the no-charge lease of storage space under 10th Avenue Overpass Bridge by Destination Caldwell.

PASSED BY THE COUNCIL of the City of Caldwell, Idaho on this 20th day of July 2026.

APPROVED BY THE MAYOR of the City of Caldwell, Idaho on this 20h day of July 2026.

Approved

_____
Eric Phillips, Mayor

ATTEST:

_____
City Clerk

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

Approve Resolution authorizing the City of Caldwell's portion of construction costs for the Farmway & Ustick Roundabout to be reimbursed to Highway District 4 as part of the previously approved Memorandum of Understanding

Summary Statement:

The Public Works Division received an invoice from Highway District 4 in the amount of $1,921,710.59 for construction costs associated with the Farmway & Ustick Roundabout project. This payment represents the agency's 50% cost share in accordance with the Memorandum of Understanding (MOU) previously approved by the Caldwell City Council in January 2023 under Resolution 06-23, which established the cost-sharing arrangement between the parties for the project.

Recommended Action:

The Public Works Director has reviewed the attached invoice and recommends that City Council approves of the payment to Highway District 4.

Budget: Budgeted

Cost: $1,921,710.59
GL Account: 05-8-40-100-87500
Timeline: FY26
Department:
Project Manager:

Attachments:

1. Resolution HD4 Invoice
2. HD4 Invoice
3. RES 06-23 Memorandum of Understanding

RESOLUTION NO. _____

BE IT HEREBY RESOLVED by the Mayor and the Council of the City of Caldwell, Idaho, that the Caldwell City Council approves payment of the invoice submitted by Highway District 4 in the amount of $1,921,710.59 for construction costs associated with the Farmway & Ustick Roundabout project.

This payment represents the agency's 50% share of the project construction costs, consistent with the terms of the Memorandum of Understanding (MOU) approved by Caldwell City Council in January 2023, which established the cost-sharing responsibilities for the project.

PASSED BY THE COUNCIL of the City of Caldwell, Idaho this 20th day of July 2026.

APPROVED BY THE MAYOR of the City of Caldwell, Idaho this 20th day of July 2026.

Approved By:

Attest:

Mayor

Clerk

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

TELEPHONE 208.454.8135
FAX 208.454.2008

INVOICE

July 8, 2026

City of Caldwell
Attn: Hallie Hart
621 Cleveland Blvd.
Caldwell, ID 83605

RE: Interagency Work Agreement for Farmway and Ustick Roundabout

****

Farmway and Ustick Roundabout – CITY OF CALDWELL

		Total Cost
Payment Application 1-5	$ 3,843,421.18	$ 1,921,710.59
	Total Due	
	Caldwell City Portion (50%)	**$ 1,921,710.59**

Thank you!

PLEASE NOTE:
Our name has changed from Canyon Highway District No. 4 to **HIGHWAY DISTRICT NO. 4**. Our remittance address will remain the same.

Contractor's Application for Payment No. 5

	Application Period: 3/26/2026 to 5/27/2026	Application Date: 5/27/2026
To (Owner): Highway District 4	From (Contractor): Knife River Corporation - Mountain West	Via (Engineer):
Project: Farmway & Ustick Roundabout	Contract:	
Owner's Contract No.:	Contractor's Project No.: 30256024	Engineer's Project No.:

Application For Payment

Change Order Summary

Approved Change Orders		
Number	Additions	Deductions
TOTALS		
NET CHANGE BY CHANGE ORDERS		

1.	**ORIGINAL CONTRACT PRICE**	**$4,322,200.00**
2.	**Net change by Change Orders**	
3.	**Current Contract Price (Line 1 ± 2)**	**$4,322,200.00**
4.	**TOTAL COMPLETED AND STORED TO DATE (Column E on Progress Estimate)**	$ 4,045,706.51
5.	**RETAINAGE:**	
	a. 5% X $ 4,045,706.51 **Work Completed**	$ 202,285.33
	b. 5% X $ - **Stored Material**	$ -
	c. **Total Retainage (Line 5a + Line 5b)**	$ 202,285.33
6.	**AMOUNT ELIGIBLE TO DATE (Line 4 - Line 5c)**	$ 3,843,421.18
7.	**LESS PREVIOUS PAYMENTS (Line 6 from prior Application)**	$ 2,825,973.40
8.	**AMOUNT DUE THIS APPLICATION (Line 6 - Line 7)**	$ 1,017,447.78
9.	**BALANCE TO FINISH, PLUS RETAINAGE (Total of Column F on Progress Estimate + Line 5 above)**	**$478,778.82**

Contractor's Certification

The undersigned Contractor certifies that to the best of its knowledge: (1) all previous progress payments received from Owner on account of Work done under the Contract have been applied on account to discharge Contractor's legitimate obligations incurred in connection with Work covered by prior Applications for Payment; (2) title of all Work, materials and equipment incorporated in said Work or otherwise listed in or covered by this Application for Payment will pass to Owner at time of payment free and clear of all Liens, security interests and encumbrances (except such as are covered by a Bond acceptable to Owner indemnifying Owner against any such Liens, security interest or encumbrances); and (3) all Work covered by this Application for Payment is in accordance with the Contract Documents and is not defective.

By: Jeremy Snow Date: 5/27/2026

Payment of: $ 1,017,447.78
(Line 8 or other - attach explanation of the other amount)

is recommended by: _____ _____
(Engineer) (Date)

Payment of: _____
(Line 8 or other - attach explanation of the other amount)

is approved by: _____ _____
(Owner) (Date)

Approved by: _____ _____
Funding Agency (if applicable) (Date)

RESOLUTION NO. 06-23

APPROVE RESOLUTION ADOPTING THE FARMWAY ROAD CORRIDOR STUDY AS A GUIDING DOCUMENT FOR THE FUTURE DEVELOPMENT AND BUILDOUT OF FARMWAY ROAD BETWEEN STATE HIGHWAYS 19 AND 55 REGARDING GEOMETRIC DESIGN AND LAYOUT, ACCESS, INTERSECTION TREATMENTS AND ALL OTHER COMPONENTS OF THE STUDY; AND TO APPROVE THE MEMORANDUM OF UNDERSTANDING WITH CANYON HIGHWAY DISTRICT 4, FORMING A PARTNERSHIP IN THE OVERSIGHT AND FINANCIAL OBLIGATIONS OF THE DESIGN AND CONSTRUCTION OF A ROUNADBOUT AT FARMWAY ROAD AND USTICK ROAD.

THEREFORE BE IT HEREBY RESOLVED by the Mayor and Council of the City of Caldwell, Idaho, that the Caldwell City Council does hereby adopt the Farmway Road Corridor Study and approve the Memorandum of Understanding as hereto attached.

PASSED BY THE COUNCIL of the City of Caldwell, Idaho this 3rd day of January, 2023.

APPROVED BY THE MAYOR of the City of Caldwell, Idaho this 3rd day of January, 2023.

Approved,

By _____

Jarom Wagoner

Mayor

ATTEST:

By _____

City Clerk

CITY OF CALDWELL INCORPORATED JAN 15 1890 CANYON COUNTY, IDAHO

MEMORANDUM

TO: Caldwell City Council

Meeting Date January 3rd, 2023

AGENDA ITEM INFORMATION

1) Adopt Corridor Plan for Farmway Road between Simplot Blvd (State Hwy 19) and Karcher Road (State Hwy 55)

2) Approval Memorandum of Understanding (MOU) with Canyon Highway District 4 (CHD4) for the Design of a roundabout at Farmway Rd and Ustick Road

Department Submittals	*X to mark*	*Initials*
Building Department		
CDBG		
Clerk		
City Attorney		
Finance Department		
Human Resources		
Planning & Zoning		
Fire Department		
Police Department		
Public Works	X	
Street Department		
Water Department		
WWTP		
Engineering	X	RM
Mapping		
Parks and Recreation		
Airport		
Information Systems		
Golf Course		
OTHER:		

COST IMPACT:	
FUNDING SOURCE:	
TIMELINE:	

SUMMARY STATEMENT:

Farmway Road is a critical connection point between Hwy 19 and Hwy 55. In conjunction with CHD4, the City and CHD4 solicited a consultant to perform a corridor study for Farmway Road in order to provide CHD4 and the City a master plan for ultimate buildout. The study evaluates all access, intersections and geometry of Farmway Road between Hwy 19 and Hwy 55.

In addition to the adoption of the Farmway Corridor Study, an MOU is attached between CHD4 and the City to participate on the first major intersection project on the Farmway Corridor at Ustick. Per the Farmway Corridor Plan, this intersection will be constructed as a roundabout as the preferred option (after a public involvement process and based on safety, mobility and cost). City design costs for this intersection have already been approved by City Council and budgeted for. Design has recently begun. Construction of this roundabout is expected in 2024.

RECOMMENDED ACTION:

1) Staff recommends City Council approval and adoption of the Farmway Road Corridor Study
2) Staff recommends City Council approval of the Memorandum of Understanding with Canyon Highway District 4 for the design and construction of a roundabout at Farmway Road and Ustick Road.

MEMORANDUM OF UNDERSTANDING

Intersection of
Farmway Road & Ustick Road Roundabout

This Memorandum of Understanding ("MOU") is made and executed between The City of Caldwell, a municipal corporation located in Canyon County, State of Idaho, hereinafter referred to as "CALDWELL", and Canyon Highway District No. 4, a highway districts organized and existing by virtue of Chapter 13 of Title 40 Idaho Code, and whose boundaries are within Canyon County, State of Idaho, hereinafter referred to as "CHD", both of which are parties to this MOU and hereinafter referred to as the "Parties".

Recitals

WHEREAS, the intersection of Farmway Road and Ustick Road is experiencing crashes and vehicle delay times at certain times of day, and there is a need to reduce crashes and increase capacity; and,

WHEREAS, CALDWELL and CHD believe it to be in the public interest to provide public road improvements that serve anticipated traffic capacity and safety needs at this intersection over a typical 20 year planning horizon; and,

WHEREAS, the intersection is within both CHD and CALDWELL jurisdiction, and also within CALDWELL's Area of City Impact; and,

WHEREAS, the intersection is included in the Exchange Maintenance of Highways Agreement [EMA] between CHD and CALDWELL, which assigns maintenance of the Farmway Rd and Ustick Rd intersection and each of the approaching roadways to CHD; and

WHEREAS, CALDWELL and CHD believe it to be in the public interest to cooperate in a project to improve the capacity and safety of the intersection; and,

WHEREAS, CALDWELL and CHD believe the project must reconfigure the intersection as a roundabout for safety and traffic operations benefits as identified in the Final Report for Farmway Road Corridor Study prepared by Six Mile Engineering, PA, dated November 17, 2022; and,

WHEREAS, CALDWELL and CHD operate under an Exchange Maintenance [of highways] Agreement, which provides for Highway Improvements, such as those contemplated under this MOU, and provides for Parties to facilitate the design, finance, and construction of such Highway Improvements; now therefore,

Agreement

Be it understood that CALDWELL and CHD understand and agree to the following:

1. The Parties will cooperate in a project to improve the intersection of Farmway Road and Ustick Road into a dual lane roundabout that will include design, right-of-way acquisition, and construction, hereinafter referred to as "Project".

2. The date of construction will be determined by completion of the design and right-of-way acquisition process, and funding availability. Barring unforeseen circumstances, a realistic project schedule is anticipated as follows:

    a. Consultant selection in year 2022,
    b. Design and right-of-way acquisitions in years 2023 and 2024,
    c. Construction in year 2024.

3. CHD shall be the lead agency, have the role and responsibility of project owner and manager, and serve as the primary project contact for the Parties with design and engineering professionals, right-of-way acquisition specialists, and construction contractors. CHD will bear the costs and staff time associated with this role, except as otherwise stated herein. CHD will retain this role and responsibility until project completion, regardless of annexations, unless otherwise agreed to by separate agreement or amendment to this MOU.

4. The CHD shall be responsible for administration of the project including review and payment of consultant invoices and project status reports. CHD shall designate a project manager who will serve as the coordinator and point of contact for the Project. CALDWELL shall designate a representative to serve as their respective point of contact and participate in Project related meetings, negotiations, and reviews.

5. Each Party shall contribute equally (50%) toward all costs and expenses incurred in connection with the design, right-of-way acquisition, construction, and all other necessary and proper expenses incurred, including authorized professional services and construction change orders, in connection with the Project.

6. Labor, equipment, and materials contributions by the Parties toward construction are not anticipated, but may be made only after all Parties have provided written consent, including the agreed upon the value of any such labor, equipment, and materials contributions.

7. CALDWELL has secured or is negotiating for acquisition of property at the northeast corner of the intersection, a portion of which may be used for public right-of-way, relocation of irrigation facilities, drainage facilities, or other lands to facilitate the Project. Costs associated with lands acquired by CALDWELL to be used to benefit the Project shall be considered in-kind contributions to the Project, and count towards CALDWELL's share of the Project costs; and

8. The Parties agree that the following services are anticipated and the cost thereof part of the Project:

    a. Professional design services, including engineering and land surveying, whose services shall be acquired in accordance with Idaho Code Section 67-2320.

    b. Professional right-of-way negotiator for efforts to acquire the necessary right-of-way

    c. Construction of the Project shall be conducted by a contractor whose services shall be acquired in accordance with Idaho Code Title 67 Chapter 28.

9. Each Party will perform and bear the costs of the following:

    a. Provide staff to assist in selecting a professional design services, reviewing the scope of services and estimate of fees for service, and providing comment.
    b. Provide staff to attend periodic progress meetings, negotiations, and public involvement meetings.
    c. CALDWELL shall provide specifications for landscaping, illumination and City utilities.
    d. CALDWELL shall bear the design and construction costs of relocating or extending City utilities within the project area.
    e. Review and comment on planning, engineering, public involvement, right-of-way and construction documents.

10. The Parties shall review the project documents, agreements, and contracts at each Project milestone. The next phase of the Project may not proceed until each Party has provided their written consent to proceed. The Project milestones are as follows:

    a. Milestone No. 1 – Negotiated Professional Services Agreement(s) for Design;
    b. Milestone No. 2 – Right-of-Way Plans & Estimate, and corresponding Design Plans (70%);
    c. Milestone No. 3 - Plans, Specifications, & Estimate (for Bidding Purposes)
    d. Milestone No. 4 – Recommendation for Award of Construction Contract

11. CHD shall be authorized to enter into any agreement or contract pursuant to the purposes of this MOU provided written consent of the Parties is received as set forth in Section 10 of this MOU.

12. CHD shall be authorized to execute professional services agreement amendments up to an aggregate amount of 10% of the initial professional services agreement amount without authorization of the Parties.

13. CHD shall be authorized to execute construction change orders up to an aggregate amount of 10% of the construction contract amount without authorization of the Parties.

14. CHD shall pay amounts owed for services, property, materials or supplies and invoice the Parties their equal share of the costs on a monthly basis, or lesser frequency as agreed to by the Parties. Payments on invoices shall be remitted to the CHD by CALDWELL within thirty (30) days of receipt.

15. Either Party may terminate participation herein only in the event it does not consent to the next project phase at the project milestones set forth in Section 10 of this MOU. Once a Party has provided written consent at any project milestone provided in Section 10 of this MOU, the Parties shall faithfully perform their respective obligations hereunder and this MOU shall not be terminable until the next project milestone is subject to consent as provided in Section 10 or the projects natural expiration upon completion of the Project. Upon termination, the Parties shall be equally responsible for all expenses and cost related to the Project.

16. If any property directly adjacent to the intersection is annexed into CALDWELL before project completion, CALDWELL will make a good faith effort to provide any funds collected for mitigation of traffic impacts at the Projects location from development during project design and construction that would be eligible for expenditure on the project.

17. Design, construction and maintenance of non-vegetative, decorative landscaping and illumination will be per CALDWELL standards. Design and construction of the Project will be per CHD and CALDWELL standards.

18. Once the project is built, CALDWELL will assume responsibility for and bear the costs of operation, maintenance and repair of illumination, the roundabout center island, and landscaping.

19. In the event any provision or section of this MOU conflicts with applicable law, or is otherwise held to be unenforceable, the remaining provisions shall nevertheless be enforceable and carried into effect.

20. This MOU shall be governed and interpreted by the laws of the State of Idaho.

21. The parties intend that this MOU shall not benefit or create any right or cause of action in or on behalf of any person or legal entity other than the parties hereto.

22. No party may assign this MOU, or any interest therein, without written consent of the other parties; and in the event of assignment, this MOU shall inure to and be binding upon the parties hereto as well as their successors, assigns, departments and agencies.

23. The Parties will maintain their own separate insurance and responsibility for liabilities as particularly associated with each entity's own assigned tasks or functions as identified in this MOU.

24. This MOU shall become effective on the date signed by all parties and continue henceforth from said date.

MEMORANDUM OF UNDERSTANDING

Intersection of
Farmway Road and Ustick Road Roundabout

This MOU is entered into by the parties as follows:

Dated the 3rd day of January, 2022.

CITY OF CALDWELL, IDAHO

Jarom Wagoner, Mayor

Attest:

City Clerk

CITY OF CALDWELL INCORPORATED JAN 15 1890 CANYON COUNTY, IDAHO

Dated the _____ day of _____, 2022.

CANYON HIGHWAY DISTRICT NO. 4

See attached signature page

Jay Gibbons, Chairman

Attest:

_____

Secretary

MEMORANDUM OF UNDERSTANDING

Intersection of
Farmway Road and Ustick Road Roundabout

This MOU is entered into by the parties as follows:

Dated the _____ day of _____, 2022.

CITY OF CALDWELL, IDAHO

_____
Jarom Wagoner, Mayor

Attest:

_____
City Clerk

Dated the 21 day of December, 2022.

CANYON HIGHWAY DISTRICT NO. 4

_____
Jay Gibbons, Chairman

Attest:

_____
Secretary

FARMWAY ROAD CORRIDOR STUDY

FINAL REPORT

NOVEMBER 17, 2022

Prepared for:

Canyon Highway District No. 4

City of Caldwell

Prepared by:

Six Mile Engineering

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Chapter 1 Introduction

Canyon Highway District No. 4 (CHD4) and the City of Caldwell (City) have partnered to develop this corridor plan for Farmway Road, from its intersection with Karcher Road (SH-55) to Simplot Boulevard (SH-19).

The purpose of this study is to identify roadway and intersection improvements needed to accommodate the forecasted year 2045 traffic demand and to identify access locations and access management on the future corridor to improve safety and operations. This long-term plan for the corridor provides CHD4 and the City with a resource to address questions and resolve issues that may arise as traffic volumes increase, additional high crash locations emerge, or development occurs along the corridor and in the vicinity. This corridor plan identifies the following:

- Roadway cross-section
- Intersection improvements
- Pedestrian and bicycle facilities
- Drainage collection and disposal strategy
- Irrigation crossings for replacement or extension
- Access management objectives and strategies to balance mobility and safety

1.1 Study Approach

The corridor study utilized a combination of agency policy and standards, agency feedback, and engineering best practices to complete a corridor plan that meets the needs of future planned growth and development west of the City of Caldwell.

The forecasted year 2045 traffic demand was analyzed on the 4.5-mile-long corridor comparing vehicle delay and speed for two intersection improvement options: a traffic signal and a roundabout.

Figure 1-1. Farmway Road corridor study area and study intersections

1.2 Assumptions and Limitations

This study effort was conducted with the following assumptions and limitations:

- The analysis year and design year is 2045.
- Operational performance for stop-controlled and signalized intersections is based on the *Highway Capacity Manual 6th Edition* (HCM6) capacity methodologies using Synchro 11 (version 11.1.1.6).
- Operational performance for roundabouts is based on the *2019 Washington State Department of Transportation Sidra Policy Settings* (WSDOT Method) using SIDRA 9.0. WSDOT developed default Sidra parameters based on delay and queue observations of existing roundabout operations that better reflect field operations compared to the HCM6 Method, which tends to underestimate capacity. The WSDOT Method includes the operational effects of geometry (geometric delay), and all geometric assumptions for this analysis follow the default values in the WSDOT Method.
- The January 2022 edition of the *Highway Standards & Development Procedures for the Association of Canyon County Highway Districts*, specifies a minimum design Level of Service (LOS) of C for rural roadways and intersections and LOS D for suburban roadways and intersections. For this study, the intersection is considered suburban and the minimum design LOS is D for the intersection.
- At roundabouts, the maximum allowable volume-to-capacity ratio for an approach was established at 0.85 for the critical/worst lane, which is the operational standard for the neighboring Ada County Highway District (ACHD).
- The existing property lines and section lines shown in the exhibits are approximate and based on data from the 2020 Canyon County GIS.
- The planning-level intersection and corridor designs are centered on GIS section lines unless otherwise noted.

Chapter 2 Existing Corridor

2.1 Study Corridor

Farmway Road is functionally classified as a principal arterial located in Canyon County on the western limits of the City of Caldwell. The road provides a north-south connection of two state highways, SH-55 (Karcher Road) and SH-19 (Simplot Boulevard), resulting in significant freight traffic. The road currently has one lane in each direction with no median, paved shoulders approximately four feet in width, and no access restrictions. The posted speed limit is 50 miles per hour (mph). The study segment of Farmway Road extends 4.5 miles in length, between its intersection with Karcher Road and Simplot Boulevard. The land surrounding the roadway is currently agricultural and rural residential with concentrated industrial development on the north end of the corridor near Simplot Boulevard.

In 2020, between 4,200 and 6,800 vehicles per day traveled on Farmway Road, and the 85th-percentile speed ranged from 54 to 57 miles per hour.

The major cross-streets within the Farmway Road study area are:

- Simplot Boulevard (SH-19) – principal arterial, with five lanes and a posted speed limit of 55 mph
- Logan Street – collector, with two lanes and a posted speed limit of 35 mph to the west of Farmway Road and 30 mph to the east
- Linden Street – minor arterial, with two lanes and a posted speed limit of 35 mph to the west of Farmway Road and 30 mph to the east
- Ustick Road – principal arterial, with two lanes and a posted speed limit of 50 mph to the west of Farmway Road and 35 mph to the east
- Homedale Road – minor arterial, with two lanes and a posted speed limit of 50 mph
- Karcher Road (SH-55) – principal arterial, with two lanes and a posted speed limit of 55 mph

The major cross-streets listed above form the study area intersections, with the exception of Karcher Road. Improvements to the Karcher Road and Farmway Road intersection are currently being designed by the Idaho Transportation Department (ITD), and as a result, the intersection is not included in this study.

2.2 Intersection Operations

Existing (year 2020) traffic operations at the five study intersections were evaluated using HCM6 methodology. The intersection evaluation reports are included in the *Traffic and Safety Analysis Report* in Appendix B. The intersection control and level of service (LOS) for the existing operations are:

- Simplot Boulevard and Farmway Road intersection
  - The northbound and southbound approaches are stop-controlled and operate at LOS F during the PM peak hour.
- Logan Street and Farmway Road intersection
  - The eastbound and westbound approach are stop-controlled and operate at LOS C during the PM peak hour.
- Linden Street and Farmway Road intersection
  - The eastbound and westbound approaches are stop-controlled and operate at LOS C during the PM peak hour.
- Ustick Road and Farmway Road intersection
  - The eastbound and westbound approaches are stop-controlled and operate at LOS C during both peak hours.
- Homedale Road and Farmway Road intersection
  - The eastbound and westbound approaches are stop-controlled and operate at LOS C during the PM peak hour.

2.3 Crash History

Crash data for the study intersections and segments along Farmway Road were provided by ITD for the five-year period from January 1, 2015, through December 31, 2019. The data was analyzed as intersection related and non-intersection related to identify crash patterns that could potentially be mitigated with countermeasure improvements. Refer to the *Traffic and Safety Analysis Report* in Appendix B for a detailed discussion of the crash data and countermeasures.

A total of 100 crashes were reported in the project limits within the most recent five-year period from 2015 to 2019. The majority of crashes were property damage only (PDO) crashes (67 percent), followed by C injury and B injury crashes (13 percent each), A injury crashes (5 percent) and two fatal crashes (2 percent). The two fatal crashes at Homedale Road were both reported in 2017 as result of a westbound vehicle failing to stop at the stop sign and colliding with a vehicle on Farmway Road. The two fatal crashes resulted in a total of four fatalities and six injuries. Figure

2-1 on page 5 illustrates the severity of crashes at each intersection and along each segment between the study intersections.

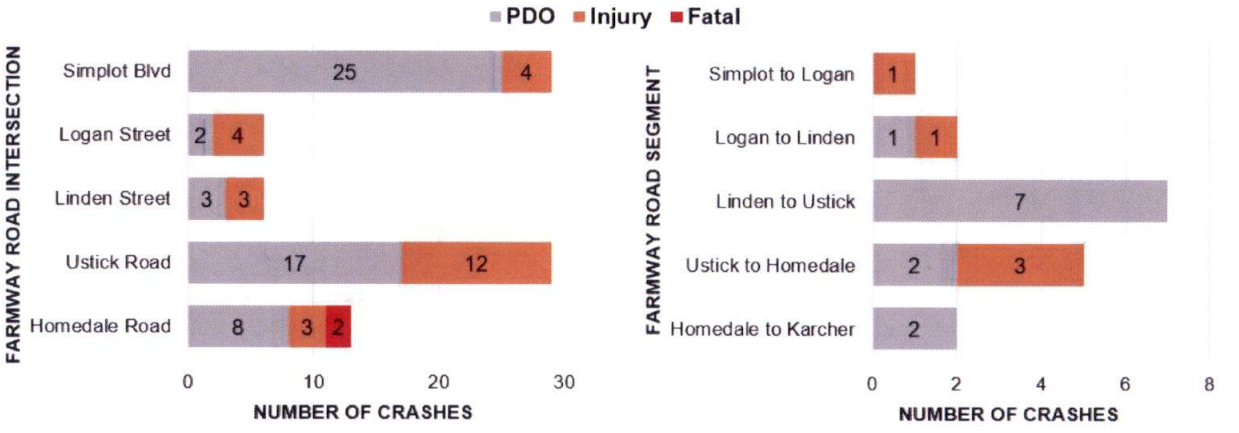


Figure 2-1. 2015-2019 crash frequency and severity – project vicinity

2.4 Freight

Farmway Road has higher-than-average freight traffic compared to other non-state routes, with daily heavy vehicle counts of approximately 1,300 vehicles, or nearly 20 percent of the daily traffic. According to the Community Planning Association of Southwest Idaho (COMPASS) *2018 Freight Study*, businesses along the Simplot Boulevard corridor near Farmway Road are a mid-to-high density truck destinations, and Farmway Road is classified as a regional/other freight connector roadway. Farmway Road serves as a connection between truck traffic on Karcher Road traveling to destinations along the Simplot Boulevard corridor.

2.5 Pedestrian and Bicycle Facilities

There are currently no dedicated bicycle facilities along Farmway Road nor on any of the major cross-street approaches in the study area. Approximately 700 feet of sidewalk is present on the east side of the roadway between Simplot Boulevard and Garber Street at the north end of the corridor, and on the northeast corner of the Farmway Road and Linden Street intersection in front of the newly constructed church. No other pedestrian facilities exist along Farmway Road nor on any of the major cross-street approaches in the study area.

2.6 Drainage and Irrigation Facilities

Farmway Road generally drains from south to north from its intersection with Karcher Road to the Simplot Boulevard intersection, with localized low points along the corridor. There are limited

segments of curb and gutter present within the study limits listed below. In all other areas, existing roadway runoff sheds off the edge of the pavement to the existing gravel shoulder. Combination curb and gutter are located:

- Along the east side of Farmway Road for approximately 2000 feet south of Simplot Boulevard
    - Discharges to vegetated drainage swales on east side of Farmway Road
- Northwest corner of Farmway Road and Linden Road along the church frontage
    - Discharges to drainage basin, northeast corner of Linden intersection
- Along the east side of Farmway Road from Stahlridge Street to the Phyllis Canal
    - Pipe culvert at north limit of curb and gutter discharges to the Phyllis Canal
- At guardrail locations at the Farmway Road and Ustick Road intersection
    - Discharges to gravel shoulder

Chapter 3 Corridor Plan Development

3.1 2045 Planning Year Traffic Conditions

The COMPASS regional travel demand forecast model predicts traffic volumes on Farmway Road will increase from 6,800 vehicle per day (vpd) in 2020 to 11,400 vpd in 2040, assuming that Farmway Road is widened to five lanes by 2040 without a crossing of the Boise River. If a river crossing is constructed, 2040 traffic is expected to increase to 13,000 vpd. Refer to Appendix B, *Traffic and Safety Analysis*, for a detailed discussion of the traffic analysis conducted for this study.

The 2045 COMPASS model was not available at the time of the traffic analysis effort, so the 2040 forecasts were scaled up to 2045 volumes by applying directional and intersection growth rates calculated from the 2035 and 2040 forecast models. These projected 2045 AM and PM peak turning movement volumes were used in the traffic analysis for network and intersection operations.

Two improvement options were analyzed at each intersection: a traffic signal and a roundabout. Table 3-1 on page 8 compares traffic operations for the two intersection options.

The lane configuration for the intersections with traffic signals consisted of:

- Farmway Road – one left-turn lane, two through lanes and one right-turn lane
- Cross-streets
    - Simplot Boulevard and Ustick Road – one left-turn lane, two through lanes and one right-turn lane
    - Logan Street, Linden Street and Homedale Road - one left-turn lane, one through lane and one right-turn lane

The lane configuration for the roundabouts consisted of:

- Farmway Road – one shared left-turn and through lane and one shared through and right-turn lane
- Cross-streets
    - Simplot Boulevard and Ustick Road – one shared left-turn and through lane and one shared through and right-turn lane
    - Logan Street, Linden Street and Homedale Road – one shared left-turn, through and right-turn lane

Table 3-1. Comparison of 2045 intersection operations

Intersection	MOE	Traffic Signal		Roundabout	
		AM Peak	PM Peak	AM Peak	PM Peak
Simplot Boulevard and Farmway Road	Intersection LOS	B	C	A	A
	Intersection Delay (sec)	19	31	6	7
Logan Street and Farmway Road	Intersection LOS	C	C	A	A
	Intersection Delay (sec)	26	35	6	7
Linden Street and Farmway Road	Intersection LOS	B	C	A	A
	Intersection Delay (sec)	12	27	6	6
Ustick Road and Farmway Road	Intersection LOS	C	D	A	A
	Intersection Delay (sec)	28	36	6	7
Homedale Road and Farmway Road	Intersection LOS	C	C	A	A
	Intersection Delay (sec)	25	23	6	6

The roundabout intersections operate with less vehicle delay than the signalized intersections during the AM and PM peak hours. Traffic operations during off-peak operations, not analyzed for this study, would also show that the roundabouts operate with less delay than the signalized intersections.

The urban street section LOS was evaluated for the signalized and roundabout corridor options. It is based on travel speeds for the through traffic and is calculated for each roadway segment, between intersections, from the microsimulation analysis results.

The urban street section LOS for the AM and PM peak hour with the 2045 Build signalized corridor and roundabout corridor scenarios are compared in Table 3-2 and Table 3-3 on page 9.

Table 3-2. 2045 Build urban street section LOS – AM peak

Direction	Farmway Road Segment Location	Posted Speed Limit, mph	Segment Length, mi	2045 Build Signalized Corridor		2045 Build Roundabout Corridor	
				Travel Speed, mph	Urban Street LOS	Travel Speed, mph	Urban Street LOS
SB	Simplot to Logan	50	0.99	44.8	LOS A	41.0	LOS A
SB	Logan to Linden	50	0.50	45.8	LOS A	34.8	LOS B
SB	Linden to Ustick	50	1.01	42.3	LOS A	41.0	LOS A
SB	Ustick to Homedale	50	1.03	45.0	LOS A	41.5	LOS A
SB	Homedale to Karcher	50	0.99	44.8	LOS A	28.6	LOS C
		Travel time*, minutes		6.1		7.5	
NB	Karcher to Homedale	50	0.99	43.4	LOS A	41.8	LOS A
NB	Homedale to Ustick	50	1.03	46.4	LOS A	40.8	LOS A
NB	Ustick to Linden	50	1.01	47.7	LOS A	40.8	LOS A
NB	Linden to Logan	50	0.50	45.2	LOS A	34.5	LOS B
NB	Logan to Simplot	50	0.99	33.0	LOS C	32.4	LOS C
		Travel time*, minutes		6.5		7.3	

**Travel time observation shown from n/o Simplot Boulevard to s/o Karcher Road*

Table 3-3. 2045 Build urban street section LOS – PM peak

Direction	Farmway Road Segment Location	Posted Speed Limit, mph	Segment Length, mi	2045 Build Signalized Corridor		2045 Build Roundabout Corridor	
				Travel Speed, mph	Urban Street LOS	Travel Speed, mph	Urban Street LOS
SB	Simplot to Logan	50	0.99	43.5	LOS A	39.5	LOS B
SB	Logan to Linden	50	0.50	45.8	LOS A	34.2	LOS B
SB	Linden to Ustick	50	1.01	42.9	LOS A	40.0	LOS B
SB	Ustick to Homedale	50	1.03	45.8	LOS A	40.5	LOS A
SB	Homedale to Karcher	50	0.99	25.9	LOS C	28.6	LOS C
		Travel time*, minutes		7.1		7.6	
NB	Karcher to Homedale	50	0.99	44.6	LOS A	41.5	LOS A
NB	Homedale to Ustick	50	1.03	42.1	LOS A	40.2	LOS A
NB	Ustick to Linden	50	1.01	46.5	LOS A	40.8	LOS A
NB	Linden to Logan	50	0.50	41.6	LOS A	34.4	LOS B
NB	Logan to Simplot	50	0.99	28.3	LOS C	34.1	LOS B
		Travel time*, minutes		7.0		7.2	

**Travel time observation shown from n/o Simplot Boulevard to s/o Karcher Road*

3.2 Freight Considerations

The 4.5-mile-long segment of Farmway Road between SH-55 and SH-19 currently experiences more than 1,300 trucks per day during a typical weekday, or nearly 20 percent of the daily traffic volume.

According to the COMPASS's *2018 Freight Study*, businesses along the Simplot Boulevard corridor near Farmway Road are mid-to-high density truck destinations, and Farmway Road is classified as a regional freight connector roadway north of Logan Street. The route also experiences traffic that bypasses travel on US-95 between its junction with Karcher Road, west of the City of Marsing, and the US-95 interchange on I-84 for an alternate route, via Karcher Road, Farmway Road, Simplot Boulevard and I-84.

To maintain Farmway Road as a viable freight route in the future, the concept design incorporated the following design considerations suggested in COMPASS's *2018 Freight Study* for freight corridor preservation:

- Context sensitive design and multimodal integration – With freight passing through an area with current and future residential development, bike lanes are not proposed on Farmway Road. Instead, a shared use path located on both sides of the road a minimum of 10 feet from the nearest vehicle travel lane is proposed to provide a physical separation from vehicles to pedestrians and bicyclists (see Chapter 3.3, Pedestrian and Bicycle Facilities).
- Intersection design – The major cross-street intersections on Farmway Road are designed for WB-67 truck traffic. A WB-67 truck has a 67 feet long wheelbase and is an interstate truck with sleeper and a 53 feet long trailer. The WB-67 trucks can make all movements at the roundabouts and signalized intersections without entering opposing traffic lanes.
- Roadway design – The lane widths proposed for the Farmway Road are 12 feet and 14 feet (adjacent to curb and gutter) in width to accommodate the high volume of truck traffic (see Figure 3-1. Farmway Road cross-section).

3.3 Pedestrian and Bicycle Facilities

The *2020 Caldwell Pathways and Bicycle Route Master Plan* highlights the need for pathways and bicycle routes surrounding the project vicinity. It identifies the majority of Farmway Road as a high-risk facility for pedestrian and bicycle collisions with vehicles due to its narrow pavement width and high speed. The plan identifies Farmway Road between Simplot Boulevard and Karcher Road as a priority corridor for a shared use path for pedestrians and bicycles on each side of the

roadway (sidepath). A short-term or interim treatment is a wider paved shoulder. The master plan also identifies shared use paths on Homedale Road and Ustick Road branching from Farmway Road to the east, and a variation of bike lane types on Logan Street, Ash Street, and Linden Street branching east from Farmway Road into the City of Caldwell. There are no proposed signalized pedestrian crossings, such as Rectangular Rapid Flash Beacon (RRFB) or Pedestrian Hybrid Beacon (PHB), identified on Farmway Road in the master plan.

The proposed pedestrian and bicycle improvements in this corridor plan include a shared use path on each side of Farmway Road (shown in Figure 3-1).

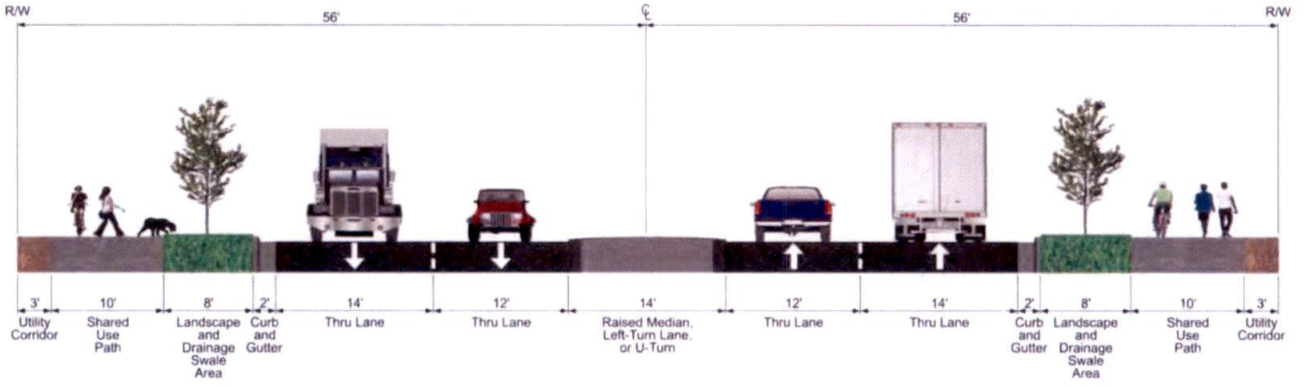


Figure 3-1. Farmway Road cross-section

Opportunities for pedestrians and bicyclists to cross Farmway Road would be provided at the major intersections by traffic signals or roundabouts. RRFBs would be provided at the roundabouts at approaches with two through lanes.

3.4 Drainage Collection and Disposal

The proposed cross-section for Farmway Road includes four travel lanes (two in each direction), a raised median, and curb and gutter with a grassed swale and shared use path on both sides of the roadway. This will create an area of impervious ground whose stormwater runoff will need to be collected and treated locally.

The drainage collection and disposal strategy for the corridor consists of the following measures:

- Collect and treat as much stormwater as possible within the eight-foot grassed swales proposed for both sides of the roadway. The storage capacity of the swale can be increased by including a drain rock window beneath the surface. It is estimated that a drain rock

window, measuring 3 feet by 3 feet, will provide sufficient storage for the proposed pavement width.

- In areas where the swale and drain rock window lack the capacity to store the design storm, such as intersections or stretches of roadway with multiple driveway approaches, supplement them with catch basins piped to seepage beds located behind the back of the shared use path within permanent easements for access by the Highway District or City forces for maintenance. Seepage beds should be designed to limit impact to developable parcels along Farmway Road.
- Existing development may make seepage beds unfeasible in some areas. In these locations, larger areas of runoff can be collected into piped systems and discharged to a drainage basin or basins to be sized and located during design.

The estimated construction costs for drainage collection and disposal will vary throughout the corridor depending on the disposal option chosen, field conditions including soil types and depth to groundwater and available right-of-way.

3.5 Irrigation Crossings

As part of the data collection efforts for this planning study, a review of existing irrigation crossings was conducted both visually and with GIS information provided by CHD4. For the purposes of this study, crossings smaller than 24 inches in diameter are considered minor and not included in this evaluation. The following is an inventory of crossings equal to or greater than 24 inches in diameter that will be extended or replaced as part of the ultimate roadway widening:

- West End Drain (North) – 54-inch RCP
  - Extend 50 feet and replace headwalls
- West End Drain (South) – 48-inch CMP
  - Replace 140 feet with RCP pipe
- Bardsly Gulch Drain – 60-inch RCP
  - Extend 50 feet and rebuild headwalls
- Phyllis Canal – 26-foot span concrete rail bridge
  - Extend 200 feet or replace 300 feet
  - Additional improvements to the Phyllis Canal will depend on the selected concept for the Ustick and Farmway intersection:

  - Option 1 – Roundabout centered on section lines. This option was developed after discussion with the agencies to re-route the canal in the public right-of-way (ROW) directly east of the current canal crossing of Farmway Road approximately one-quarter mile north of Ustick Road. This will allow the canal to be abandoned south of the canal re-route.
  - Option 2 – Roundabout shifted to southwest. This option was developed to avoid impacts to the Phyllis Canal; however, it may require re-routing a short distance of the canal or placing retaining wall in the northeast corner of the intersection to avoid the canal.
- Crossing on south leg of Ustick intersection – 24-inch RCP
  - Extend 40 feet
- Crossing at Drake Lane– 24-inch CMP
  - Replace 130 feet with PVC

3.6 Access Management

Access management is a set of strategies implemented in roadway design and land development to control roadway access to reduce crashes and improve traffic flow. Primary access management techniques are:

- Access spacing, including spacing between roundabout and signalized intersections and distance between private driveways
- Turning lanes, including dedicated left- and right-turn lanes and U-turn lanes, as well as indirect left turns, U-turns, and roundabouts
- Median treatments, including raised medians that limit turn movements across a roadway

The access management approach proposed for Farmway Road establishes full access for all approaches at the major public street intersections and limits spacing to one-half mile between full access intersections.

A raised median will be installed along the corridor to limit access between the one-half mile public street intersections to right-in and right-out movements. Driveway access will be limited to 660 feet minimum spacing to be implemented as re-development occurs. Openings in the raised median will be constructed to provide U-turn opportunities downstream of limited access driveways. The U-turns will limit out-of-direction travel to one-quarter mile for left-turn and through movements from the driveways (see Figure 3-2 on page 14).

Figure 3-2. U-turn opportunities for access-limited driveways

3.7 Public Outreach

Appendix C, *Public Outreach Summary Report*, summarizes the public involvement effort for this study. The agencies communicated news of the corridor plan and solicited public feedback in an online public information meeting (PIM) and by letter mailings to adjoining property owners. The PIM webpage was active for comment between March 3 through March 25, 2022, and the mailers were sent the week of March 3, 2022.

The PIM webpage was organized into four corridor plan components:

- Roadway cross-section
- Intersection improvements
- Access
- Overall corridor

In general, the respondents that were in favor of the proposed cross-section agree that the corridor is currently too narrow for the number of vehicles that use the corridor now, and that the need for widening will continue to grow as the surrounding areas are developed. These respondents also commented that the widening would attract and improve safety and operations for pedestrian and bicyclists. The respondents that were not in favor of the proposed cross-

section generally expressed concern of the right-of-way requirements and its subsequent residential and farming impacts. Eleven respondents (28%) expressed concern with the shared-used path, stating that they felt it was not necessary on both sides of the roadway, or that it was not needed due to lack of pedestrian/bicycle activity on the corridor.

Table 3-4. Summary of public support

Totals	Roadway Cross-section	Intersection Improvements		Access	Overall Corridor
		Roundabout	Traffic Signal		
Supportive	15 (38%)	14 (35%)	21 (53%)	5 (12%)	13 (33%)
Not Supportive	10 (25%)	21 (53%)	14 (35%)	17 (43%)	11 (28%)
Unsure or No Comment	15 (37%)	5 (13%)	5 (13%)	18 (45%)	16 (39%)

The respondents that were in favor of a roundabout corridor over the conventional traffic signal corridor generally commented that roundabouts have improved safety and operations compared to traffic signals.

3.8 Corridor Evaluation

Two intersection types were developed for the major intersections on Farmway Road: a conventional signalized intersection and a roundabout. To optimize traffic operations and driver expectations, two corridor plans were developed that maintained a consistent intersection type. Appendix A contains exhibits of the two corridor plans and reduced scale intersection exhibits. The two corridor plan options, signalized and roundabout, were evaluated for the following criteria:

- Traffic Operations – Travel time on Farmway Road and intersection delay.
- Freight – Accommodate large trucks, reduce stops and provide consistent speed.
- Access – Allow increased left-turns and provide for pedestrian/bicycle traffic.
- Safety – Roadway segment and intersection safety (fewer crashes).
- Property Impacts – Impact on properties fronting Farmway Road and side streets.

- Cost – Life cycle cost consisting of estimated construction costs, operation and maintenance costs, vehicle delay, and expected crash costs over 20-year service life.

A rating matrix was developed to summarize differences between the signalized and roundabout corridors for the evaluation factors above. The two options were compared to the No-Build, which served as the baseline. The matrix was presented to the public in the online PIM and is re-oriented in Table 3-5 on page 18. A narrative summary of the findings follows.

Traffic operations – travel time on Farmway Road: Traffic analysis was conducted for both options as summarized in Chapter 3.1. The calculated year 2045 travel times for the 4.5-mile-long corridor were approximately 66 seconds longer in the AM peak hour for the roundabout corridor compared to the signalized corridor, and approximately 21 seconds longer in the PM peak hour.

Traffic operations – intersection vehicle delay: The average vehicle delay at the intersections in year 2045 for the roundabouts on the corridor is approximately 80 seconds less than the traffic signals in the AM peak hour and approximately 120 seconds less in the PM peak hour. The majority of additional delay for the traffic signals is experienced by the cross-street traffic.

Freight – large vehicle design: Both options were designed for WB-67 trucks to make all movements at the roundabouts and signalized intersections without entering opposing traffic lanes.

Freight – speed consistency and reduced stops: Roundabouts have yield control and provide better speed consistency and reduced stops compared to traffic signal operations.

Access – left-turn access: Both options provide full access at the intersections for left-turns but limit left-turns between the one-mile intersections with the access management strategy described in Chapter 3.6.

Access – pedestrians and bicycles: The two options have identical 10 feet wide sidepaths for pedestrians and bicyclists. At the intersections, roundabouts have historically resulted in the fewer pedestrian and bicycle crashes than traffic signals.

Safety – roadway segment: Both options implement the access management described in Chapter 3.6, utilizing raised medians and U-turns to reduce left-turns and reduce vehicle conflict points.

Safety – intersection: Historically, roundabouts have proven to have fewer crashes, especially injury and fatality, than traffic signals. According the NCHRP 672, *Roundabouts, An Informational Guide,* roundabouts have:

- 48% fewer crashes than signalized intersections
- 78% fewer injury crashes than signalized intersections
- 75% fewer vehicle conflict points, eliminating the most severe intersection crashes: head-on and T-bone collisions

Property Impacts – Farmway Road properties: With a proposed ROW width of 112 feet, implementing the five-lane roadway between, and at, the two intersection options will measurably impact properties fronting Farmway Road.

Property Impacts – Side street properties: The roadways on all side streets are proposed to be widened to meet the City of Caldwell's street and ROW width corresponding to their functional classification.

Cost – estimated life cycle costs: Life cycle cost consists of the total cost for the improvement over the 20-year service life including the year 2045 estimated costs for construction of the proposed improvements (excluding ROW), the costs of vehicle delay over the service life, safety costs based on predictive crash methodologies and annual maintenance costs for the service life. See Appendix B, *Traffic and Safety Analysis*, for detailed descriptions of estimated costs and calculation methodology.

Table 3-5. Corridor rating matrix

Corridor Rating Criteria	No-Build	Signalized Corridor	Roundabout Corridor
Traffic Operations: Travel Time on Farmway			
Traffic Operations: Intersection Vehicle Delay			
Freight: Large Vehicle Design (WB-67)			
Freight: Speed Consistency and Reduce Stops			
Access: Left-turn Access			
Access: Pedestrians and Bicycles			
Safety: Roadway Segment			
Safety: Intersection			
Property Impacts: Farmway Road Properties			
Property Impacts: Side Street Properties			
Cost: Estimated Life Cycle Costs	$78M	$142M	$72M

Bad	Poor	Neutral	Fair	Good

3.9 Selected Corridor Plan

Following the online PIM, the project team, including technical staff from CHD4 and the City, selected the **roundabout corridor for Farmway Road**, citing the benefits roundabout provide for safety, life-cycle costs and traffic operations.

Appendix A Proposed Improvements Exhibits

Farmway Road Corridor Planning Study

Design Year (2045) Intersection Improvement Option - Traffic Signal

0 25' 50' 100'

January 2022

Notes

1. Future full-access intersection. Traffic signal control with railroad crossing signals and gates and receiving lanes on Farmway Road widened to allow northbound U-turns for passenger cars and pick-up trucks.
2. Intersection improvements and approaching roadways are shifted north of section line approximately 9 feet to utilize available right-of-way on the north side of Simplot Boulevard and minimize property impacts on the south side.
3. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.

Legend

- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Truck Apron
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

Farmway Road Corridor Planning Study

Design Year (2045) Intersection Improvement Option - Roundabout

0 25' 50' 100'

January 2022

Notes

1. Future full-access intersection. Roundabout control with railroad crossing signals and gates and roundabout is dual-lane configuration with two circulating lanes on all approaches.
2. Intersection improvements and approaching roadways are shifted north of section line approximately 9 feet to utilize available right-of-way on the north side of Simplot Boulevard and minimize property impacts on the south side.
3. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.

Legend

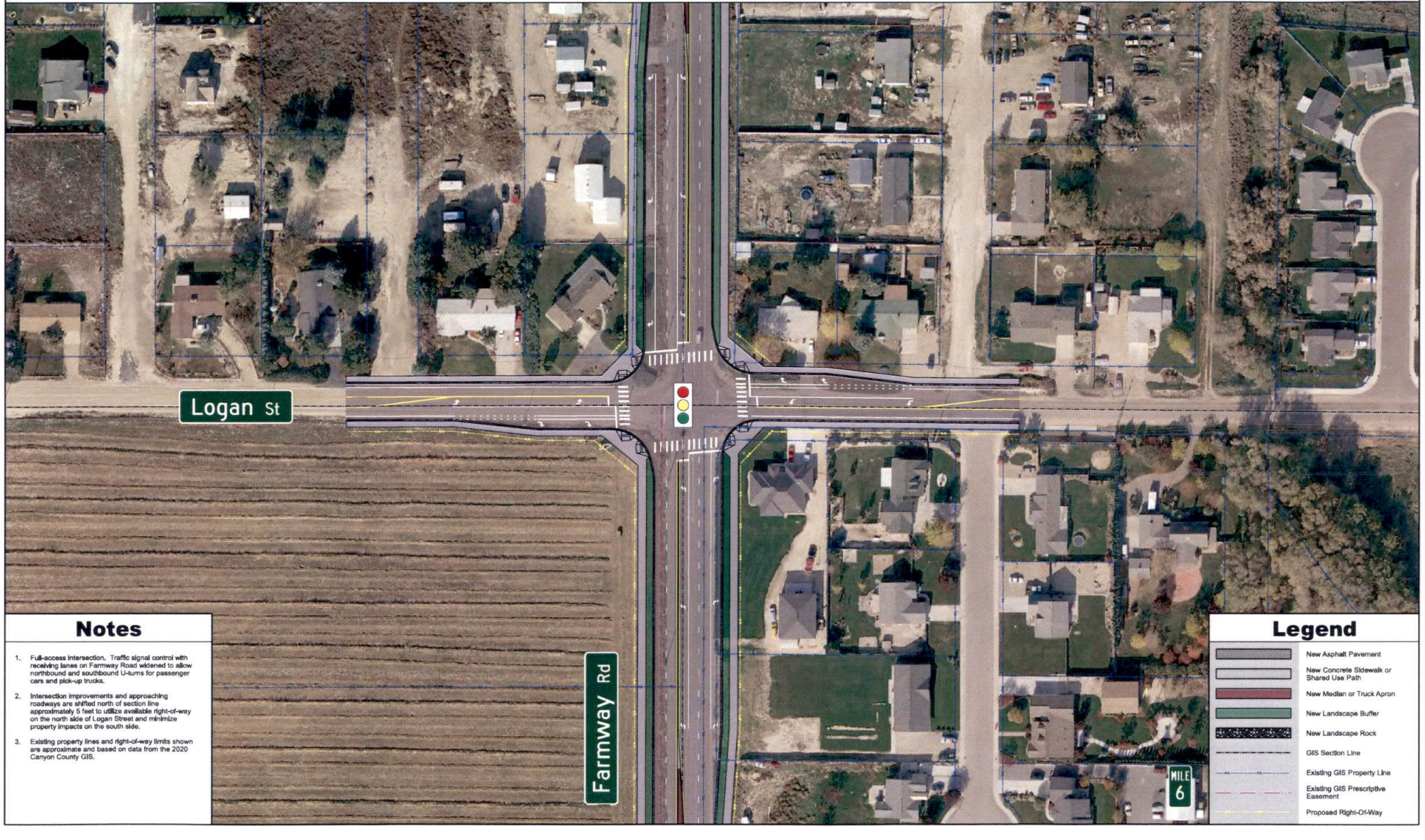
- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Truck Apron
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

Farmway Road Corridor Planning Study

Design Year (2045) Intersection Improvement Option - Traffic Signal

0 25' 50' 100'

January 2022



Notes

1. Full-access intersection. Traffic signal control with receiving lanes on Farmway Road widened to allow northbound and southbound U-turns for passenger cars and pick-up trucks.
2. Intersection improvements and approaching roadways are shifted north of section line approximately 5 feet to utilize available right-of-way on the north side of Logan Street and minimize property impacts on the south side.
3. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.

Legend

- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Truck Apron
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

Farmway Road Corridor Planning Study

Design Year (2045) Intersection Improvement Option - Roundabout

0 25' 50' 100'

January 2022

Notes

1. Full-access intersection. Roundabout shown is phased multi-lane configuration with one circulating lane and one right-turn lane on all approaches. It is expandable to two through lanes on Farmway Road when needed to handle traffic demand.
2. Intersection improvements and approaching roadways are shifted north of section line approximately 5 feet to utilize available right-of-way on the north side of Logan Street and minimize property impacts on the south side.
3. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.

Legend

- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Truck Apron
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

Farmway Road Corridor Planning Study

Design Year (2045) Intersection Improvement Option - Traffic Signal

0 25' 50' 100'

January 2022

Notes

1. Full-access intersection. Traffic signal control with receiving lanes on Farmway Road widened to allow northbound and southbound U-turns for passenger cars and pick-up trucks.
2. Intersection improvements and approaching roadways are centered on the section lines.
3. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.

Legend

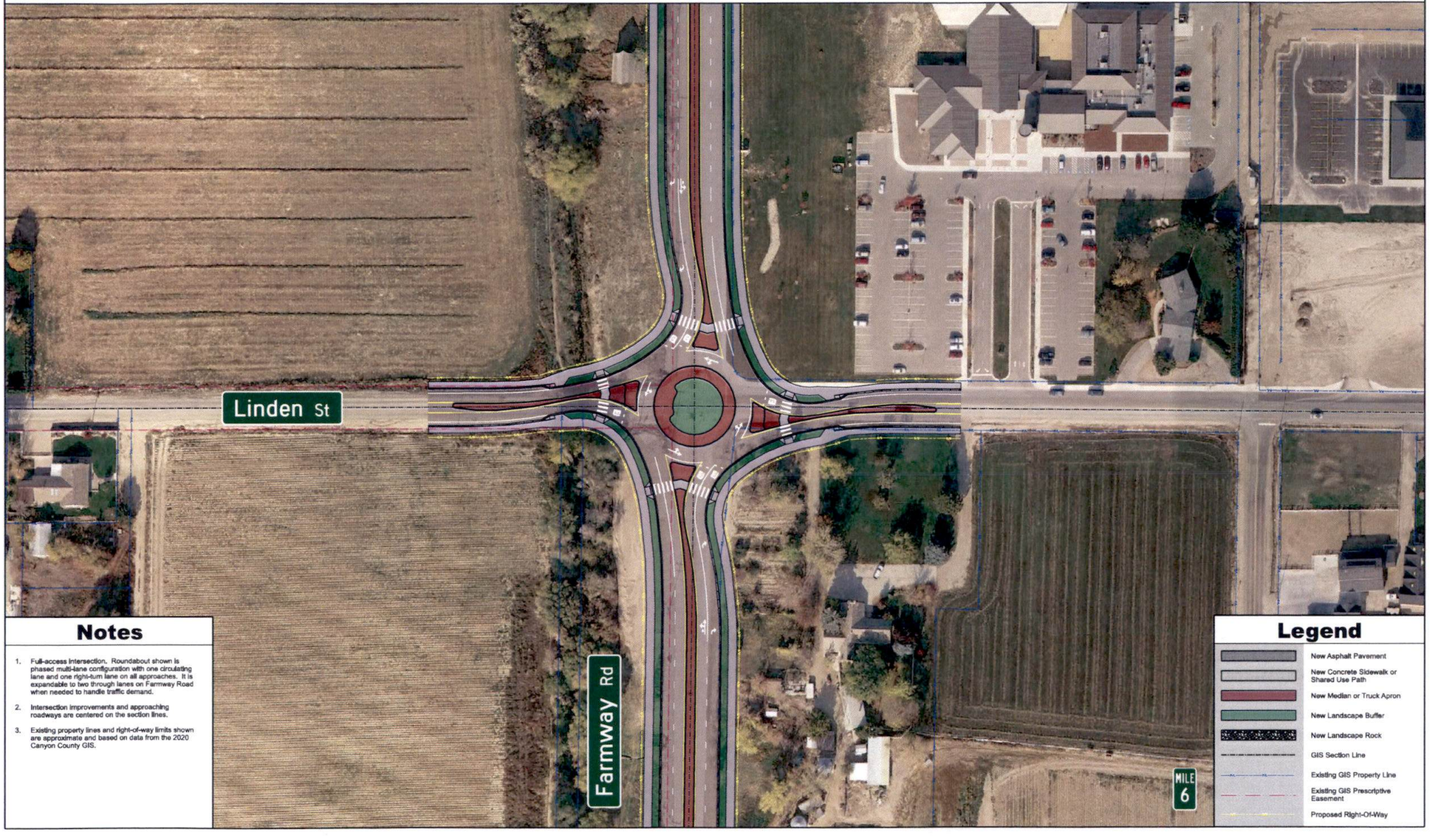
- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Truck Apron
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

Farmway Road Corridor Planning Study

Design Year (2045) Intersection Improvement Option - Roundabout

0 25' 50' 100'

January 2022



Notes

1. Full-access intersection. Roundabout shown is phased multi-lane configuration with one circulating lane and one right-turn lane on all approaches. It is expandable to two through lanes on Farmway Road when needed to handle traffic demand.
2. Intersection improvements and approaching roadways are centered on the section lines.
3. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.

Legend

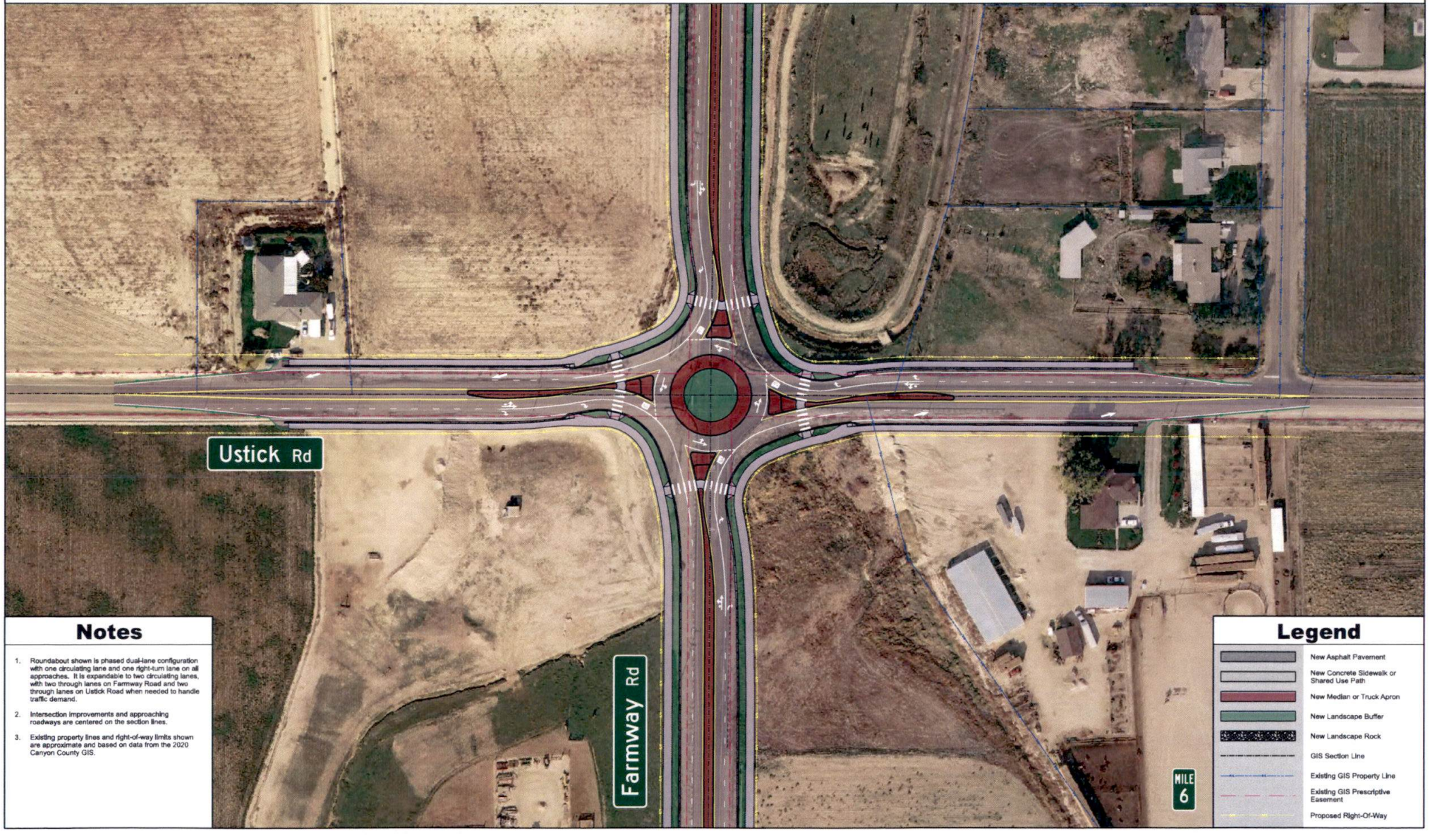
- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Truck Apron
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

Farmway Road Corridor Planning Study

Design Year (2045) Intersection Improvement Option - Roundabout

0 25' 50' 100'

January 2022



Notes

1. Roundabout shown is phased dual-lane configuration with one circulating lane and one right-turn lane on all approaches. It is expandable to two circulating lanes, with two through lanes on Farmway Road and two through lanes on Ustick Road when needed to handle traffic demand.
2. Intersection improvements and approaching roadways are centered on the section lines.
3. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.

Legend

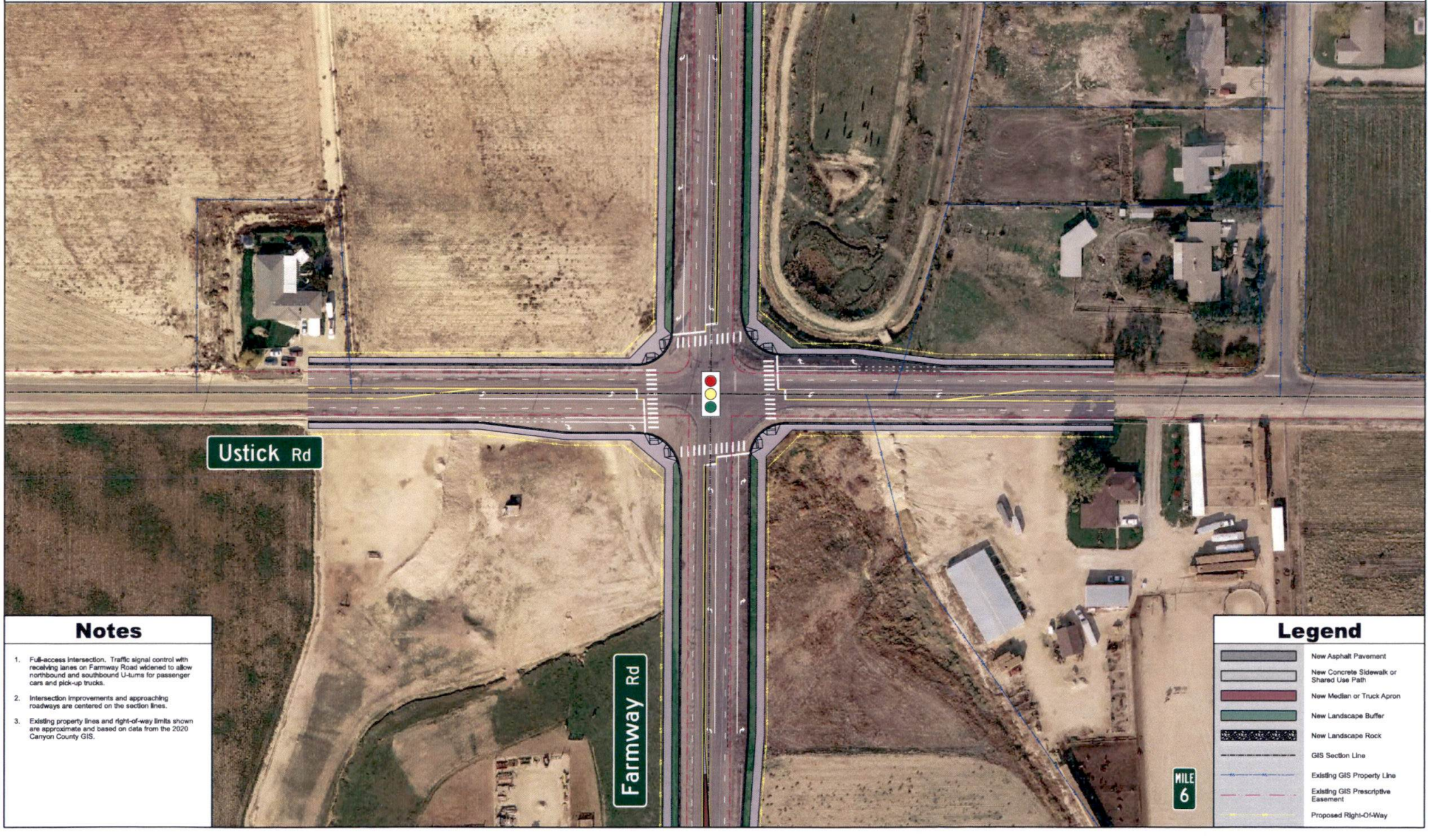
- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Truck Apron
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

Farmway Road Corridor Planning Study

Design Year (2045) Intersection Improvement Option - Traffic Signal

0 25' 50' 100'

January 2022



Notes

1. Full-access intersection. Traffic signal control with receiving lanes on Farmway Road widened to allow northbound and southbound U-turns for passenger cars and pick-up trucks.
2. Intersection improvements and approaching roadways are centered on the section lines.
3. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.

Legend

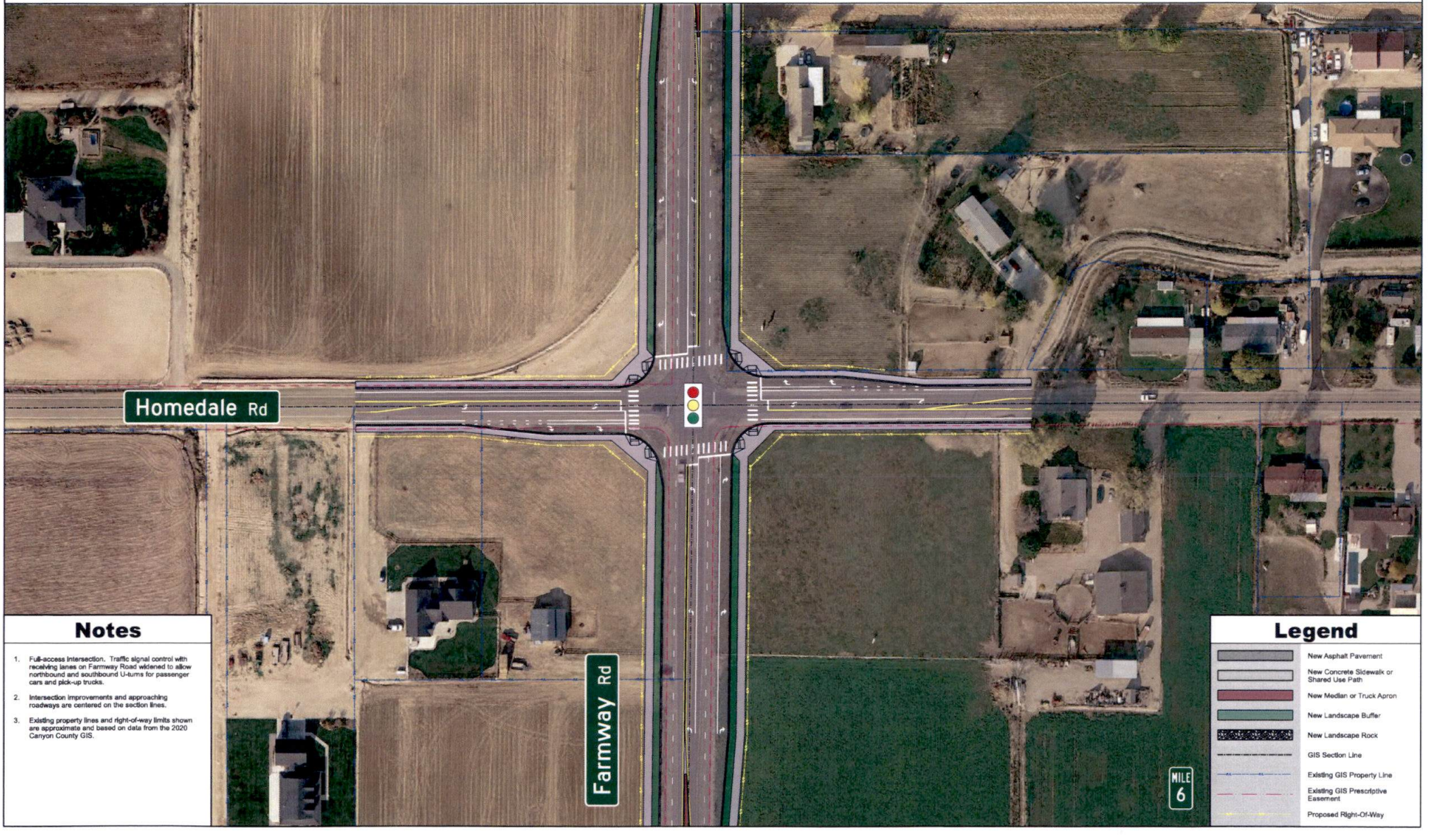
- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Truck Apron
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

Farmway Road Corridor Planning Study

Design Year (2045) Intersection Improvement Option - Traffic Signal

0 25' 50' 100'

January 2022



Notes

1. Full-access intersection. Traffic signal control with receiving lanes on Farmway Road widened to allow northbound and southbound U-turns for passenger cars and pick-up trucks.
2. Intersection improvements and approaching roadways are centered on the section lines.
3. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.

Legend

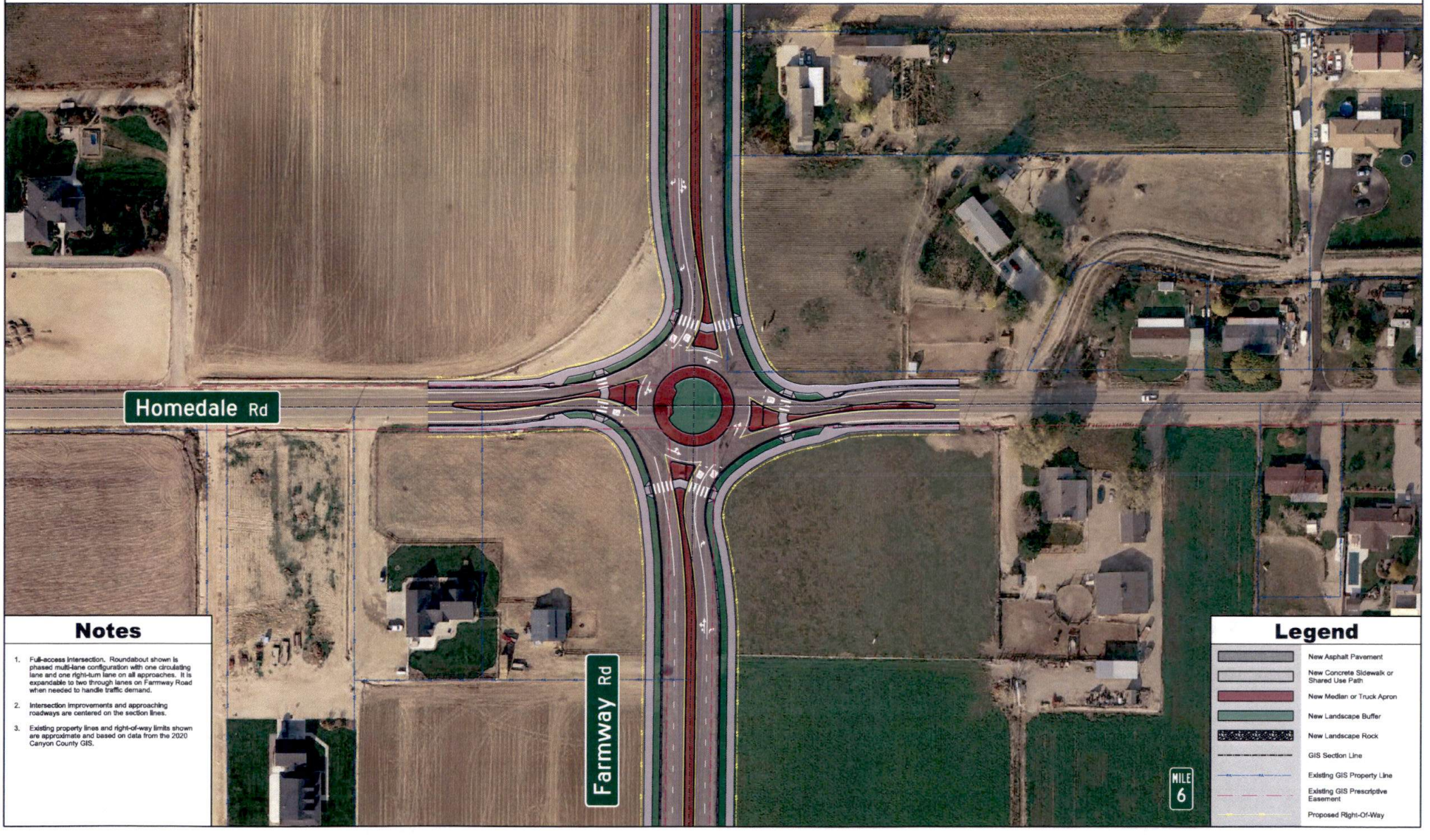
- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Truck Apron
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

Farmway Road Corridor Planning Study

Design Year (2045) Intersection Improvement Option - Roundabout

0 25' 50' 100'

January 2022



Notes

1. Full-access intersection. Roundabout shown is phased multi-lane configuration with one circulating lane and one right-turn lane on all approaches. It is expandable to two through lanes on Farmway Road when needed to handle traffic demand.
2. Intersection improvements and approaching roadways are centered on the section lines.
3. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.

Legend

- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Truck Apron
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

Farmway Road Corridor Planning Study

Design Year (2045) Corridor Improvement Option - Traffic Signal Corridor
Karcher Road to Homedale Road

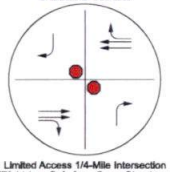
0 100' 200' 400'
November 2021

Corridor Plan

Karcher Road

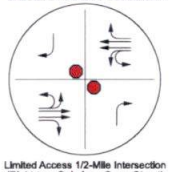
Full Access Intersection
Traffic Signal Control

Drakes Lane and Future Road



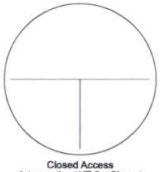
Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turn from Farmway Road)
Stop Control

Westfield Lane and Future Yoder Avenue



Limited Access 1/2-Mile Intersection
(Right-turn Only from Cross Street)
Stop Control

Yoder Avenue

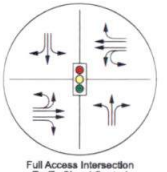


Closed Access
Intersection Will Be Closed
After New Intersection At Westfield

Bronc Lane and Future Road

Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turn from Farmway Road)
Stop Control

Homedale Road



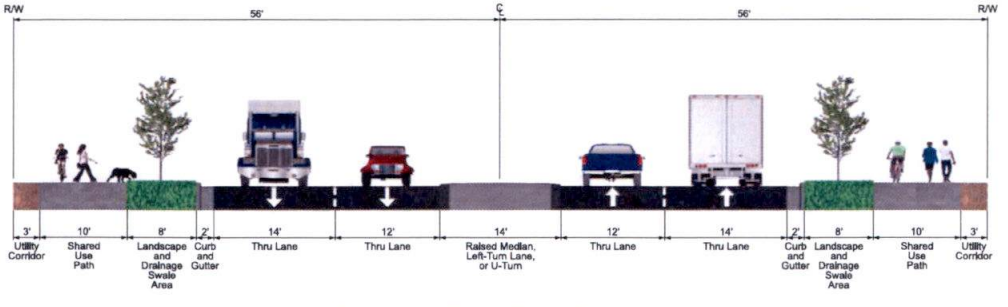
Full Access Intersection
Traffic Signal Control

Notes

- A The intersection of Farmway Road and Karcher Road (Idaho 55) is not included with this study. ITD is leading the design of the intersection as a separate project.
- B Raised median to limit access along Farmway Road to right-in and right-out, except as shown at public street intersections.
- C Loon provided to allow U-turns for passenger cars and pick-up trucks.
- D Future collector road per the City of Caldwell's 2040 Comprehensive Plan.
- E Future limited access intersection located ¼-mile from nearest full-access intersection.
- F Temporary access for the future development of Parcel No. 3267100000 on Farmway Road will be abandoned when other public road access is available. Access is anticipated at a future ¼-mile intersection road or a future ½-mile collector road located along the parcel's north boundary.
- G Access for the future development of Parcel No. 3270200000 will be at the ½-mile collector road that will extend east to connect to Yoder Avenue.
- H Access for ½-mile intersection is initially limited to right-in/right-out with left-in and U-turn access. A future full-access intersection will be constructed when needed to handle traffic demand. Right-of-way limits are shown for a traffic signal.
- I The current Yoder Avenue approach on Farmway Road will be closed when the future ½-mile collector road east of Farmway Road is constructed.
- J Access for the future development of Parcel No. 3266801300 will be at the future ¼-mile collector road and at the ½-mile collector road along the parcel's south boundary.
- K Full-access intersection. Traffic signal control with receiving lanes on Farmway Road widened to allow U-turns for passenger cars and pick-up trucks.

1. Existing property lines and right-of-way limits shown are approximate based on data from the 2020 Canyon County GIS.

Intersection Configurations



Farmway Road Cross Section

MILE 6

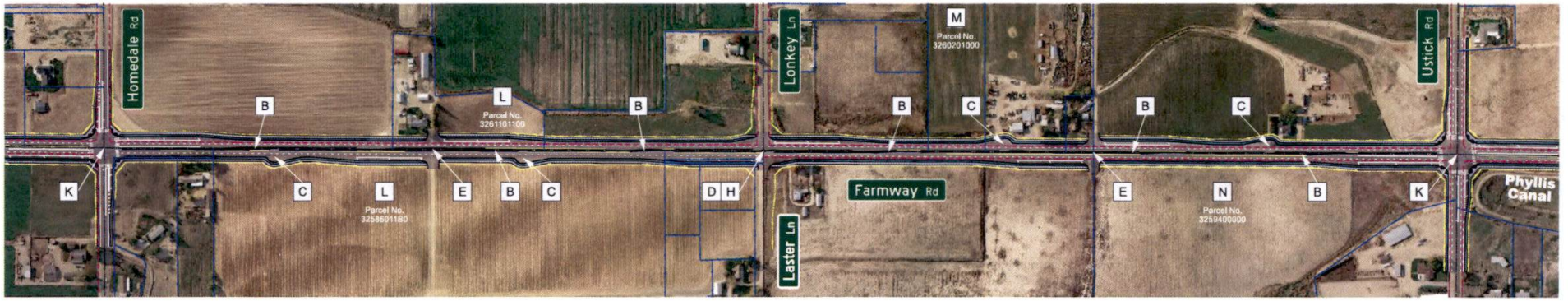
Legend

- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Median Curb
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

Farmway Road Corridor Planning Study

Design Year (2045) Corridor Improvement Option - Traffic Signal Corridor
Homedale Road to Ustick Road

0 100' 200' 400'
November 2021

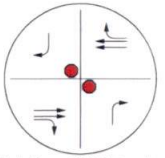


Corridor Plan

Homedale Road

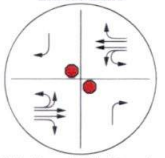
Full Access Intersection
Traffic Signal Control

Future Road



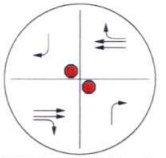
Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turn from Farmway Road)
Stop Control

Lonkey Lane and Laster Lane



Limited Access 1/2-Mile Intersection
(Right-turn Only from Cross Street)
Stop Control

Future Road



Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turn from Farmway Road)
Stop Control

Ustick Road

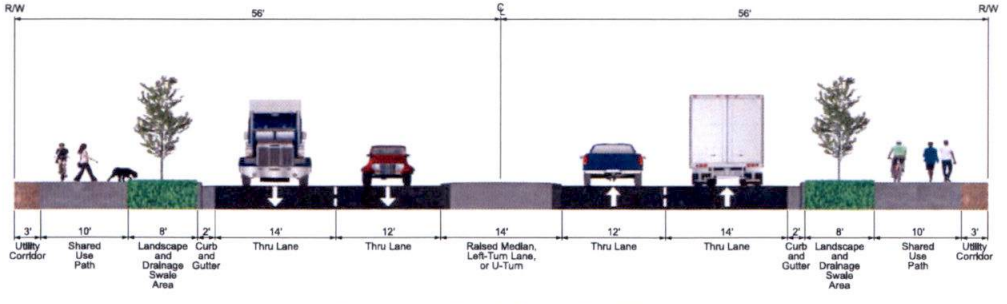
Full Access Intersection
Traffic Signal Control

Intersection Configurations

Notes

- B Raised median to limit access along Farmway Road to right-in and right-out, except as shown at public street intersections.
- C Loon provided to allow U-turns for passenger cars and pick-up trucks.
- D Future collector road per the City of Caldwell's 2040 Comprehensive Plan.
- E Future limited access intersection located ¼-mile from nearest full-access intersection.
- H Access for ½-mile intersection is initially limited to right-in/right-out with left-in and U-turn access. A future full-access intersection will be constructed when needed to handle traffic demand. Right-of-way limits are shown for a traffic signal.
- K Full-access intersection. Traffic signal control with receiving lanes on Farmway Road widened to allow northbound and southbound U-turns for passenger cars and pick-up trucks.
- L Access for the future development of Parcel No. 3258601180 and Parcel No. 3261101100 will be at the future ½-mile intersection.
- M Temporary access for the future development of Parcel No. 3260201000 on Farmway Road will be abandoned when other public road access is available.
- N Access for the future development of Parcel No. 3259400000 will be at the future ½-mile intersection.

1. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.



Farmway Road Cross Section

MILE 6

Legend

- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Median Curb
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

Farmway Road Corridor Planning Study

Design Year (2045) Corridor Improvement Option - Traffic Signal Corridor

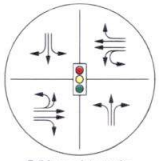
Ustick Road to Linden Street

0 100' 200' 400'

November 2021

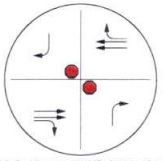
Corridor Plan

Ustick Road



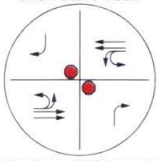
Full Access Intersection
Traffic Signal Control

Future Road



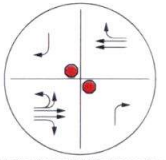
Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turn from Farmway Road)
Stop Control

Stahlridge Street and Future Road



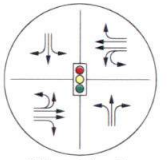
Limited Access 1/2-Mile Intersection
(Right-turn Only from Cross Street)
Stop Control

Future Road



Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Southbound Left-turn from Farmway Road)
Stop Control

Linden Street



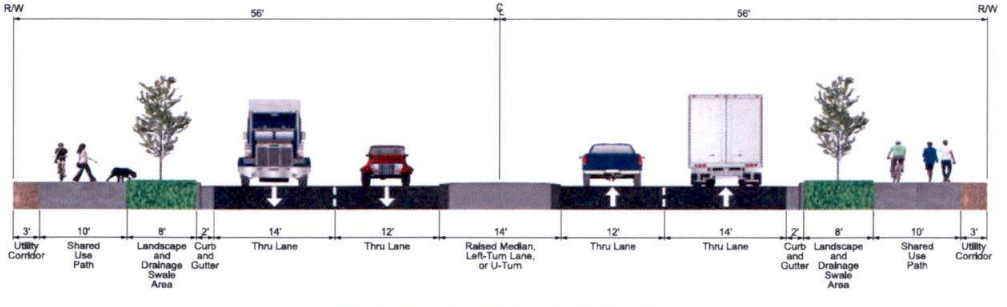
Full Access Intersection
Traffic Signal Control

Intersection Configurations

Notes

- B Raised median to limit access along Farmway Road to right-in and right-out, except as shown at public street intersections.
- C Loon provided to allow U-turns for passenger cars and pick-up trucks.
- D Future collector road per the City of Caldwell's 2040 Comprehensive Plan.
- E Future limited access intersection located ¼-mile from nearest full-access intersection.
- H Access for ½-mile intersection is initially limited to right-in/right-out with left-in and U-turn access. A future full-access intersection will be constructed when needed to handle traffic demand. Right-of-way limits are shown for a traffic signal.
- K Full-access intersection. Traffic signal control with receiving lanes on Farmway Road widened to allow northbound and southbound U-turns for passenger cars and pick-up trucks.
- P Access for the future development of Parcel No. 3568200000 and Parcel No. 2798601100 will be at the future ¼-mile intersection.
- Q Realign future collector road to the north to create full-access intersection with Stahlridge Street.
- R Access for the future development of Parcel No. 3556100000 will be at the future ½-mile intersection.

1. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.



Farmway Road Cross Section

MILE 6

Legend

- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Median Curb
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

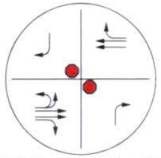
Farmway Road Corridor Planning Study

Design Year (2045) Corridor Improvement Option - Traffic Signal Corridor
Linden Street to Logan Street

0 100' 200' 400'
November 2021

Corridor Plan

Future Road

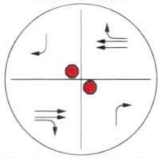


Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Southbound Left-turn from Farmway Road)
Stop Control

Linden Street

Full Access Intersection
Traffic Signal Control

Ash Street and Future Road

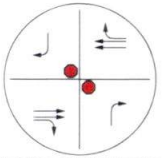


Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turns from Farmway Road)
Stop Control

Logan Street

Full Access Intersection
Traffic Signal Operations

Future Road



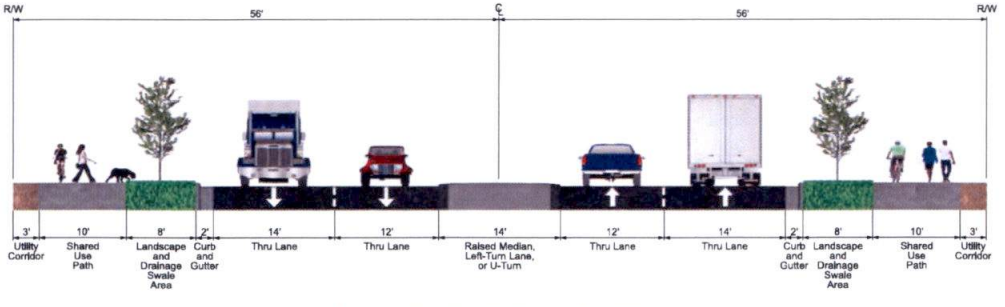
Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turns from Farmway Road)
Stop Control

Intersection Configurations

Notes

- B Raised median to limit access along Farmway Road to right-in and right-out, except as shown at public street intersections.
- C Loon provided to allow U-turns for passenger cars and pick-up trucks.
- D Future collector road per the City of Caldwell's 2040 Comprehensive Plan.
- E Future limited access intersection located ¼-mile from nearest full-access intersection.
- K Full-access intersection. Traffic signal control with receiving lanes on Farmway Road widened to allow northbound and southbound U-turns for passenger cars and pick-up trucks.
- R Access for the future development of Parcel No. 3556100000 will be at the future ¼-mile intersection.
- S Access for the future development of Parcel No. 3547500000 will be at the future ¼-mile intersection.

1. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.



Farmway Road Cross Section

MILE 6

Legend

- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Median Curb
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

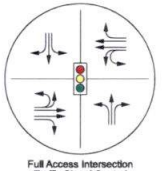
Farmway Road Corridor Planning Study

Design Year (2045) Corridor Improvement Option - Traffic Signal Corridor
Logan Street to Simplot Boulevard

0 100' 200' 400'
November 2021

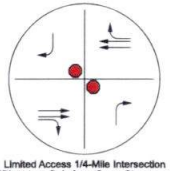
Corridor Plan

Logan Street



Full Access Intersection
Traffic Signal Control

Future Road

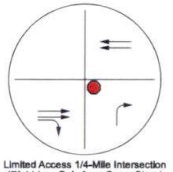


Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turns from Farmway Road)
Stop Control

Laurel Street

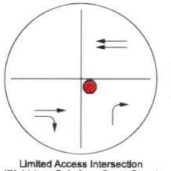
Full Access Intersection
Traffic Signal Control

Garber Street



Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turn from Farmway Road)
Stop Control

Holman Court



Limited Access Intersection
(Right-turn Only from Cross Street and No Left-turn from Farmway Road)
Stop Control

Simplot Boulevard

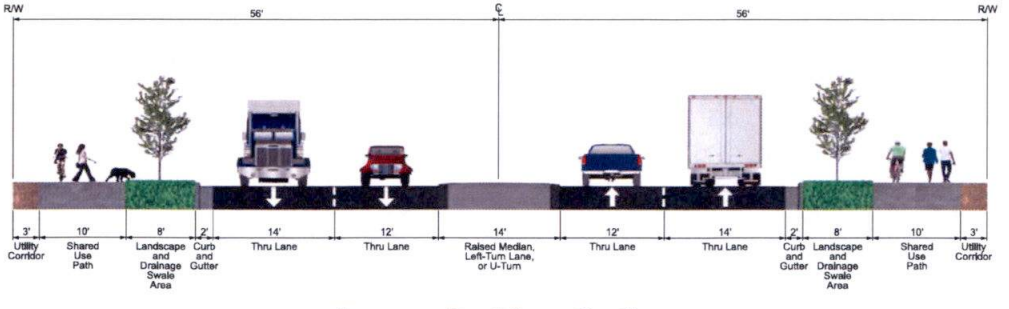
Full Access Intersection
Traffic Signal Control

Notes

- [B] Raised median to limit access along Farmway Road to right-in and right-out, except as shown at public street intersections.
- [C] Loon provided to allow U-turns for passenger cars and pick-up trucks.
- [D] Future collector road per the City of Caldwell's 2040 Comprehensive Plan.
- [E] Future limited access intersection located ¼-mile from nearest full-access intersection.
- [K] Full-access intersection. Traffic signal control with receiving lanes on Farmway Road widened to allow northbound and southbound U-turns for passenger cars and pick-up trucks.
- [T] Full-access intersection. Traffic signal control with railroad crossing signals and gates and receiving lanes on Farmway Road widened to allow northbound U-turns for passenger cars and pick-up trucks.

1. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.

Intersection Configurations



Farmway Road Cross Section

Legend

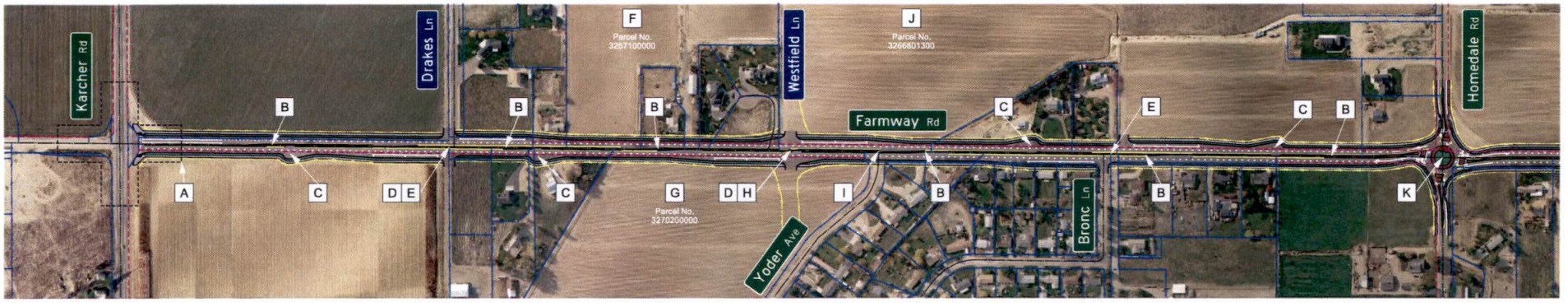
- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Median Curb
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

MILE 6

Farmway Road Corridor Planning Study

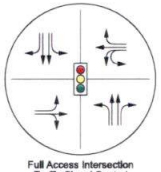
Design Year (2045) Corridor Improvement Option - Roundabout Corridor
Karcher Road to Homedale Road

0 100' 200' 400'
November 2021



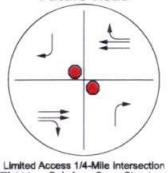
Corridor Plan

Karcher Road



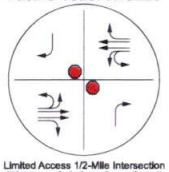
Full Access Intersection
Traffic Signal Control

Drakes Lane and Future Road



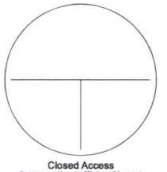
Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turn from Farmway Road)
Stop Control

Westfield Lane and Future Yoder Avenue



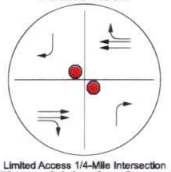
Limited Access 1/2-Mile Intersection
(Right-turn Only from Cross Street)
Stop Control

Yoder Avenue



Closed Access
Intersection Will Be Closed
After New Intersection At Westfield

Bronc Lane and Future Road



Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turn from Farmway Road)
Stop Control

Homedale Road

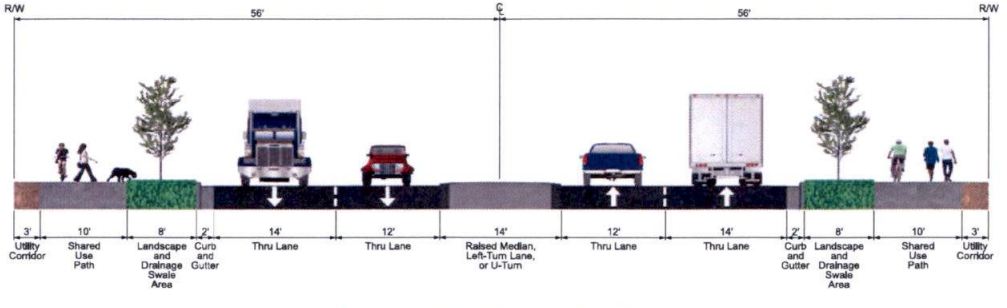
Full Access Intersection
Roundabout Control

Notes

- **A** The intersection of Farmway Road and Karcher Road (Idaho 55) is not included with this study. ITD is leading the design of the intersection as a separate project.
- **B** Raised median to limit access along Farmway Road to right-in and right-out, except as shown at public street intersections.
- **C** Loon provided to allow U-turns for passenger cars and pick-up trucks.
- **D** Future collector road per the City of Caldwell's 2040 Comprehensive Plan.
- **E** Future limited access intersection located ¼-mile from nearest full-access intersection.
- **F** Temporary access for the future development of Parcel No. 3267100000 on Farmway Road will be abandoned when other public road access is available. Access is anticipated at a future ¼-mile intersection road or a future ½-mile collector road located along the parcel's north boundary.
- **G** Access for the future development of Parcel No. 3270200000 will be at the ½-mile collector road that will extend east to connect to Yoder Avenue.
- **H** Access for ½-mile intersection is initially limited to right-in/right-out with left-in and U-turn access. A future full-access intersection will be constructed when needed to handle traffic demand. Right-of-way limits are shown for a multi-lane roundabout.
- **I** The current Yoder Avenue approach on Farmway Road will be closed when the future ½-mile collector road east of Farmway Road is constructed.
- **J** Access for the future development of Parcel No. 3266801300 will be at the future ¼-mile collector road and at the ½-mile collector road along the parcel's south boundary.
- **K** Full-access intersection. Roundabout shown is phased multi-lane configuration with one circulating lane and one right-turn lane on all approaches. It is expandable to two through lanes on Farmway Road when needed to handle traffic demand.

1. Existing property lines and right-of-way limits shown are approximate based on data from the 2020 Canyon County GIS.

Intersection Configurations



Farmway Road Cross Section

MILE 6

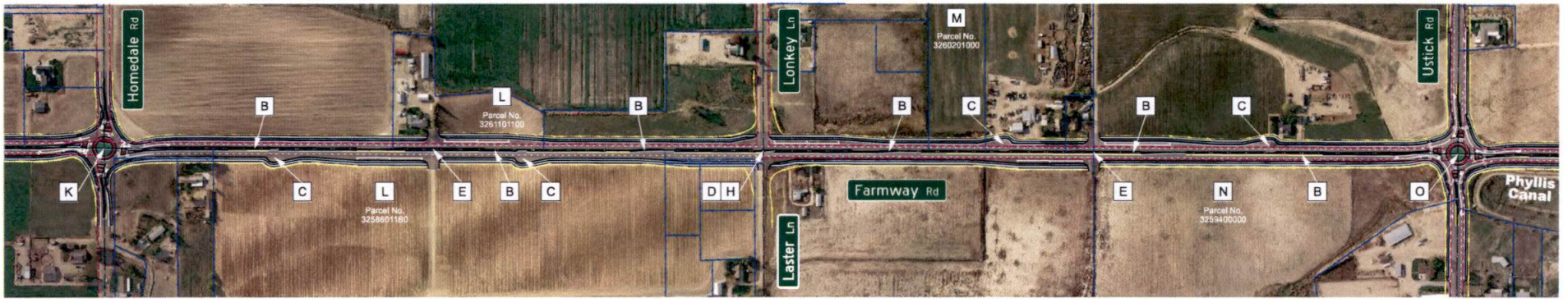
Legend

- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Median Curb
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

Farmway Road Corridor Planning Study

Design Year (2045) Corridor Improvement Option - Roundabout Corridor
Homedale Road to Ustick Road

0 100' 200' 400'
November 2021

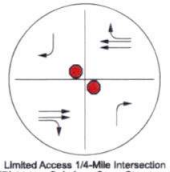


Corridor Plan

Homedale Road

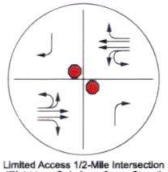
Full Access Intersection
Roundabout Control

Future Road



Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turn from Farmway Road)
Stop Control

Lonkey Lane and Laster Lane



Limited Access 1/2-Mile Intersection
(Right-turn Only from Cross Street)
Stop Control

Future Road

Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turn from Farmway Road)
Stop Control

Ustick Road

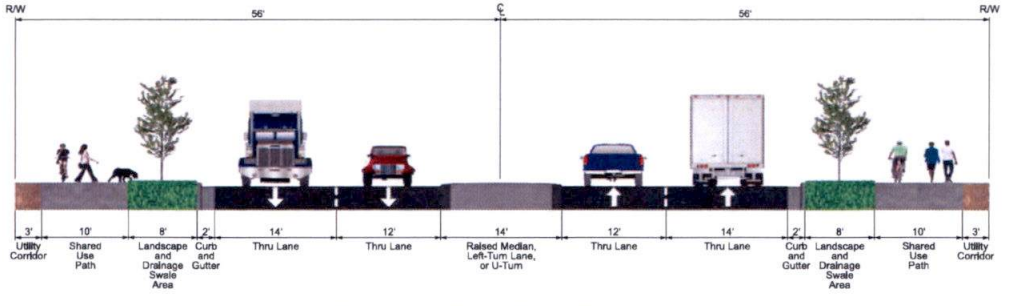
Full Access Intersection
Roundabout Control

Notes

- B Raised median to limit access along Farmway Road to right-in and right-out, except as shown at public street intersections.
- C Loon provided to allow U-turns for passenger cars and pick-up trucks.
- D Future collector road per the City of Caldwell's 2040 Comprehensive Plan.
- E Future limited access intersection located ¼-mile from nearest full-access intersection.
- H Access for ½-mile intersection is initially limited to right-in/right-out with left-in and U-turn access. A future full-access intersection will be constructed when needed to handle traffic demand. Right-of-way limits are shown for a multi-lane roundabout.
- K Full-access intersection. Roundabout shown is phased multi-lane configuration with one circulating lane and one right-turn lane on all approaches. It is expandable to two through lanes on Farmway Road when needed to handle traffic demand.
- L Access for the future development of Parcel No. 3258601180 and Parcel No. 3261101100 will be at the future ½-mile intersection.
- M Temporary access for the future development of Parcel No. 3260201000 on Farmway Road will be abandoned when other public road access is available.
- N Access for the future development of Parcel No. 3259400000 will be at the future ½-mile intersection.
- O Full-access intersection. Roundabout shown is phased dual-lane configuration with one circulating lane and one right-turn lane on all approaches. It is expandable to two circulating lanes, with two through lanes on Farmway Road and two through lanes on Ustick Road when needed to handle traffic demand.

1. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.

Intersection Configurations



Farmway Road Cross Section

Legend

- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Median Curb
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

MILE 6

Farmway Road Corridor Planning Study

Design Year (2045) Corridor Improvement Option - Roundabout Corridor

Ustick Road to Linden Street

0 100' 200' 400'

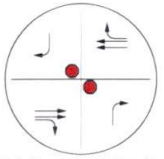
November 2021

Corridor Plan

Ustick Road

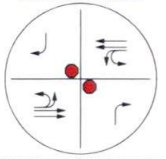
Full Access Intersection
Roundabout Control

Future Road



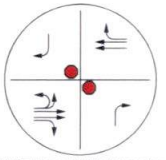
Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and
No Left-turn from Farmway Road)
Stop Control

Stahlridge Street and Future Road



Limited Access 1/2-Mile Intersection
(Right-turn Only from Cross Street)
Stop Control

Future Road



Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and
No Southbound Left-turn from Farmway Road)
Stop Control

Linden Street

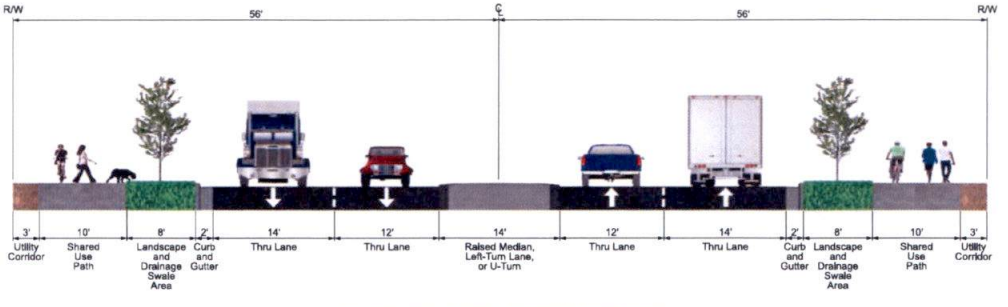
Full Access Intersection
Roundabout Control

Intersection Configurations

Notes

- B Raised median to limit access along Farmway Road to right-in and right-out, except as shown at public street intersections.
- C Loon provided to allow U-turns for passenger cars and pick-up trucks.
- D Future collector road per the City of Caldwell's 2040 Comprehensive Plan.
- E Future limited access intersection located ¼-mile from nearest full-access intersection.
- H Access for ½-mile intersection is initially limited to right-in/right-out with left-in and U-turn access. A future full-access intersection will be constructed when needed to handle traffic demand. Right-of-way limits are shown for a multi-lane roundabout.
- K Full-access intersection. Roundabout shown is phased multi-lane configuration with one circulating lane and one right-turn lane on all approaches. It is expandable to two through lanes on Farmway Road when needed to handle traffic demand.
- O Full-access intersection. Roundabout shown is phased dual-lane configuration with one circulating lane and one right-turn lane on all approaches. It is expandable to two circulating lanes, with two through lanes on Farmway Road and two through lanes on Ustick Road when needed to handle traffic demand.
- P Access for the future development of Parcel No. 3568200000 and Parcel No. 2798601100 will be at the future ¼-mile intersection.
- Q Realign future collector road to the north to create full-access intersection with Stahlridge Street.
- R Access for the future development of Parcel No. 3556100000 will be at the future ¼-mile intersection.

1. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.



Farmway Road Cross Section

MILE 6

Legend

- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Median Curb
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

Farmway Road Corridor Planning Study

Design Year (2045) Corridor Improvement Option - Roundabout Corridor

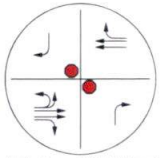
Linden Street to Logan Street

0 100' 200' 400'

November 2021

Corridor Plan

Future Road

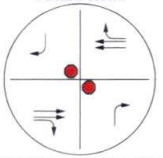


Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Southbound Left-turn from Farmway Road)
Stop Control

Linden Street

Full Access Intersection
Roundabout Control

Ash Street and Future Road

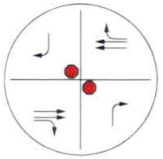


Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turns from Farmway Road)
Stop Control

Logan Street

Full Access Intersection
Roundabout Control

Future Road



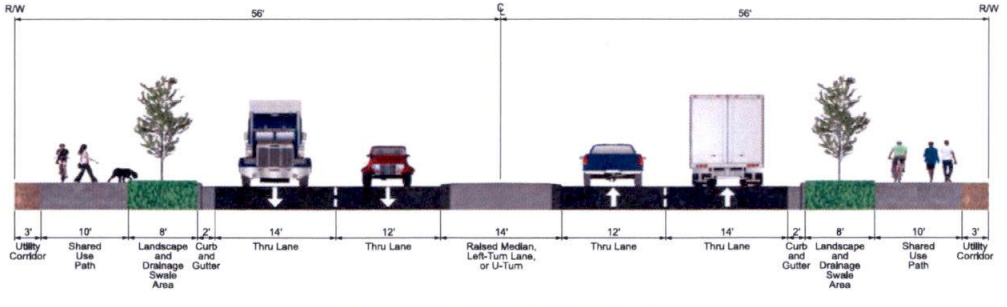
Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turns from Farmway Road)
Stop Control

Intersection Configurations

Notes

- B Raised median to limit access along Farmway Road to right-in and right-out, except as shown at public street intersections.
- C Loon provided to allow U-turns for passenger cars and pick-up trucks.
- D Future collector road per the City of Caldwell's 2040 Comprehensive Plan.
- E Future limited access intersection located ¼-mile from nearest full-access intersection.
- K Full-access intersection. Roundabout shown is phased multi-lane configuration with one circulating lane and one right-turn lane on all approaches. It is expandable to two through lanes on Farmway Road when needed to handle traffic demand.
- R Access for the future development of Parcel No. 3556100000 will be at the future ¼-mile intersection.
- S Access for the future development of Parcel No. 3547500000 will be at the future ¼-mile intersection.

1. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.



Farmway Road Cross Section

MILE 6

Legend

- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Median Curb
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

Farmway Road Corridor Planning Study

Design Year (2045) Corridor Improvement Option - Roundabout Corridor
Logan Street to Simplot Boulevard

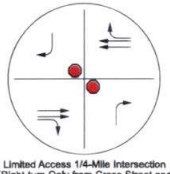
0 100' 200' 400'
November 2021

Corridor Plan

Logan Street

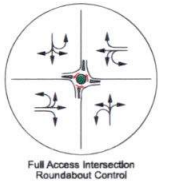
Full Access Intersection
Roundabout Control

Future Road



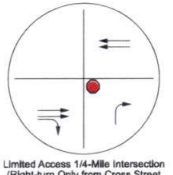
Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turns from Farmway Road)
Stop Control

Laurel Street



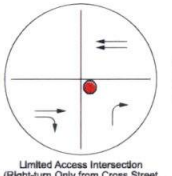
Full Access Intersection
Roundabout Control

Garber Street



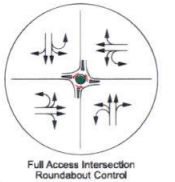
Limited Access 1/4-Mile Intersection
(Right-turn Only from Cross Street and No Left-turn from Farmway Road)
Stop Control

Holman Court



Limited Access Intersection
(Right-turn Only from Cross Street and No Left-turn from Farmway Road)
Stop Control

Simplot Boulevard



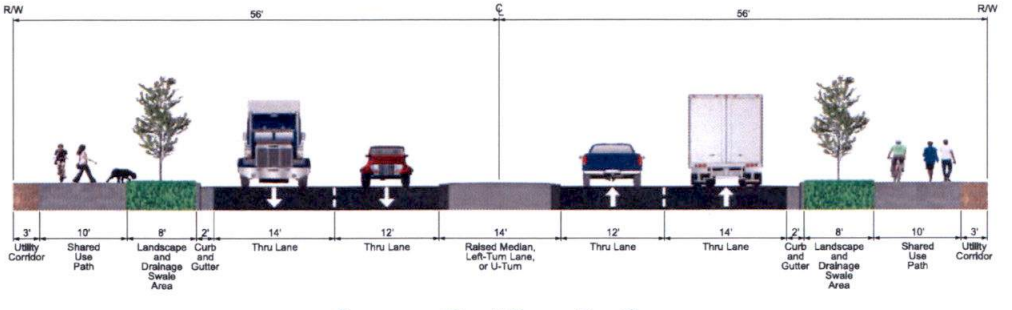
Full Access Intersection
Roundabout Control

Notes

- B Raised median to limit access along Farmway Road to right-in and right-out, except as shown at public street intersections.
- C Loon provided to allow U-turns for passenger cars and pick-up trucks.
- D Future collector road per the City of Caldwell's 2040 Comprehensive Plan.
- E Future limited access intersection located ¼-mile from nearest full-access intersection.
- K Full-access Intersection. Roundabout shown is phased multi-lane configuration with one circulating lane and one right-turn lane on all approaches. It is expandable to two through lanes on Farmway Road when needed to handle traffic demand.
- T Full-access Intersection. Roundabout shown is dual-lane configuration with two circulating lanes on all approaches.

1. Existing property lines and right-of-way limits shown are approximate and based on data from the 2020 Canyon County GIS.

Intersection Configurations



Farmway Road Cross Section

Legend

- New Asphalt Pavement
- New Concrete Sidewalk or Shared Use Path
- New Median or Median Curb
- New Landscape Buffer
- New Landscape Rock
- GIS Section Line
- Existing GIS Property Line
- Existing GIS Prescriptive Easement
- Proposed Right-Of-Way

MILE 6

Appendix B Traffic and Safety Analysis Report

FARMWAY ROAD CORRIDOR STUDY

TRAFFIC AND SAFETY ANALYSIS REPORT

NOVEMBER 17, 2022

Prepared for:

Canyon Highway District No. 4

City of Caldwell

Prepared by:

Six Mile Engineering

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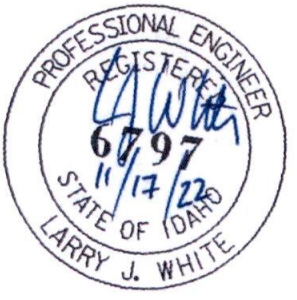


Chapter 1 Introduction

Canyon Highway District No. 4 (CHD4) and the City of Caldwell (City) partnered to develop a corridor plan for 4.5 miles of Farmway Road, from its intersection with Karcher Road (SH-55) to its intersection with Simplot Boulevard (SH-19). This traffic and safety analysis report summarizes the analysis conducted for the corridor study.

1.1 Scope

The traffic and safety analysis consists of the following key tasks:

- Analysis of existing peak hour (AM and PM) traffic conditions at the following study intersections on Farmway Road:
    - Simplot Boulevard
    - Logan Street
    - Linden Street
    - Ustick Road
    - Homedale Road
- Analysis of intersection-related and roadway segment crashes reported on Farmway Road from year 2015 to 2019
- Comparison of forecasted year 2045 traffic for the following roadway alternatives to identify the future roadway configuration needed for Farmway Road from Karcher Road to Simplot Boulevard:
    - No-Build: Existing two-lane Farmway Road
    - Alternative 1: Three-lane Farmway Road
    - Alternative 2: Three-lane Farmway Road with three-lane Boise River crossing
    - Alternative 3: Five-lane Farmway Road
    - Alternative 4: Five-lane Farmway Road with three-lane Boise River crossing
- Analysis of forecasted year 2045 peak hour (AM and PM) traffic conditions at the five study intersections on Farmway Road for two intersection control types:
    - Roundabout
    - Traffic signal
- Analysis of forecasted year 2045 peak hour (AM and PM) traffic conditions for a roundabout corridor and a signalized intersection corridor utilizing microsimulation

modeling to evaluate travel time, speed, speed consistency, and urban street section level of service (LOS)

- Estimate of life-cycle benefit-costs for the following:
    - Delay benefit cost versus project cost
    - Crash reduction benefit cost versus project cost

Chapter 2 Existing Conditions

2.1 Data Collection

Intersection turning movement (ITM) counts were collected by L2 Data Collection (L2) on December 8, 2020, for the study intersections listed in section 1.1. ITM counts at Karcher Road from July 18, 2019 were provided by Idaho Transportation Department (ITD). CHD4 provided 24-hour weekday roadway counts with vehicle classifications at several locations along Farmway Road and at each study intersection side-street approach between December 1 and 10, 2020.

2.2 Intersection Analysis

The measures of effectiveness (MOEs) for conventional intersection operations include average vehicle delay, LOS and the v/c ratio of the controlled approach for unsignalized intersections. The operations were evaluated for 2020 Existing conditions using HCM6 methodology. The Synchro intersection evaluation reports are in the Appendix.

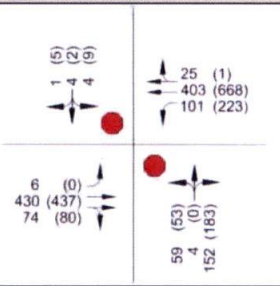
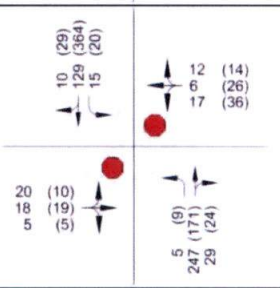
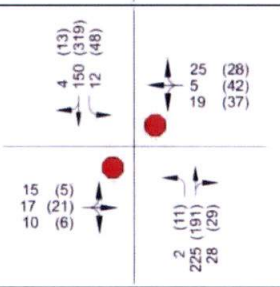
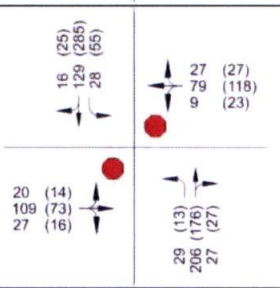
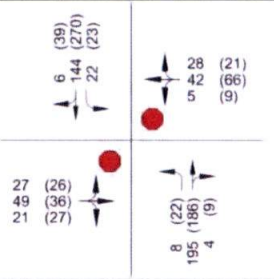
2.2.1 2020 Existing Operations

The existing turning movement volumes, lane configuration, intersection control and MOEs are summarized in Table 2-1 on page 5. The following are results from the 2020 existing intersection traffic analysis:

- Simplot Boulevard and Farmway Road intersection
    - The northbound and southbound approaches operate at LOS F during the PM peak hour, with a v/c ratio of 0.88 on the northbound approach during the PM peak hour.
- Logan Street and Farmway Road intersection
    - The eastbound and westbound approaches operate at LOS C during the PM peak hour, with a v/c ratio of 0.26 or better on the two controlled approaches during the peak hours.
- Linden Street and Farmway Road intersection
    - The eastbound and westbound approaches operate at LOS C during the PM peak hour, with a v/c ratio of 0.30 or better on the two controlled approaches during the peak hours.
- Ustick Road and Farmway Road intersection
    - The eastbound and westbound approaches operate at LOS C during both peak hours, with a v/c ratio of 0.51 or better on the two controlled approaches during the peak hours.

- Homedale Road and Farmway Road intersection
    - The eastbound and westbound approaches operate at LOS C or better during the PM peak hour, with a v/c ratio of 0.25 or better on the two controlled approaches during the peak hours.

Table 2-1. 2020 existing intersection operations

Intersection	Peak Hour Volumes [AM (PM)], Control and Channelization	MOE	AM Peak	PM Peak
Simplot Boulevard (SH-19) and Farmway Road		Control LOS, NB / SB	D / D	F / F
		Control Delay (sec), NB / SB	25 / 27	68 / 58
		Max Lane Group v/c Ratio	0.57 (NB)	0.88 (NB)
Logan Street and Farmway Road		Control LOS, EB / WB	B / B	C / C
		Control Delay (sec), EB / WB	13 / 13	16 / 19
		Max Lane Group v/c Ratio	0.10 (EB)	0.26 (WB)
Linden Street and Farmway Road		Control LOS, EB / WB	B / B	C / C
		Control Delay (sec), EB / WB	13 / 12	17 / 18
		Max Lane Group v/c Ratio	0.9 (EB)	0.30 (WB)
Ustick Road and Farmway Road		Control LOS, EB / WB	C / C	C / C
		Control Delay (sec), EB / WB	24 / 15	25 / 21
		Max Lane Group v/c Ratio	0.51 (EB)	0.45 (WB)
Homedale Road and Farmway Road		Control LOS, EB / WB	C / B	C / C
		Control Delay (sec), EB / WB	15 / 13	16 / 15
		Max Lane Group v/c Ratio	0.25 (EB)	0.23 (EB)

2.3 Crash History

Crash data for the study intersections and segments along Farmway Road were provided by ITD for the five-year period from January 1, 2015, through December 31, 2019. The data was analyzed as intersection related and non-intersection related to identify crash patterns that could potentially be mitigated with countermeasure improvements identified in section 5.2.2 on page 34. Figure 2-1 illustrates the severity of crashes at each intersection and along each segment between the study intersections.

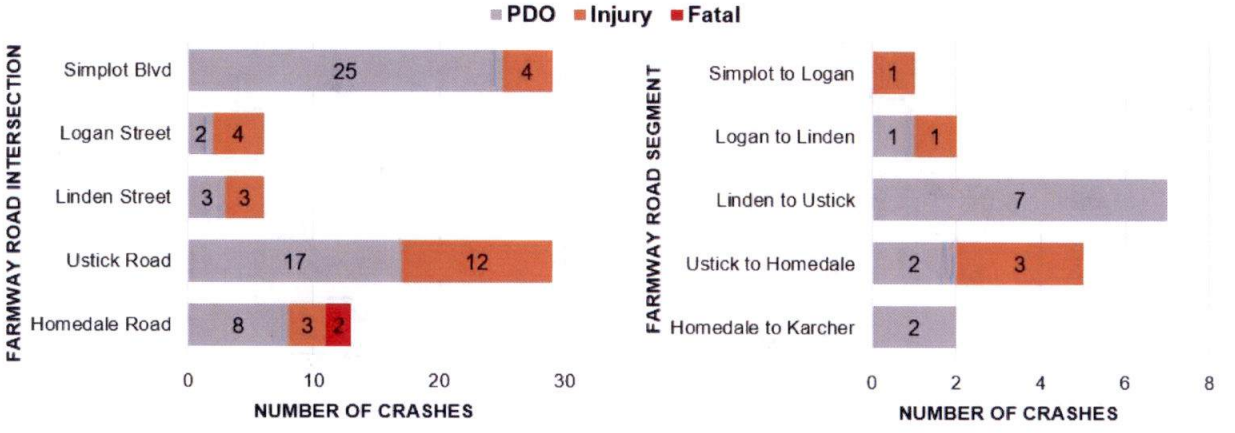


Figure 2-1. 2015-2019 crash frequency and severity – project vicinity

A total of 100 crashes were reported in the project limits within the most recent five-year period from 2015 to 2019. The majority of crashes were property damage only (PDO) crashes (67 percent), followed by C injury and B injury crashes (13 percent each), A injury crashes (5 percent) and two fatal crashes (2 percent). The most common crash types for each intersection are shown in Table 2-2 on page 7, and the most common crash types for each segment are shown in Table 2-3 on page 7.

Table 2-2. Intersection crash summary (2015-2019)

Intersection	Total Crashes	Crash Severity F / A / B / C / PDO	Frequency of Common Crash Types				
			Angle and Angle Turning	Head-On and Head-On Turning	Side Swipe (Opposite and Same)	Rear-End/ Rear-End Turning	Other[1]
Simplot Boulevard	29	0 / 0 / 1 / 3 / 25	20	2	3	1	3
Logan Street	6	0 / 1 / 0 / 3 / 2	2	-	1	2	1
Linden Street	6	0 / 0 / 1 / 2 / 3	5	-	1	-	-
Ustick Road	29	0 / 0 / 10 / 2 / 17	20	2	1	1	5
Homedale Road	13	2 / 2 / 0 / 1 / 8	10	-	-	1	2

[1]*Other includes pedestrian, backed into, overturn, embankment, non-contact unit, guardrail, and fence*

The two fatal crashes at Homedale Road were both reported in 2017 as result of a westbound vehicle failing to stop at the stop sign and colliding with a vehicle on Farmway Road. The two fatal crashes resulted in a total of four fatalities and six injuries. The pedestrian crash was reported in 2017 at the Logan Street intersection, and the driver was cited for inattentive driving.

Table 2-3. Segment crash summary (2015-2019)

Segment	Total Crashes	Crash Severity F / A / B / C / PDO	Frequency of Common Crash Types				
			Angle and Angle Turning	Head-On	Rear-End	Overturn	Other[1]
Simplot to Logan	1	0 / 0 / 0 / 1 / 0	-	-	-	-	1
Logan to Linden	2	0 / 1 / 0 / 0 / 1	1	-	-	-	1
Linden to Ustick	7	0 / 0 / 0 / 0 / 7	-	-	1	2	4
Ustick to Homedale	5	0 / 1 / 1 / 1 / 2	1	1	1	2	-
Homedale to Karcher	2	0 / 0 / 0 / 0 / 2	-	-	-	-	2

[1]*Other includes ditch, pedestrian, fence, fixed object, and utility/light post, pole, or support*

The were no fatal crashes reported along Farmway Road that were not intersection-related between 2015 and 2019. There was one pedestrian crash reported in 2016 south of Logan Street

where a pedestrian attempted to perform a mid-block crossing at night and was struck by a northbound vehicle resulting in a type A injury crash.

The most common crash types for all intersection related crashes were angle/angle turning (69 percent), head-on/head-on turning (5 percent), rear-end/rear-end turning (7 percent), and side swipe opposite/same direction (6 percent). All other crash types represent four percent or less of the total intersection related crash types. The most common contributing circumstances are failed to yield (46 percent), failed to obey stop sign (13 percent), inattention and speed too fast for conditions (7 percent each). All other contributing circumstances represent six percent or less of the total intersection related crash contributing circumstances.

The most common crash types for non-intersection related crashes were related to the vehicle leaving the roadway and striking a fixed object (totaling 47 percent of segment crashes), followed by overturn (24 percent), rear-end (12 percent), and angle/angle turning (12 percent). The most common contributing circumstances for the non-intersection related crashes was speed to fast for conditions (24 percent). All other reported contributing circumstance are reported only two times per segment and represent twelve percent or less.

Chapter 3 Forecasted Traffic

3.1 Traffic Forecasts

3.1.1 Seasonal Adjustment Factors

The traffic counts were collected on weekdays throughout different months of the year and do not represent annual average weekday traffic (AAWT); therefore, the counts were adjusted by a monthly seasonal adjustment factor (MSF) to normalize them to AAWT. Local transportation agencies do not generate standardized MSFs or have a standard method to calculating MSFs; therefore, the standardized method from the *2019 Project Traffic Forecasting Handbook* by the Florida Department of Transportation (FDOT) was used.

Following FDOT methodology, MSFs were calculated for each month using historic traffic volumes recorded at the four surrounding automatic traffic recorders (ATRs) from the previous calendar year. Due to Covid-19 impacts on traffic in 2020, data from 2019 was used for the previous calendar year. The MSFs that were applied to each traffic count according to the count month are shown in Table 3-1.

Table 3-1. Monthly seasonal adjustment factors

Month	Monthly Seasonal Adjustment Factor (MSFs)
July	0.970
December	1.088

3.1.2 Land Use and Demographics

Existing and future projected demographics data surrounding the project vicinity were provided by the Community Planning Association of Southwest Idaho (COMPASS) and land use mapping was obtained from Canyon County and the City. The existing land use surrounding Farmway Road is primarily agricultural farmland, with a mix of dispersed residential housing on the east side of Farmway Road north of Ustick Road and commercial developments near the Simplot Boulevard intersection (see Figure 3-1 on page 10 for Canyon County and Figure 3-2 on page 11 for the City of Caldwell). The land use surrounding Farmway Road is projected to grow with residential development south of Laurel Road to Ustick Road, and industrial expansion north of Laurel Road

to Simplot Boulevard. Commercial development is projected at the intersection of Karcher Road and Farmway Road.

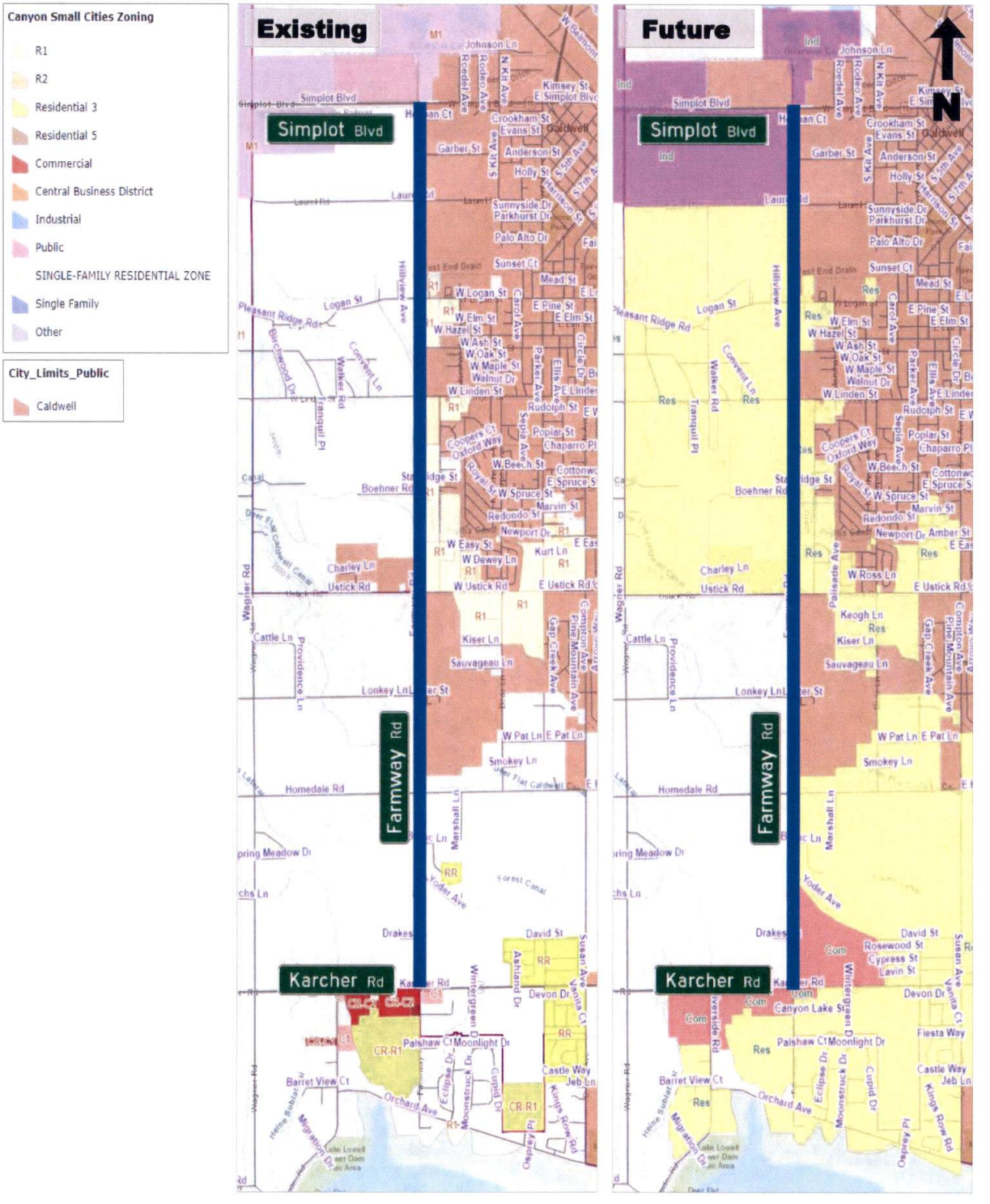


Figure 3-1. Canyon County land use zoning surrounding Farmway Road

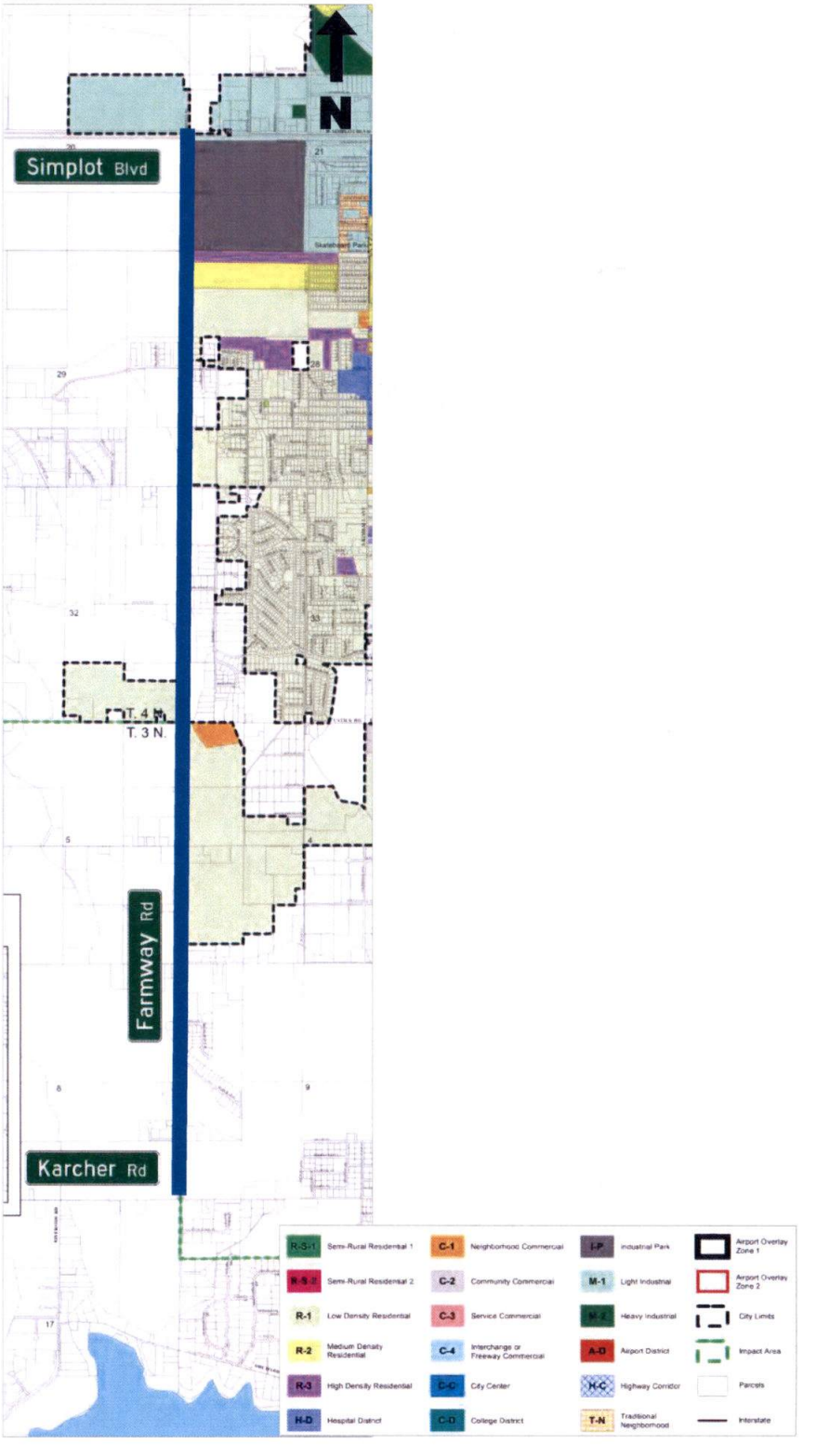


Figure 3-2. City of Caldwell land use zoning surrounding Farmway Road

Population, household, and employment demographics for the region that surround the project vicinity were provided by COMPASS for 2020 and 2040. Demographics were summarized for the one-mile area surrounding Farmway Road that is expected to be serviced by Farmway Road. The demographics from the traffic analysis zones (TAZs) were consolidated into two regions, City of Caldwell and Canyon County. The total population in the area is projected to increase 25 percent from 2020 to 2040, including an increase in households and employment by 31 percent and 85 percent, respectively (see Figure 3-3).

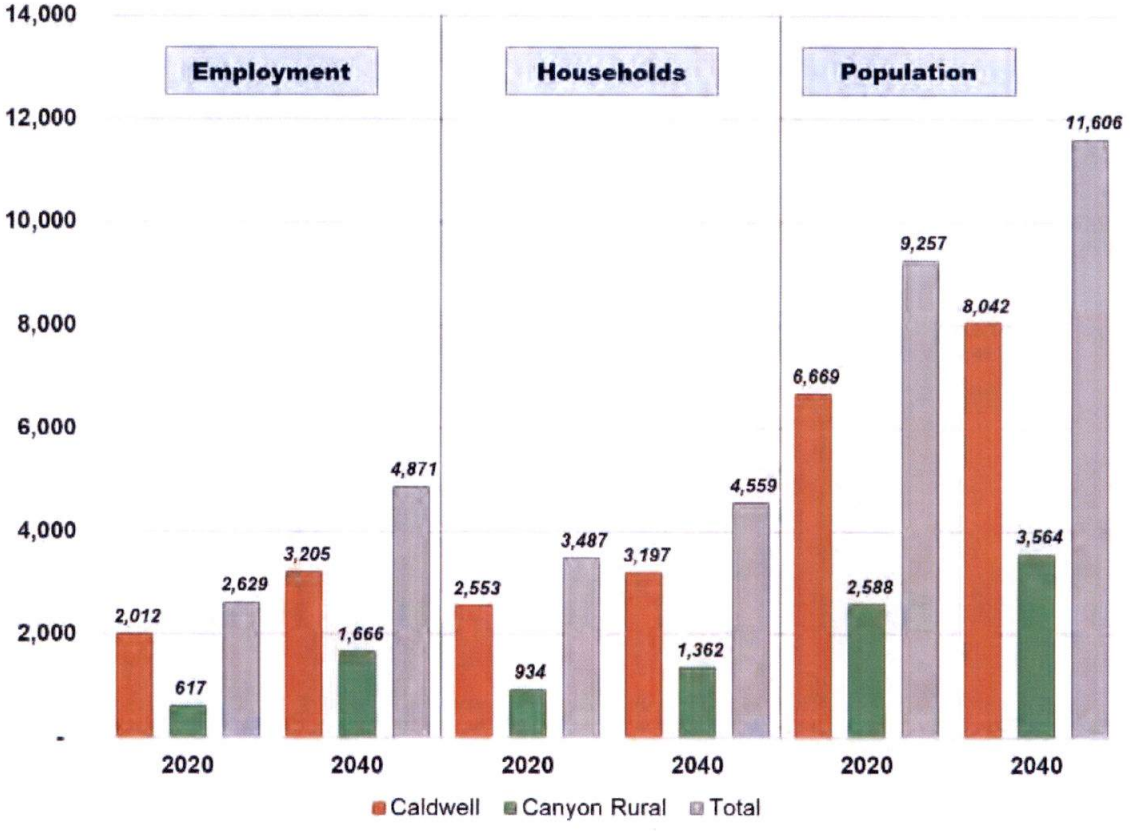


Figure 3-3. 2020 and 2040 demographics

3.1.3 COMPASS CIM 2.0 Roadway Network

COMPASS provided 24-hour, AM and PM peak forecasts from their 2020, 2030, 2035 and 2040 travel demand models that were updated in July 2020 with reconciled demographics and roadway network conformity. The following short-term or long-term funded improvements in the vicinity

of Farmway Road are included in the model roadway network and are obtained from the 2040 Communities in Motion 2.0 (2040 CIM 2.0) master plan:

- **2020 Base**
  - Includes all roadway improvements expected to be open by December 31, 2020.
- **2040 No-Build (COMPASS Adopted Model)**
  - Surrounding Roadway Network: Includes programmed and long-term funded roadway projects listed in the 2040 CIM 2.0.
  - Farmway Road: Existing two-lane roadway
- **2040 Build (COMPASS Alternative Models)**
  - Surrounding Roadway Network: All Build alternatives include programmed long-term funded roadway projects listed in the 2040 CIM 2.0, plus the following two unfunded projects to be considered for fiscal-year 2028 funding through the ITD Safety and Capacity program:
    - Karcher Road, Farmway to 10th Avenue, five-lane widening
    - Karcher Road, 10th Avenue to Indiana Road, five-lane widening
  - Farmway Road: The following four alternatives vary the number of lanes on Farmway and compare to the build consideration of a bridge spanning the Boise River (see Table 3-2):
    - Alternative 1: Three-lane Farmway Road from Simplot Boulevard to Karcher Road
    - Alternative 2: Three-lane Farmway Road from Simplot Boulevard to Karcher Road with three-lane Boise River crossing
    - Alternative 3: Five-lane Farmway Road from Simplot Boulevard to Karcher Road
    - Alternative 4: Five-lane Farmway Road from Simplot Boulevard to Karcher Road with three-lane Boise River crossing

Table 3-2. No-Build and Build alternative models

Alternative Name	Number of Lanes on Farmway	Number of Lanes on SH-55, Farmway to Indiana	Includes 3-Lane Boise River Crossing
No-Build	2	2	No
Alterative 1	3	5	No
Alterative 2	3	5	Yes
Alterative 3	5	5	No
Alterative 4	5	5	Yes

3.1.4 COMPASS Model Traffic Comparisons

Average daily traffic (ADT) at key segment locations for the 2040 No-Build and four Build alternatives are shown in Table 3-3. The unadjusted 2040 ADT volumes shown are the raw forecast volumes from the COMPASS models that were used in discussion by Six Mile, CHD4 and the City of Caldwell for determination of which Build alternative model to proceed with in the traffic analysis.

Table 3-3. Unadjusted 2040 COMPASS model No-Build and Build segment ADT

Road	Segment	Existing Count (Year)	2020 Base Forecast	2040 No-Build	2040 Build Alt 1	2040 Build Alt 2	2040 Build Alt 3	2040 Build Alt 4
		2-Lane Existing Conditions	*2-Lane Existing Conditions*	*2-Lane Existing Conditions*	*3-Lane Without River Crossing*	*3-Lane With River Crossing*	*5-Lane Without River crossing*	*5-Lane With River Crossing*
North-South Roadways								
Farmway Road	Boise River crossing	n/a	n/a	n/a	n/a	8,900	n/a	8,900
	south of Simplot Boulevard (SH-19)	6,237 (2018)	4,800	10,200	10,000	11,500	10,000	10,400
	north of Ustick Road	6,486 (2020)	5,500	9,800	8,800	9,900	9,600	10,700
	north of Karcher Road (SH-55)	5,660 (2020)	3,800	10,200	10,000	11,500	10,000	10,400
Wagner Road *(1 mile west of Farmway)*	north of Ustick Road	347 (2009)	260	240	240	240	240	240
	north of Simplot Boulevard (SH-19)	227 (2015)	570	1,310	2,600	2,400	2,500	2,400
10th Avenue *(1 mile east of Farmway)*	north of Ustick Road	4,000 (2019)	4,300	7,600	6,900	6,500	3,000	3,000
	north of Karcher Road (SH-55)	7,083 (2018)	1,690	6,700	7,200	7,000	1,570	1,560
East-West Roadways								
Simplot Boulevard (SH-19)	west of Farmway Road	13,000 (2019)	14,700	23,900	23,900	24,500	23,900	24,500
	east of Farmway Road	15,000 (2019)	15,800	25,000	25,000	22,100	25,000	22,100
Karcher Road (SH-55)	west of Farmway Road	12,836 (2019)	16,500	19,800	20,300	20,200	20,300	20,200
	east of Farmway Road	12,100 (2019)	14,600	18,500	23,800	23,900	23,800	24,000

The unadjusted 2040 ADT volume differences between the No-Build and Build alternatives are shown in Table 3-4. A positive value indicates that the Build alternative has an increase in vehicle demand compared to the No-Build option; whereas a negative number indicates that the Build model removes vehicles from the observed segment location due to alternate routes being taken with the improved surrounding roadway network in the project vicinity.

Table 3-4. Unadjusted 2040 No-Build and Build segment ADT differences

Road	Segment	2040 No-Build *2-Lane Existing Conditions*	2040 Build Alt 1 *3-Lane Without River Crossing*	2040 Build Alt 2 *3-Lane With River Crossing*	2040 Build Alt 3 *5-Lane Without River Crossing*	2040 Build Alt 4 *5-Lane With River Crossing*
North-South Roadways						
Farmway Road	Boise River crossing	-	0	8,900	0	8,900
	south of Simplot Boulevard (SH-19)	-	-200	1,300	-200	200
	north of Ustick Road	-	-1,000	100	-200	900
	north of Karcher Road (SH-55)	-	-200	1,300	-200	200
Wagner Road *(1 mile west of Farmway)*	north of Ustick Road	-	0	0	0	0
	north of Karcher Road (SH-55)	-	1,290	1,090	1,190	1,090
10th Avenue *(1 mile east of Farmway)*	north of Ustick Road	-	-700	-1,100	-4,600	-4,600
	north of Karcher Road (SH-55)	-	500	300	-5,130	-5,140
East-West Roadways						
Simplot Boulevard (SH-19)	west of Farmway Road	-	0	600	0	600
	east of Farmway Road	-	0	-2,900	0	-2,900
Karcher Road (SH-55)	west of Farmway Road	-	500	400	500	400
	east of Farmway Road	-	5,300	5,400	5,300	5,500

3.1.5 Planning-Level Analysis

The ADT volumes on Farmway Road for the No-Build and Build alternatives were compared to planning-level LOS thresholds from FDOT to evaluate the travel lane needs. The FDOT thresholds values vary according to different parameters: LOS, area type (urban, transitional, rural), facility

type (freeway, uninterrupted highway, signalized), if a signalized facility – state versus non-state facility, divided or undivided median, with or without turn lanes, and speed limit.

According to section 3120.020 of the 2022 Association of Canyon County Highway Districts Manual, the minimum design LOS is LOS C for rural roadways and intersections, and LOS D for suburban roadways and intersections.

The following parameters were used for the FDOT analysis on Farmway Road:

- Existing – Transitioning Area, Uninterrupted Highway
- 2040 No-Build – Urban Area, Non-State Signalized Arterial, 40 mph or higher speed limit. All-way stop control or signalization will be needed at the study intersections Farmway Road by 2040.
- 2040 Build – Urban Area, Non-State Signalized Arterial, 40 mph or higher speed limit. The FDOT methodology does not include thresholds for a roundabout arterial so only signalized arterial thresholds were used.

On Farmway Road, the 2020 base forecasts are significantly lower than the actual counts, which indicates that the 2040 forecasts may be underestimated. To account for this underestimation of the ADT used for the FDOT analysis, the ADT was modified using the *Screenline Refinement with Base Volumes* method from Section 6.1 of *NCHRP 765, Analytical Travel Forecasting Approaches from Project-Level Planning and Design* (NCHRP 765). The 2020 count volumes were compared to the 2020 base model forecasts to determine the type of adjustment to apply to the 2040 model forecasts to generate the 2040 adjusted forecasts. In general, the 2040 model forecasts are modified by applying both the *Difference* and *Ratio* method and averaging those two modified values, resulting in the screenline-adjusted 2040 forecast volumes. The values shown in Table 3-5 on page 17 are the 2040 Farmway Road unadjusted ADT on the corridor and the corresponding screenline-adjusted ADT.

The screenline-adjusted ADT on Farmway Road is slightly greater than the three-lane FDOT threshold for the three-lane model with Boise River crossing (Alternative 2), and less than the five-lane FDOT threshold for the five-lane models (Alternatives 3 and 4).

After coordination with CHD4 and the City, the agencies decided to proceed with analysis for a five-lane corridor with the Build Alternative 3 screenline-adjusted AM and PM peak hour volumes. Though the FDOT planning-level analysis did not suggest the need for the five lanes with the

projected 2040 volumes, if a Boise River crossing is funded and constructed in the future a five-lane cross-section would be needed; therefore, a five-lane cross-section was selected as the preferred lane configuration. In addition, a five-lane cross-section would provide additional excess capacity if the 2045 design year forecasts are underestimated, and more development and traffic growth occur.

Table 3-5. Farmway Road – Existing, No-Build and Build segment ADT and FDOT LOS

Road	Segment	Existing Count	2040 No-Build	2040 Build Alt 1	2040 Build Alt 2	2040 Build Alt 3	2040 Build Alt 4
		2-Lane Existing Conditions	*2-Lane Existing Conditions*	*3-Lane Without River Crossing*	*3-Lane With River Crossing*	*5-Lane Without River Crossing*	*5-Lane With River Crossing*
Farmway Road	Boise River Crossing	n/a	n/a	n/a	8,900	n/a	8,900
	Simplot Boulevard to Karcher Road *(raw count/forecast, ADT on segment)*	6,832	9,800	9,600	10,500	9,600	10,500
	Simplot Boulevard to Karcher Road *(screenline-adjusted, ADT on segment)*	n/a	11,639	11,429	13,026	11,429	13,026
Existing or Modeled Lanes on Farmway Road, Simplot Boulevard to Karcher Road		2	2	3	3	5	5
Major Intersection Type *(not including Simplot Boulevard or Karcher Road)*		Existing Two-Way Stop-Control	Signalized and/or All-Way Stop Control	Signalized or Roundabout	Signalized or Roundabout	Signalized or Roundabout	Signalized or Roundabout
FDOT LOS D Max Threshold		17,300		12,960		30,600	
FDOT LOS E/F Max Threshold		23,400		14,580		31,950	
Number of Lanes Needed, Simplot Boulevard to Karcher Road, for LOS D or better		***2***	***2***	***3***	***5***	***3***	***5***

3.1.6 2045 Forecasted Peak Hour Traffic

The 2040 AM and PM peak hour turning movement traffic were derived from the screenline-adjusted directional approach forecasts using the *Iterative Procedure – Directional Method* in section 6.1 of the NCHRP 765. The directional method uses an initial estimate of intersection turning movement percentages (2020 projected counts, seasonally adjusted) to alternatively balance the 2040 entering traffic and departing traffic volumes in a turning movement matrix until an acceptable level of convergence is reached.

Because the 2045 COMPASS model was not available at the time of the traffic analysis effort, the 2040 forecasts were scaled up to 2045 volumes by applying directional and intersection growth rates calculated from the 2035 and 2040 forecast models. These projected 2045 AM and PM peak turning movement volumes were used in the traffic analysis for network and intersection operations.

Chapter 4 Forecasted Traffic Analysis

4.1 Intersection Analysis

4.1.1 Conventional Intersection Analysis

The measures of effectiveness (MOEs) for conventional intersection operations include average vehicle delay, LOS and the v/c ratio of the controlled approach for unsignalized intersections, and worst v/c ratio and worst movement for signalized intersections. The operations were evaluated for 2020 Existing, 2045 Build with signalized corridor, and 2045 Build with roundabout corridor.

Conventional intersection analysis followed methodologies from the *Highway Capacity Manual, Volume 6* (HCM6). Both unsignalized and conventional signalized intersections were evaluated with Synchro 11 software, and the analysis summary reports are in the Appendix. The following parameters were used in the Synchro analysis:

- 2020 Existing
  - Saturation flow rate: 1,628 vehicles per hour per lane (vphpl) (field measured)
  - Peak hour factor: Existing (from counts)
  - Heavy vehicle percentages: Existing (from counts)
  - Intersection control: Two-way stop-controlled
- 2045 No-Build
  - Saturation flow rate: 1,900 vphpl
  - Peak hour factor: 1.0
  - Heavy vehicle percentages: Existing (from counts)
  - Signalized cycle lengths per timing operation:
    - Uncoordinated: 120 seconds during the AM peak hour and 130 seconds during the PM peak hour
    - Actuated-coordinated: 120 seconds during the AM peak hour and 130 seconds during the PM peak hour
  - Right turn on red allowed
- 2045 Build
  - Saturation flow rate: 1,900 vphpl
  - Peak hour factor: 1.0

- Heavy vehicle percentages: Existing (from counts)
- Signalized cycle lengths:
  - Uncoordinated: Combination of 100 seconds and 110 seconds during both peak hours
  - Actuated-coordinated: 120 seconds during the AM peak hour and 130 seconds during the PM peak hour
- Right turn on red allowed
- Protected/permissive left turns

4.1.2 Conventional Intersection Level of Service Threshold

HCM6 defines LOS for intersections based on average delay per vehicle, and the thresholds differ between signalized and unsignalized intersections as shown in Table 4-1. The thresholds are only applicable for lane group volume-to-capacity (v/c) ratios of less than 1.0.

Table 4-1. HCM6 intersection LOS thresholds

LOS	Signalized Intersection	Unsignalized or Roundabout Intersection
A	≤10 sec	≤10 sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	>80 sec	>50 sec

4.1.3 Roundabout Analysis

Roundabout analysis was conducted with Washington State Department of Transportation (WSDOT) Method capacity methodologies using SIDRA 9 software. The WSDOT Method is the SIDRA 9 Standard capacity model, with default analysis parameters listed in the *2019 Washington State Department of Transportation Sidra Policy Settings* (included in the Traffic and Safety Report Appendix). The WSDOT Method, which follows the SIDRA Standard model, is dependent on roundabout design parameters, including inscribed circle diameter, lane widths, entry radius and angle, and an environmental factor that is used to calibrate to local driver behavior. The roundabout design parameters used in the SIDRA analysis are shown in Table 4-2 on page 21. This study considered a multi-lane roundabout with dual-lane approaches on Farmway Road and higher-volume side-streets and single-lane approaches on lower-volume side-streets.

Table 4-2. SIDRA roundabout parameters

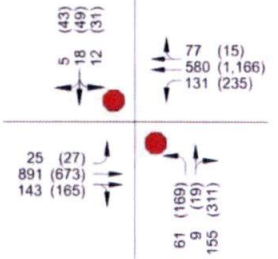
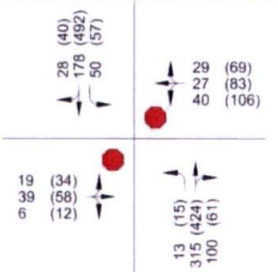
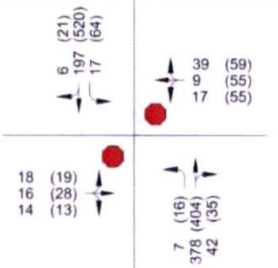
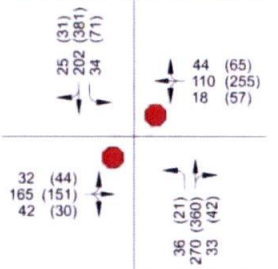
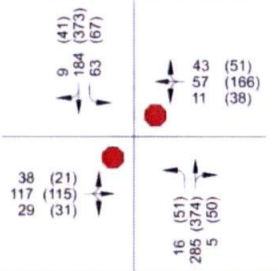
Parameter	Value	
	Single Lane Approach	Dual Lane Approach
Approaching Width	15 feet	14 feet each
Circulating Width	18 feet	30 feet
Center Island Diameter	100 feet	
Entry Radius	90 feet	110 feet
Entry Angle	30 degrees	
Environment Factor	1.0	
PHF	1.0	

4.1.4 2045 No-Build Operations

The 2045 No-Build traffic forecasts were evaluated with the existing intersection configuration, which is the scenario where no roadway or intersection improvements occur. All study intersections fail during the PM peak hour by 2045 with the projected volumes. The projected turning movement volumes, lane configurations, intersection control and MOEs are summarized in Table 4-3 on page 22. The results from the 2045 No-Build intersection traffic analysis follow:

- Simplot Boulevard and Farmway Road intersection
  - The northbound and southbound approaches operate at LOS F during both the AM and PM peak hours, with a v/c ratio greater than 1.0 on the northbound and southbound approach during the PM peak.
- Logan Street and Farmway Road intersection
  - The eastbound and westbound approaches operate at LOS F during the PM peak hour, with a v/c ratio greater than 1.0 on the westbound approach.
- Linden Street and Farmway Road intersection
  - The eastbound approach operates at LOS E and the westbound approach at LOS F during the PM peak hour, with a v/c ratio of 0.76 on the westbound approach.
- Ustick Road and Farmway Road intersection
  - The eastbound approach operates at LOS F during the AM peak hour, while both eastbound and westbound approaches operate at LOS F during the PM peak hour, with a v/c ratio greater than 1.0 in the PM peak hour and at 0.81 or better during the AM peak hour.
- Homedale Road and Farmway Road intersection
  - The eastbound and westbound approaches operate at LOS F during the PM peak hour, with a v/c ratio greater than 1.0 on both approaches.

Table 4-3. 2045 No-Build intersection operations

Intersection	Peak Hour Volumes [AM (PM)], Control and Channelization	MOE	AM Peak	PM Peak
Simplot Boulevard (SH-19) and Farmway Road		Control LOS, NB / SB	F / F	F / F
		Control Delay (sec), NB / SB	>300 / 212	>300 / >300
		Max Lane Group v/c Ratio	>1.0 (NB)	>1.0 (NB, SB)
Logan Street and Farmway Road		Control LOS, EB / WB	C / C	F / F
		Control Delay (sec), EB / WB	18 / 20	90 / >300
		Max Lane Group v/c Ratio	0.30 (WB)	>1.0 (WB)
Linden Street and Farmway Road		Control LOS, EB / WB	C / B	E / F
		Control Delay (sec), EB / WB	16 / 13	43 / 56
		Max Lane Group v/c Ratio	0.14 (WB)	0.76 (WB)
Ustick Road and Farmway Road		Control LOS, EB / WB	F / C	F / F
		Control Delay (sec), EB / WB	51 / 21	>300 / >300
		Max Lane Group v/c Ratio	0.81 (EB)	>1.0 (EB, WB)
Homedale Road and Farmway Road		Control LOS, EB / WB	D / C	F / F
		Control Delay (sec), EB / WB	27 / 17	228 / 272
		Max Lane Group v/c Ratio	0.55 (EB)	>1.0 (EB, WB)

4.1.5 2045 Build Operations

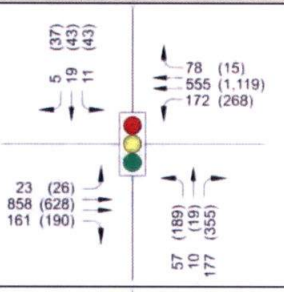
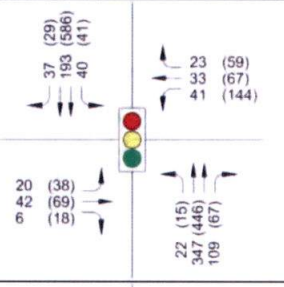
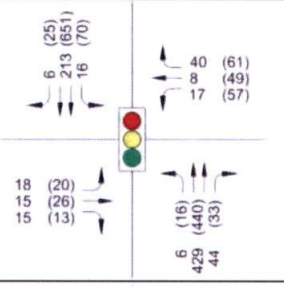
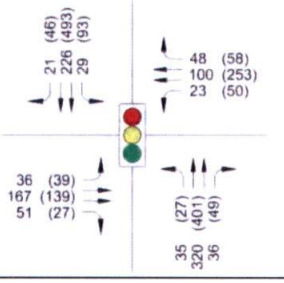
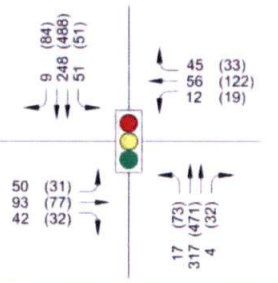
The 2045 Build traffic volumes are the traffic forecasts for Alternative 3 with five-lanes on Farmway Road and no Boise River crossing. They were analyzed at all study intersections with two intersection control scenarios – signalized corridor and roundabout corridor (dual-lane or multi-lane).

4.1.5.1 Signalized Corridor

The projected turning movement volumes, lane configurations, intersection control and MOEs are summarized in Table 4-4 on page 24. The following are results from the 2045 Build traffic forecast with signalized intersections:

- Simplot Boulevard and Farmway Road intersection
    - The intersection is projected to operate at LOS C with 31 seconds of average delay per vehicle in the PM peak hour and a v/c ratio of 0.86 or less for all lane groups during peak hours.
- Logan Street and Farmway Road intersection
    - The intersection is projected to operate at LOS C or better with 35 seconds of average delay per vehicle in the PM peak hour and a v/c ratio of 0.69 or less for all lane groups during peak hours.
- Linden Street and Farmway Road intersection
    - The intersection is projected to operate at LOS C or better with 27 seconds of average delay per vehicle in the PM peak hour and a v/c ratio of 0.63 or less for all lane groups during peak hours.
- Ustick Road and Farmway Road intersection
    - The intersection is projected to operate at LOS D or better with 36 seconds of average delay per vehicle in the PM peak hour and a v/c ratio of 0.75 or less for all lane groups during peak hours.
- Homedale Road and Farmway Road intersection
    - The intersection is projected to operate at LOS C with 25 seconds of average delay per vehicle in the AM peak hour and a v/c ratio of 0.67 or less for all lane groups during peak hours.

Table 4-4. 2045 Build intersection operations – signalized corridor

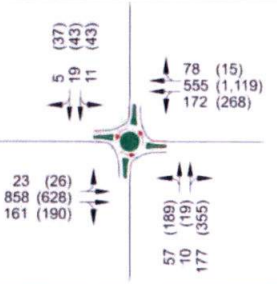
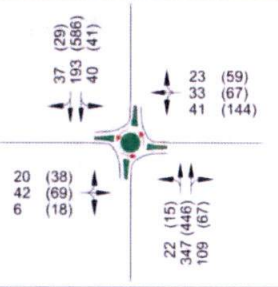
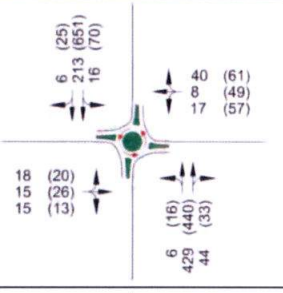
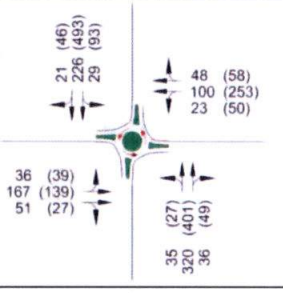
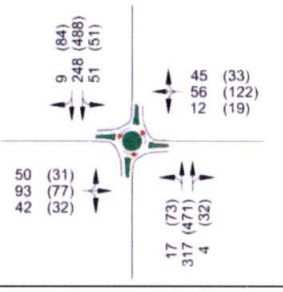
Intersection	Peak Hour Volumes [AM (PM)], Control and Channelization	MOE	AM Peak	PM Peak
Simplot Boulevard and Farmway Road		Intersection LOS	B	C
		Intersection Delay (sec)	19	31
		Max Lane Group LOS & v/c Ratio	C (NB, SB) 0.56 (NBR)	D (NBL/T, SB) 0.86 (NBR)
Logan Street and Farmway Road		Intersection LOS	C	C
		Intersection Delay (sec)	26	35
		Max Lane Group LOS & v/c Ratio	E (EBT) 0.55 (EBT)	E (EBL/T, WB) 0.69 (EBT)
Linden Street and Farmway Road		Intersection LOS	B	C
		Intersection Delay (sec)	12	27
		Max Lane Group LOS & v/c Ratio	E (EBT, WBT) 0.63 (WBR)	E (EBL/T, WBT/R) 0.58 (WBR)
Ustick Road and Farmway Road		Intersection LOS	C	D
		Intersection Delay (sec)	28	36
		Max Lane Group LOS & v/c Ratio	E (EBT/R, WBT/R) 0.67 (EBT)	E (EBT, WBT/R) 0.75 (WBT)
Homedale Road and Farmway Road		Intersection LOS	C	C
		Intersection Delay (sec)	25	23
		Max Lane Group LOS & v/c Ratio	E (EBT, WBT/R) 0.62 (WBT)	E (EBT, WBT/R) 0.67 (SBT)

4.1.5.2 Roundabout Corridor

The projected turning movement volumes, lane configuration, intersection control and MOEs are summarized in Table 4-5 on page 26. The following are results from the 2045 Build traffic forecasts with roundabout intersections:

- Simplot Boulevard and Farmway Road intersection
  - The intersection is projected to operate at LOS A in the peak hours with an average vehicle delay of 7 seconds during the PM peak hour and a v/c ratio of 0.57 or less for all lane groups during peak hours.
- Logan Street and Farmway Road intersection
  - The intersection is projected to operate at LOS A in the peak hours with an average vehicle delay of 7 seconds or less and a v/c ratio of 0.28 or less for all lane groups during peak hours.
- Linden Street and Farmway Road intersection
  - The intersection is projected to operate at LOS A in the peak hours with an average vehicle delay of 6 seconds and a v/c ratio of 0.26 or less for all lane groups during peak hours.
- Ustick Road and Farmway Road intersection
  - The intersection is projected to operate at LOS A in the peak hours with an average vehicle delay of 7 seconds or less and a v/c ratio of 0.27 or less for all lane groups during peak hours.
- Homedale Road and Farmway Road intersection
  - The intersection is projected to operate at LOS A in the peak hours with an average vehicle delay of 6 seconds and a v/c ratio of 0.24 or less for all lane groups during peak hours.

Table 4-5. 2045 Build intersection operations – roundabout corridor

Intersection	Peak Hour Volumes [AM (PM)], Control and Channelization	MOE	AM Peak	PM Peak
Simplot Boulevard (SH-19) and Farmway Road		Intersection LOS	A	A
		Intersection Delay (sec)	6	7
		Max Approach LOS & v/c Ratio	A (All) 0.40 (EB)	B (SB) 0.57 (WB)
Logan Street and Farmway Road		Intersection LOS	A	A
		Intersection Delay (sec)	6	7
		Max Approach LOS & v/c Ratio	A (All) 0.17 (NB)	A (All) 0.28 (WB)
Linden Street and Farmway Road		Intersection LOS	A	A
		Intersection Delay (sec)	6	6
		Max Approach LOS & v/c Ratio	A (All) 0.16 (NB)	A (All) 0.26 (SB)
Ustick Road and Farmway Road		Intersection LOS	A	A
		Intersection Delay (sec)	6	7
		Max Approach LOS & v/c Ratio	A (All) 0.16 (NB)	A (All) 0.27 (SB)
Homedale Road and Farmway Road		Intersection LOS	A	A
		Intersection Delay (sec)	6	6
		Max Approach LOS & v/c Ratio	A (All) 0.17 (EB)	A (All) 0.24 (SB)

4.2 Roadway Segment Analysis

Urban street section LOS is based on travel speeds. Travel speeds for through traffic were calculated on each roadway segment from the microsimulation results and are based on an average of five microsimulation runs. The AM and PM peak hours were modeled for a 1.5-hour period, including 30 minutes of warm-up. The results are shown in the following sections.

4.2.1 Roadway Segment Level of Service Threshold

Urban street section LOS was evaluated on each roadway segment from the corridor microsimulation results generated by an average of five microsimulation runs in VISSIM. The metric is based on average travel speed between intersections and provides a measure of the corridor operations on Farmway Road for the northbound and southbound directions. The AM and PM peak hours were modeled for a 1.5-hour period, including 30 minutes of warm-up. The urban street section LOS criteria for each speed category are shown in Table 4-6 and the results are shown in the following sections.

Table 4-6. HCM6 urban street section LOS criteria

LOS	Travel Speed Threshold by Base Free-Flow Speed, mph							v/c Ratio*
	55	50	45	40	35	30	25	
A	>44	>40	>36	>32	>28	>24	>20	≤ 1.0
B	>37	>34	>30	>27	>23	>20	>17	
C	>28	>25	>23	>20	>18	>15	>13	
D	>22	>20	>18	>16	>14	>12	>1	
E	>17	>15	>14	>12	>11	>9	>8	
F	≤17	≤15	≤14	≤12	≤11	≤9	≤8	
F	Any							> 1.0

** The critical v/c ratio is based on consideration of the through movement v/c ratio at each boundary intersection in the subject direction of travel. The critical v/c ratio is the largest ratio of those considered.*

4.2.2 2020 Existing and 2045 No-Build

If no intersection control improvements and widening occurs on Farmway Road by 2045, the northbound travel time is expected to increase from nearly six minutes to 19 minutes during both peak hours, while the southbound travel time remains nearly constant at approximately six minutes. Most of the increase in northbound delay is due to the Simplot Boulevard intersection which remains stop-controlled on the Farmway Road approach in 2045. The 2020 Existing and 2045 No-Build travel time results are shown in Table 4-7 on page 28.

Table 4-7. 2020 Existing and 2045 No-Build travel times

			AM Peak		PM Peak	
			2020 Existing	2045 No-Build	2020 Existing	2045 No-Build
Direction	Length*, mi	Posted Speed, mph	Travel Time, min (field calibrated)	Travel Time, min	Travel Time, min (field calibrated)	Travel Time, min
SB	4.5	50	5.7	5.9	5.8	6.0
NB	4.5	50	5.8	19.3	5.8	19.0

The urban street section LOS for the 2020 Existing and 2045 No-Build existing traffic conditions are shown in Table 4-8 and Table 4-9 on page 28. All segments operate at LOS A under 2020 Existing traffic conditions except the northbound segment between Logan Street and Simplot Boulevard which operates at a LOS F. The stop-controlled northbound approach to Simplot Boulevard creates severe congestion for the segment and the average travel speed reduces to four (4) mph. If no intersection control modifications are made at the Simplot Boulevard and Farmway Road intersection by 2045, the northern most segment between Logan Street and Simplot Boulevard will fail during both the AM and PM peak hour, and possibly at other non-peak hour periods throughout the day.

Table 4-8. 2020 Existing and 2045 No-Build urban street section LOS – AM peak

				2020 Existing		2045 No-Build Existing Configuration	
Direction	Farmway Road Segment Location	Posted Speed Limit, mph	Segment Length, mi	Average Travel Speed, mph	Urban Roadway LOS	Average Travel Speed, mph	Urban Roadway LOS
SB	Simplot to Logan	50	0.99	47.8	LOS A	47.4	LOS A
SB	Logan to Linden	50	0.50	49.0	LOS A	48.7	LOS A
SB	Linden to Ustick	50	1.01	48.8	LOS A	48.5	LOS A
SB	Ustick to Homedale	50	1.03	48.6	LOS A	48.2	LOS A
SB	Homedale to Karcher	50	0.99	46.1	LOS A	40.2	LOS A
NB	Karcher to Homedale	50	0.99	47.8	LOS A	47.4	LOS A
NB	Homedale to Ustick	50	1.03	48.6	LOS A	48.2	LOS A
NB	Ustick to Linden	50	1.01	48.4	LOS A	47.9	LOS A
NB	Linden to Logan	50	0.50	48.0	LOS A	47.3	LOS A
NB	Logan to Simplot	50	0.99	42.1	LOS A	4.0	LOS F

Table 4-9. 2020 Existing and 2045 No-Build urban street section LOS – PM peak

Direction	Farmway Road Segment Location	Posted Speed Limit, mph	Segment Length, mi	2020 Existing		2045 No-Build Existing Configuration	
				Average Travel Speed, mph	Urban Roadway LOS	Average Travel Speed, mph	Urban Roadway LOS
SB	Simplot to Logan	50	0.99	47.4	LOS A	47.4	LOS A
SB	Logan to Linden	50	0.50	48.3	LOS A	48.3	LOS A
SB	Linden to Ustick	50	1.01	48.3	LOS A	48.2	LOS A
SB	Ustick to Homedale	50	1.03	48.1	LOS A	47.7	LOS A
SB	Homedale to Karcher	50	0.99	43.0	LOS A	36.7	LOS B
NB	Karcher to Homedale	50	0.99	47.6	LOS A	47.2	LOS A
NB	Homedale to Ustick	50	1.03	48.7	LOS A	48.3	LOS A
NB	Ustick to Linden	50	1.01	48.5	LOS A	47.8	LOS A
NB	Linden to Logan	50	0.50	48.1	LOS A	47.1	LOS A
NB	Logan to Simplot	50	0.99	43.3	LOS A	4.1	LOS F

4.2.3 2045 Build

The urban street section LOS for the AM and PM peak hour with the 2045 Build with signalized corridor and roundabout corridor scenarios are compared in Table 4-10 and Table 4-11 on page 30.

Table 4-10. 2045 Build urban street section LOS – AM peak

Direction	Farmway Road Segment Location	Posted Speed Limit, mph	Segment Length, mi	2045 Build Signalized Corridor		2045 Build Roundabout Corridor	
				Travel Speed, mph	Urban Street LOS	Travel Speed, mph	Urban Street LOS
SB	Simplot to Logan	50	0.99	44.8	LOS A	41.0	LOS A
SB	Logan to Linden	50	0.50	45.8	LOS A	34.8	LOS B
SB	Linden to Ustick	50	1.01	42.3	LOS A	41.0	LOS A
SB	Ustick to Homedale	50	1.03	45.0	LOS A	41.5	LOS A
SB	Homedale to Karcher	50	0.99	44.8	LOS A	28.6	LOS C
NB	Karcher to Homedale	50	0.99	43.4	LOS A	41.8	LOS A
NB	Homedale to Ustick	50	1.03	46.4	LOS A	40.8	LOS A
NB	Ustick to Linden	50	1.01	47.7	LOS A	40.8	LOS A
NB	Linden to Logan	50	0.50	45.2	LOS A	34.5	LOS B
NB	Logan to Simplot	50	0.99	33.0	LOS C	32.4	LOS C

Table 4-11. 2045 Build urban street section LOS – PM peak

Direction	Farmway Road Segment Location	Posted Speed Limit, mph	Segment Length, mi	2045 Build Signalized Corridor		2045 Build Roundabout Corridor	
				Travel Speed, mph	Urban Street LOS	Travel Speed, mph	Urban Street LOS
SB	Simplot to Logan	50	0.99	43.5	LOS A	39.5	LOS B
SB	Logan to Linden	50	0.50	45.8	LOS A	34.2	LOS B
SB	Linden to Ustick	50	1.01	42.9	LOS A	40.0	LOS B
SB	Ustick to Homedale	50	1.03	45.8	LOS A	40.5	LOS A
SB	Homedale to Karcher	50	0.99	25.9	LOS C	28.6	LOS C
NB	Karcher to Homedale	50	0.99	44.6	LOS A	41.5	LOS A
NB	Homedale to Ustick	50	1.03	42.1	LOS A	40.2	LOS A
NB	Ustick to Linden	50	1.01	46.5	LOS A	40.8	LOS A
NB	Linden to Logan	50	0.50	41.6	LOS A	34.4	LOS B
NB	Logan to Simplot	50	0.99	28.3	LOS C	34.1	LOS B

Adding conventional signals or roundabouts will reduce the average travel speed along the entire corridor; however, intersection control improvements will improve the travel time for northbound traffic between Logan Street and Simplot Boulevard from LOS F to LOS C or better by allowing Farmway Road traffic to proceed through the intersection with significantly less delay compared to the existing stop-controlled intersection. This results in acceptable differences in the segment LOS along the corridor in both directions during the AM and PM peak hours.

For the two 2045 Build intersection control scenarios, the worst segment LOS during the AM peak hour is expected to be LOS C for northbound between Logan Street and Simplot Boulevard with both corridor scenarios, and the worst segment LOS during the PM peak hour is expected to be LOS C for southbound travel between Homedale Road and Karcher Road with both corridor scenarios.

The comparison between the 2045 No-Build and 2045 Build corridor alternatives travel time results for the AM and PM peak hours are shown in Table 4-12 and Table 4-13 on page 31. The following is the summary of the travel time benefits for the critical northbound travel direction for each corridor treatment:

- 2045 Build Signalized Corridor
    - The five-lane widening with coordinated signals constructed at the study intersections reduces the travel time from 19.3 minutes (No-Build travel time) to

6.5 minutes during the AM peak hour and reduces from 19.0 minutes to 7.0 minutes during the PM peak hour.

- 2045 Build Roundabout Corridor
  - The five-lane widening with dual-lane roundabouts constructed at the study intersections reduced the travel time from 19.3 minutes (No-Build travel time) to 7.3 minutes during the AM peak hour and reduces from 19.0 minutes to 7.2 minutes during the PM peak hour.

Table 4-12. 2045 No-Build and 2045 Build travel times – AM peak

Direction	Length*, mi	Posted Speed, mph	2045 No-Build Travel Time, min	2045 Build Signalized Corridor Travel Time, min	2045 Build Roundabout Corridor Travel Time, min
SB	4.5	50	5.9	6.1	7.5
NB	4.5	50	19.3	6.5	7.3

** Travel time observation shown from n/o Simplot Boulevard to s/o Karcher Road*

Table 4-13. 2045 No-Build 2045 Build travel times – PM peak

Direction	Length*, mi	Posted Speed, mph	2045 No-Build Travel Time, min	2045 Build Signalized Corridor Travel Time, min	2045 Build Roundabout Corridor Travel Time, min
SB	4.5	50	6.0	7.1	7.6
NB	4.5	50	19.0	7.0	7.2

** Travel time observation shown from n/o Simplot Boulevard to s/o Karcher Road*

Chapter 5 Safety Analysis

5.1 Delay Benefit-Cost Analysis

The cost benefit of reduced delay for motorists traveling the Farmway Road corridor with the two intersection control improvement scenarios was calculated for a 20-year service life. Delay costs were calculated for the 2045 No-Build, Build signalized corridor, and Build roundabout corridor. The difference in delay costs was used to determine the benefit costs with respect to each improvement scenario. Benefits were quantified for each year and were conservatively calculated for weekday AM and PM peak periods only, although the improvements would likely reduce delays during other periods of the day and on weekends. The following components were used in the calculations:

- Network Delay (vehicle-hours) – The network delay per vehicle type (passenger car or heavy vehicle) is obtained from the VISSIM microsimulations for all vehicles on Farmway Road and the side streets for the AM and PM peak hour. The delay for the years between 2020 existing and 2045 were determined using straight line interpolation. All network delay savings are based on the savings with respect to the No-Build scenario.
- Annual Delay – The daily network delay savings multiplied by 250 days (five weekdays per week at 52 weeks per year minus 10 holidays).
- Delay Cost – An hourly delay cost of $20.77 is based on ITD's 2020 road user cost for passenger cars and $50.45 for commercial/heavy vehicles.
- Project Cost – The estimated project costs for the No-Build and two Build scenarios, which includes construction and design costs, but not right-of-way, follows:
    - Build Signalized Corridor = $46.7 million
    - Build Roundabout Corridor = $45.0 million

Using the network delay results, the total delay savings benefit for the 20-year service life of the proposed Build improvements, and the resulting total benefit-cost ratio, are as follows and with the details shown in Table 5-1 on page 33:

- Build Signalized Corridor - $14.1 million and 0.30:1
- Build Roundabout Corridor - $14.9 million and 0.33:1

Table 5-1. Delay benefit-cost ratio for proposed improvements (20-year service life)

Time period	No-Build Delay (veh.-hrs)	Build Delay (veh.-hrs)	Delay Savings (veh.-hrs)	Total Delay Savings in 20 Years (veh.-hrs)	ITD Passenger Car cost per Hour	ITD Heavy Vehicle cost per Hour	Delay Savings Benefit over 20-year Service Life
Build Signalized Corridor							
AM (Passenger Car)	88.7	36.9	51.8	269,577	$20.77		$5,599,119
AM (HV)	8.8	2.1	6.7	34,836		$50.45	$1,757,473
PM (Passenger Car)	112.3	62.8	49.5	257,200	$20.77		$5,342,042
PM (HV)	8.6	3.3	5.3	27,312		$50.45	$1,377,875
						TOTAL DELAY SAVINGS	*$14,076,509*
						TOTAL ESTIMATED PROJECT COST	*$46,712,790*
						DELAY BENEFIT-COST RATIO	**0.30**
Build Roundabout Corridor							
AM (Passenger Car)	88.7	32.3	56.5	293,563	$20.77		$6,097,311
AM (HV)	8.8	2.0	6.8	35,443		$50.45	$1,788,104
PM (Passenger Car)	112.3	61.2	51.1	265,938	$20.77		$5,523,540
PM (HV)	8.6	3.1	5.5	28,571		$50.45	$1,441,425
						TOTAL DELAY SAVINGS	*$14,850,381*
						TOTAL ESTIMATED PROJECT COST	*$44,957,640*
						DELAY BENEFIT-COST RATIO	**0.33**

5.2 Safety Benefit-Cost Analysis

5.2.1 Five-Year Crash History (2015 to 2019) Cost

The costs associated with the crash data from the most current five-year period, 2015 to 2019, were evaluated by the 2021 ITD Highway Safety Improvement Program (HSIP) methodology for each study intersection and roadway segment along Farmway Road between Simplot Boulevard and Karcher Road. The total crashes, severity and costs are summarized in Table 5-2 on page 34. Over five years, the corridor had 100 crashes reported totaling almost $26 million, or approximately $5.2 million per year.

Table 5-2. Intersection and roadway segment crash summary (2015-2019)

	Fatality	Injury A	Injury B	Injury C	Property Damage Only	Total Crashes	Total Crash Costs
Cost per Crash[1]	*$10,322,433*	*$493,671*	*$134,460*	*$68,660*	*$3,478*		
Intersection							
Simplot and Farmway	0	0	1 (3%)	3 (10%)	25 (86%)	29	$427,390
Logan and Farmway	0	1 (17%)	0	3 (50%)	2 (33%)	6	$706,607
Linden and Farmway	0	0	1 (17%)	2 (33%)	3 (50%)	6	$282,214
Ustick and Farmway	0	0	10 (34%)	2 (7%)	17 (59%)	29	$1,541,046
Homedale and Farmway	2 (15%)	2 (15%)	0	1 (8%)	8 (62%)	13	$21,728,692
					Intersection Subtotal	***83***	**$24,685,949**
Roadway Segment							
Simplot to Logan	0	0	0	1 (100%)	0	1	$68,660
Logan to Linden	0	1 (50%)	0	0	1 (50%)	2	$497,149
Linden to Ustick	0	0	0	0	7 (100%)	7	$24,346
Ustick to Homedale	0	1 (20%)	1 (20%)	1 (20%)	2 (40%)	5	$700,269
Homedale to Karcher	0	0	0	0	2 (100%)	2	$6,956
					Roadway Segment Subtotal	***17***	***$1,297,380***
Total	***2***	***5***	***13***	***13***	***67***	***100***	***$25,983,329***

[1] Cost per crash from 2021 ITD HSIP benefit-cost methodology

5.2.2 Potential Safety Countermeasures and Benefit-Cost Ratio

Using the 2021 ITD HSIP, the safety improvement benefit-cost ratio was estimated for two potential countermeasures for the Build traffic signal corridor (see Table 5-3 on page 36) and the Build roundabout corridor (see Table 5-4 on page 37). The crash reduction factors (CRFs) are from Federal Highway Administration's (FHWA's) Crash Modification Factor Clearinghouse. The following are the estimated benefit-cost ratios for both corridor options, calculated with the planning level cost estimates:

- Traffic Signal Corridor
    - Estimated project cost = $46,712,790
    - Estimated benefit-cost ratio = 1.63:1
    - Estimated crash reduction savings = $76,333,304 over 20 years.
- Roundabout Corridor
    - Estimated project cost = $44,957,640
    - Estimated benefit-cost ratio = 1.83:1
    - Estimated crash reduction savings = $82,490,101 over 20 years.

The HSIP forms can be found in the Appendix.

Table 5-3. Safety benefit-cost ratios of potential countermeasures – Signalized corridor

Countermeasure	Crash Reduction Factor	Crash Type (Crash Severity)	Applicable Crashes from Previous Five Years	Number of Crashes Reduced in 20 Years	Safety Savings over 20-year Service Life
Install a Traffic Signal (CRF 326)					
Simplot Boulevard	77.0%	Angle (K, A, B, C, PDO)	17	52.36	$583,629
Logan Street			2	6.16	$1,531,219
Linden Street			5	15.40	$858,507
Ustick Road			19	58.52	$3,429,026
Homedale Road			10	30.80	$66,892,235
Install a Traffic Signal (CRF 328)					
Simplot Boulevard	-58.0%	Rear-End (K, A, B, C, PDO)	1	-2.32	- $8,069
Logan Street			2	-4.64	- $167,360
Linden Street			0	0.00	$0
Ustick Road			1	-2.32	- $8,069
Homedale Road			1	-2.32	- $8,069
Install a Traffic Signal (CRF 325)					
Simplot Boulevard	44.0%	All [Other] Types (K, A, B, C, PDO)	11	19.36	$412,583
Logan Street			2	3.52	$241,683
Linden Street			1	1.76	$6,121
Ustick Road			9	15.84	$746,676
Homedale Road			2	3.52	$12,243
Install raised median (CRF 2219)					
Simplot Boulevard to Karcher Road	45.0%	Angle (K, A, B, C, PDO)	2	3.60	$894,868
Install raised median (CRF 2219)					
Simplot Boulevard to Karcher Road	29.0%	All (K, A, B, C, PDO)	4	4.64	$887,923
Add Travel Lane (2 to 4 Lane Segment) (CRF 7568)					
Simplot Boulevard to Karcher Road	18.4%	All (PDO)	11	8.10	$28,158
		Grand Total	100	212.7	
				TOTAL CRASH COST SAVINGS (2025-2045)	$76,333,304
				TOTAL ESTIMATED PROJECT COST	$46,712,790
				SAFETY BENEFIT-COST RATIO	**1.63**

Table 5-4. Safety benefit-cost ratios of potential countermeasures – Roundabout corridor

Countermeasure	Crash Reduction Factor	Crash Type (Crash Severity)	Applicable Crashes from Previous Five Years	Number of Crashes Reduced in 20 Years	Safety Savings over 20-year Service Life
Intersection geometry reconfiguration [to roundabout] (CRF 228)					
Simplot Boulevard	82.0%	All (K, A, B, C)	4	13.1	$1,116,643
Logan Street			4	13.1	$2,294,855
Linden Street			3	9.8	$891,438
Ustick Road			12	39.4	$4,860,698
Homedale Road			5	16.4	$71,178,847
Intersection geometry reconfiguration [to roundabout] (CRF 227)					
Simplot Boulevard	44.0%	All (PDO)	25	44.0	$153,032
Logan Street			2	3.5	$12,243
Linden Street			3	5.3	$18,364
Ustick Road			17	29.9	$104,062
Homedale Road			8	14.1	$48,970
Install raised median (CRF 2220)					
Simplot Boulevard to Karcher Road	45.0%	Angle (K, A, B, C, PDO)	2	3.6	$894,868
Install raised median (CRF 2219)					
Simplot Boulevard to Karcher Road	29.0%	All (K, A, B, C, PDO)	4	4.6	$887,923
Add Travel Lane (2 to 4 Lane Segment) (CRF 7568)					
Simplot Boulevard to Karcher Road	18.4%	All (PDO)	11	8.8	$28,158
		Grand Total	100	205.6	
				TOTAL CRASH COST SAVINGS (2025-2045)	$82,490,101
				TOTAL ESTIMATED PROJECT COST	$44,957,640
				SAFETY BENEFIT-COST RATIO	**1.83**

5.3 Life-cycle Cost

Life-cycle costs for the no-build, signalized and roundabout corridor alternatives were estimated using the Florida Department of Transportation (FDOT) *Intersection Control Evaluation (ICE)* and FHWA's *Safety Performance for Intersection Control Evaluations (SPICE)* tools. The SPICE tool calculates the crash costs for each intersection control option which is input into the ICE tool that summarizes total costs over the service life of the project. The life-cycle cost categories are listed below and simplified descriptions of the calculations for each category follow:

- Capital costs
- Operations and maintenance costs
- Vehicle delay costs
- Safety (expected future crash costs)

Capital costs include the planning-level estimates for corridor design and construction. The planning level estimates for design and construction of the signalized and roundabout corridor alternatives are based on constructing the ultimate five-lane roadway cross section and 112 feet right-of-way included in the corridor plan, which includes three- or five-lane approaching roadway cross sections approximately 350 feet on each side of Farmway at all study intersections.

Annual operations and maintenance costs were estimated for each alternative. For the traffic signal corridor alternative, operations and maintenance costs include signal retiming, equipment replacement, power, and signal operator time. For the roundabout corridor alterative, operations and maintenance costs include equipment replacement for lighting, power, and limited landscape maintenance.

The cost of vehicle delay was calculated for passenger cars and freight. Hourly vehicle delay costs were based on ITD's *Road User Costs*. The 2020 costs used for this study were $20.77 per hour for passenger cars and $50.45 for freight. The FDOT life-cycle delay methodology uses the weekday AM and PM peak hour delays for 2025 and 2045 to project the delay for all hours, days, weeks and months of the year over the project design life. The cumulative vehicle hours of delay over the project design life is multiplied by the road user delay cost to estimate the delay costs.

The safety cost is the cost of the predicted number of crashes to occur over the project design life. Crash costs were based on ITD's *2020 Idaho Traffic Crashes* report. A weighted average cost for fatality and injury crashes was calculated as $317,352 per crash. Property damage only crash costs are $3,478. FHWA life-cycle safety methodology uses the safety performance functions (SPFs) and the predictive method from the *Highway Safety Manual* to predict crashes over a life-cycle for the purposes of comparing different intersection control alternatives. The predicted crashes over the project design life are multiplied by the crash costs to estimate the safety costs.

A discount rate of 4 percent was applied to all annual costs (operations and maintenance, vehicle delay, and safety) to bring the costs to a net present value. The life-cycle costs for signalized and roundabout corridor are summarized in Table 5-5 on page 39.

Table 5-5. Life-cycle cost (20-year service life)

Corridor Type	Capital Cost	Operations and Maintenance Cost	Vehicle Delay Cost	Safety Cost	Total Life-Cycle Cost
No Build	$0	$18,238	$49,519,248	$27,191,853	**$76,729,339**
Traffic Signal	$46,712,790	$565,811	$79,173,162	$16,542,870	**$142,994,633**
Roundabout	$44,957,640	$150,702	$21,501,468	$5,452,246	**$72,062,056**

Appendix C Public Outreach Summary Report

FARMWAY ROAD CORRIDOR STUDY

PUBLIC OUTREACH SUMMARY REPORT

JUNE 30, 2022

Prepared for:

Canyon Highway District No. 4

City of Caldwell

Prepared by:

Six Mile Engineering

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Chapter 1 Introduction

The Canyon Highway District No. 4 (CHD4) and the City of Caldwell (City) solicited public comment on the proposed concepts for the future of Farmway Road between its intersection with State Highway 55 (Karcher Road) to the State Highway 19 (Simplot Boulevard) intersection.

The agencies communicated news of the corridor plan and solicited public feedback in the online public information meeting (PIM) and by letter mailings to adjoining property owners that were mailed the week of March 3, 2022. The PIM webpage was active for comment between March 3 through March 25, 2022.

The project webpage was organized into four corridor plan components:

- Roadway cross-section
- Intersection improvements
- Access
- Overall corridor

Each section contained text describing the components of the Farmway Road corridor plan and pertinent exhibits to provide a clear vision to the public. A question was asked at the end of each section, and a comment response box was provided for public feedback. A total of 40 people provided comments on the Farmway Road Corridor between March 7 and April 16, 2022. Comments were received from both the online response forms as well as the letter mailings.

This report summarizes the project webpage information displayed, with summary statistics of the degree of support for each corridor plan component. The Appendix contains the property mailer, a response matrix of all individual responses received, and the PIM exhibits.

Chapter 2 Corridor Plan Components

2.1 Roadway Cross-section

2.1.1 Webpage Text

Forecasted year 2045 traffic volumes indicate Farmway Road will be approaching the need for five lanes in 20 years. Additionally, if Farmway Road is extended north from Simplot Boulevard across the Boise River, five lanes are expected to be needed within 20 years.

To meet these needs, the proposed roadway section includes:

- Two through lanes in each direction
- Center raised median or left-turn/U-turn lane
- Curb and gutter
- 10 feet wide shared use path on each side separated from roadway by an 8 feet wide landscape buffer

This section requires a total of 112 feet of right-of-way width (56 feet each side). An exhibit of the proposed roadway cross-section is in the Appendix.

Question to the public: What are your thoughts on the proposed future Farmway Road cross-section?

A response comment box was provided for public comment.

2.1.2 Comment Summary

The following provides the degree of support for the proposed cross-section and roadway widening:

- **38%** of respondents were supportive
- **25%** of respondents were not supportive
- **38%** of respondents were unsure or did not provide comment on this section

The following responses are generally representative of those received in support of the proposed cross-section:

- I really like the way this plan safely and comfortably provides multimodal transportation options from Karcher Rd to Simplot Rd and Indian Creek.
- I like the fact that there would be walkways to each side of the road. A turning lane is very valuable and helps to keep accident rates lower.
- I think it needs to be five lanes now.
- This roadway is a critical N/S corridor. This section will provide both vehicle and pedestrian mobility as this area becomes more urbanized. Establishing the R/W footprint now when it is more rural will really reduce impacts to property owners and reduce costs.

The following responses are generally representative of those opposed to the proposed cross-section:

- As a property owner, I am concerned about the loss of land I would experience with the road widening. My preference would be to leave the road in its existing configuration. My property is still being utilized as farm ground, road widening would adversely impact the farm operation.
- The county has 30 ft from road center, not 56 feet each side from center. Road is fine, if they get rid of the fluff this is a busy road and not a walkway also, greenbelt will interfere with some crops. Very opposed to those.
- This is a county road not a freeway, shrink the proposed size down for the sake of residents.
- We are all for the expansion however we do have some concerns.... how are you going to be able to expand that much without taking our property or our neighbor across the streets property?

A summary of public comments can be found in the Appendix.

2.2 Intersection Improvements

2.2.1 Webpage Text

Two intersection types – traffic signals and roundabouts – were evaluated at the following major intersections on Farmway Road:

- Homedale Road
- Ustick Road
- Linden Street
- Logan Street
- Simplot Boulevard

Planning-level designs were developed for the two intersection types at each intersection. The decision on intersection type for the Simplot Boulevard intersection will be decided by the Idaho Transportation Department (ITD). The intersection of Farmway Road and Karcher Road is currently in design by ITD to continue as a traffic signal and is not included in this study. Exhibits for each intersection and each alternative presented to the public are in the Appendix and include the following features:

- Traffic Signal
    - Two through lanes on all Farmway Road and Ustick Road approaches.
    - One through lane on Homedale Road, Linden Street, and Logan Street approaches.
    - Left-turn and right-turn lanes on all approaches.
    - Ability for passenger cars to make U-turns from the Farmway Road left-turn lanes.
    - Design vehicle is a 67-feet wheel-base truck (interstate semi-truck with 53-foot-long trailer).
- Roundabouts
    - Initially all single-lane roundabouts (one circulating lane with two approach lanes on Farmway, one through/left and one right-turn lane).
    - Ustick Road would have two approach lanes (one through/left and one right-turn lane on each approach) and would convert to a future dual-lane roundabout (two circulating lanes and two approach lanes each direction).

- Homedale, Linden, and Logan would convert to future multi-lane roundabouts with two through lanes on Farmway but remain single approach lanes on side roads.
- Design vehicle is a 67-feet wheel-base truck (interstate semi-truck with 53-foot-long trailer).

Question to the public: What are your thoughts on the proposed Farmway Road intersections?

A response comment box was provided for public comment.

2.2.2 Comment Summary

The following provides the degree of support for the study intersections being improved to a roundabout over a conventional traffic signal:

- **35%** of respondents were supportive
- **53%** of respondents were not supportive
- **13%** of respondents were unsure or did not provide comment on this section

The following responses are generally representative of those received in favor of a roundabout over a conventional traffic signal:

- Lights and roundabouts are definitely needed.
- I feel that roundabouts would make more sense to keep the flow of traffic from backing up and would keep traffic moving.
- I strongly recommend roundabout intersections. They optimize traffic flow and reduce crashes compared to signal intersections.

The following responses are generally representative of those received not in favor of a roundabout over a conventional traffic signal:

- We do not need any changes in any way except on Simplot intersection... Traffic flows.
- Roundabouts don't belong on a road as busy as Farmway. It needs to be well timed stop lights. If you go the speed limit you should make all green lights.
- Given the heavy truck traffic on Farmway, I think that standard intersections with traffic signals would work much better than roundabouts. Tractor-trailer rigs in roundabout intersections will result in frequent, more serious accidents.

A summary of public comments can be found in the Appendix.

2.3 Access

2.3.1 Webpage Text

Allowable access to major roadways is critical for safety and traffic flow. Accesses are a point of conflict between through traffic on the main road and traffic turning in and out. When traffic is heavy on the main road, vehicles slowing down to make turns into accesses force vehicles behind them to slow also, causing congestion along the main road and possible rear-end crashes. In order to minimize these safety and capacity impacts of access, the following general access configuration is being proposed:

- Traffic signals or roundabouts at the existing major intersections allowing for U-turns, typically one mile spacing.
- Right in/out and left-in/U-turn (RCUT) at ½-mile spacing, with right-of-way for future signal or roundabout when traffic volumes make expansion necessary.
- Right-in/right-out (RIRO) at ¼-mile distance from major intersections.
- Existing driveways limited to right-in/right-out.
- Indirect left-turn lanes and loons to shorten distance back to accesses where direct left-turns are prohibited.

Corridor exhibits presented to the public are in the Appendix and show the proposed initial access management configuration with indirect left-turn loons and left turns at the ½-mile spacing that limit out of direction travel to a maximum of 0.5 miles where direct left turns are not provided. With the future signal or roundabout at the ½-mile, the adjacent left-turn loons can be reversed to limit out of direction travel to a maximum of ¼-mile in the ultimate configuration.

Question to the public: What are your thoughts on the access proposals for Farmway Road? How do you feel about limiting left-turns, particularly from accesses and side streets, to prevent crashes and maximize traffic flow on Farmway?

A response comment box was provided for public comment.

2.3.2 Comment Summary

The following provides the degree of support for the proposed access management strategy:

- **13%** of respondents were supportive
- **43%** of respondents were not supportive
- **45%** of respondents were unsure or did not provide comment on this section

The following responses are generally representative of those received in favor of the proposed access management strategy:

- I like the idea of limited access. Making traffic use Homedale, Ustick, Linden, etc. is the best idea. Too many access points make for a dangerous road.
- Limiting left turns should be a priority.
- If widening for larger traffic volume, all the non-primary intersections should be right-turn only and use a major intersection for u-turn if needed.
- I think newer subdivisions should be required to access only by the existing east west roads. I don't think limiting left hand turns is an issue at this time.

The following responses are generally representative of those received not in favor of the proposed access management strategy:

- The people that live in neighborhoods that already access to the road HAVE to be able to turn left into where they live.
- I do not support the dividers in the road forcing right in/right out Traffic flow. Center turn lanes would be sufficient until future traffic studies support other options.
- Limiting left turns and access to side streets is a big problem. Emergency vehicles would take longer. People that live on side streets will have difficulties coming and going.
- Wow! I understand that the road needs work, but that seems to punish a lot of people that have lived here for years!

2.4 Overall Corridor

2.4.1 Webpage Text

Three options were evaluated for the corridor:

- No-Build – Farmway Road remains as it is today with one-lane in each direction and two-way stop-controlled intersections.

- Signalized Corridor – Widen to five lanes (two lanes in each direction with center raised median or left-turn lane) and construct traffic signals at major intersections.
- Roundabout Corridor – Widen to five lanes (two lanes in each direction with center raised median or left-turn lane) and construct roundabouts at major intersections.

These corridor options were evaluated for:

- Traffic Operations – Farmway travel time and intersection delay.
- Freight – Accommodate large trucks, reduce stops and provide consistent speed.
- Access – Allow increased left-turns and provide for pedestrian/bicycle traffic.
- Safety – Roadway and intersection safety (fewer crashes)
- Property Impacts – Impact on properties fronting Farmway Road and side streets.
- Cost – Life cycle cost consisting of estimated construction costs, operation and maintenance costs, vehicle delay, and expected crash costs over 20-year service life.

A corridor rating matrix was presented to the public and is in the Appendix.

Question to the public: What are your thoughts on the overall Farmway Road corridor options? Please let us know which you prefer: No-Build, Signalized corridor, or Roundabout corridor?

A response comment box was provided for public comment.

2.4.2 Comment Summary

The following provides the degree of support for the corridor type selection:

- **33%** of respondents were supportive of the roundabout corridor alternative
- **28%** of respondents were supportive of the traffic signal corridor alternative
- **40%** of respondents were supportive of the No-build alternative or did not provide comment on this section

In general, the responses replicated those received in the previous responses according to which corridor alternative the individual favored most. The following responses are a sample of comments that provided additional project feedback and introduces some opportunities of topic discussion and clarification for public involvement material:

- No build except at Simplot.
- All of these changes make it seem as if the homes and people in these homes are really the last concern. I hope that is not the case.
- I live a block or two from Farmway on W Linden. My concern is the widening of Linden St. which would probably take out my house. What are my options?
- I give it 5-10 years tops before a roundabout needs to be replace with a signal anyways.
- I think all and all the signalized corridor would be the best solution... Also the impact on the existing traffic would be minimal compared to what would take place if roundabouts were installed.
- I think putting in all underground utilities at the same time so less disruption and cost in the future.
- Can a tunnel be incorporated at both ends of Farmway for the pathways? I have concerns about people and bikes safely crossing or traveling through the intersection of two 5-lane highways.

Chapter 3 Conclusion

All respondent comments were compiled and sorted by order of support and non-support of each component of the public comment webpage. In many cases, individuals would comment in a section that would identify with other components of the project. These responses were identified as supportive or non-supportive to the following four categories:

- Roadway cross-section
- Intersection improvements
- Access
- Overall corridor

The following table highlights their respective responses to each component of the corridor plan:

Table 1. Summary of public support

Totals	Roadway Cross-section	Intersection Improvements		Access	Overall Corridor
		Roundabout	Traffic Signal		
Supportive	15 (38%)	14 (35%)	21 (53%)	5 (12%)	13 (33%)
Not Supportive	10 (25%)	21 (53%)	14 (35%)	17 (43%)	11 (28%)
Unsure or No Comment	15 (37%)	5 (13%)	5 (13%)	18 (45%)	16 (39%)

In general, the respondents that were in favor of the proposed cross-section agree that the corridor is currently too narrow for the number of vehicles that use the corridor now, and that the need for widening will continue to grow as the surrounding areas are developed. These respondents also commented that the widening would attract and improve safety and operations for pedestrian and bicyclists. The respondents that were not in favor of the proposed cross-section generally expressed concern of the right-of-way requirements and its subsequent residential and farming impacts. Eleven respondents (28%) expressed concern with the shared-

used path, stating that they felt it was not necessary on both sides of the roadway, or that it was not needed due to lack of pedestrian/bicycle activity on the corridor.

The respondents that were in favor of a roundabout corridor over the conventional traffic signal corridor generally commented that roundabouts have improved safety and operations compared to traffic signals.

Many respondents were in favor of maintaining a continuous traffic flow corridor, rather than a corridor that permitted situations in which they could be required to stop.

Some respondents expressed their disapproval of widening the corridor and making it more desirable for more vehicles to travel between its connections with Simplot Boulevard and Karcher Road. These individuals commented that Farmway Road should remain a two-lane "Farm to Market" roadway. These viewpoints introduce an opportunity for future public outreach educating the surrounding community on future planning and developments in that section of the county.

In summary, the general response is positive toward roadway and intersection improvements along the corridor. The respondents request further information on the final impacts of the adopted alternative and how it will impact the properties that share frontage to Farmway Road.

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

Approve Resolution authorizing the Amendment No. 1 to Task Order 25-01 between City of Caldwell and Bowen Collins & Associates for engineering design and construction period services for the Well 21 Arsenic Removal project

Summary Statement:

Bowen Collins & Associates recently completed a pilot study and draft preliminary engineering report for the Well 21 Arsenic Removal Facility, as approved under Task Order 25-01 (Resolution 13-25). The attached Amendment No. 1, in the amount of $453,300.00, provides for the design and construction phases to include a revision to the preliminary engineering report to include details and options for backwash waste handling, pre-purchase of filtration equipment, seven monthly design meetings, field data collection, surveys, and geotechnical investigation, design drawings and specifications, bid period services and contractor pre-qualification steps, and construction period services. The design phase of the project is expected to require six months to complete, and the construction is anticipated to require seven months for final completion.

Recommended Action:

The City Engineer has reviewed the amendment to Task Order 25-01 and recommends its approval by City Council.

Budget: Budgeted

Cost:	$453,300.00
GL Account:	70-8-25-100-63570
Timeline:	July 2026 to August 2027
Department:	
Project Manager:	

Attachments:

1. Resolution BC&A Amendment 1
2. Contract Amendment 1 - Well 21 Arsenic Removal

RESOLUTION NO. _____

BE IT HEREBY RESOLVED by the Mayor and the Council of the City of Caldwell, Idaho, that the Caldwell City Council accepts and approves Amendment No. 1 to Task Order 25-01 for the Well 21 Arsenic Removal project with Bowen Collins & Associates in the amount of $453,300.00 and authorizes the City Engineer to sign said amendment on behalf of the City of Caldwell.

PASSED BY THE COUNCIL of the City of Caldwell, Idaho this 20th day of July 2026.

APPROVED BY THE MAYOR of the City of Caldwell, Idaho this 20th day of July 2026.

Approved By:

_____
Mayor

Attest:

_____
Clerk

AMENDMENT NO. 1

Well 21 Arsenic Removal
City of Caldwell

This contract amendment is issued by the City of Caldwell, ("OWNER") pursuant to the Agreement between the ("OWNER") and Bowen, Collins & Associates, Inc. ("ENGINEER").

1. SERVICES

Attachment A consists of a letter proposal and expands the project scope to include additional engineering services for the design and construction phases of the project.

2. COMPENSATION

Compensation is based on a time and materials basis. The task order limit will be amended as indicated below for completing the additional services described in the "SERVICES" above.

Pilot Study and Preliminary Design	$76,900
Amendment No. 1 – Engineering Design and Construction Period Services	$453,300
Contract Total	**$530,200**

3. PERIOD OF SERVICES

The services under this amendment shall commence on approval of this amendment and proceed according to the schedule outlined in Attachment A.

4. DELIVERABLES

See Attachment A for scope of work and deliverables.

The parties have executed this task order effective this 7th day of July 2026.

CLIENT		**ENGINEER**	
By	_____	By	_____
Title	_____	Title	Principal
Date	_____	Date	July 7, 2026

ATTACHMENT A
SCOPE OF SERVICES

BOWEN COLLINS & ASSOCIATES

776 EAST RIVERSIDE DRIVE, SUITE 250 • EAGLE, IDAHO 83616
TEL: 208.939.9561 • FAX: 208.939.9571

July 1, 2026

John Prebonick, P.E.
City of Caldwell
205 South 6th Avenue
Caldwell, Idaho 83605

Subject: Contract Amendment 1 – Well 21 Arsenic Removal Facility

Dear John:

Bowen, Collins & Associates (BC&A) recently completed the pilot study and draft Preliminary Engineering Report for the City of Caldwell (City) Well 21 Arsenic Removal Facility. This letter outlines the services BC&A will provide to support this project through engineering design and construction.

Project Overview

The Well 21 Arsenic Removal Facility has evolved from the already completed treatment evaluation, piloting, and well pump testing phases to beginning the present state of predesign, design and construction phases. This amendment details the services provided by BC&A to support the City through the design and project construction phases.

Scope of Additional Services

1. Preliminary Engineering Report:
    a. The Preliminary Engineering Report has been expanded to include details and options for backwash waste handling. The initial draft assumed a simple discharge to the sewer collection system. Revisions include coordination with the surrounding development, a detailed evaluation of the existing and projected arsenic loads at the WWTP, and potential impacts on Class A biosolid product.
2. Filtration Equipment Prepurchase:
    a. Filtration equipment prepurchase enables a streamlined design process. The building, mechanical, and electrical design elements will be designed once and tailored to the selected equipment instead of generalized designs that need to be refined after the contractor purchases the equipment. BC&A will prepare prepurchase specifications and support the City through the supplier proposal, evaluation, and procurement process.
3. Design Meetings:
    a. BC&A will prepare for and host the design kickoff meeting and regular recurring design coordination meetings. The meetings will be brief and customized to the necessary attendees. Most design meetings will be conducted via Teams to enable plan sharing, review and discussion. A total of seven monthly design meetings are included in the scope.
4. Field Data Collection, Survey, and Geotechnical Investigation:

a. Three site visits by design team members will be conducted. A geotechnical investigation will be completed, including geotechnical bores or test pits, as well as a professional field survey of the site. The objective of this task is to gather field information to establish site conditions for design.

5. Design Drawings and Specifications:

    a. Development and publishing of the design drawings and technical specifications necessary for bidding and construction are included in this task. This includes submittal to the City and DEQ for review.

6. Bid Period and Prequalification Services:

    a. BC&A will provide support through the bidding and contractor prequalification steps. This includes preparation of the bid and contract documents and responding to questions.

7. Construction Period Services:

    a. Construction is estimated to last seven months. This task includes weekly construction coordination meetings, an average of three site observations per week leveraging senior staff as needed, submittal reviews, responses to RFIs, issuance of work change directives, change orders, review and approval of payment applications, and record drawings.

Project Schedule

The design phase of the project is expected to require six months to complete and the construction is anticipated to extend seven months to final completion.

Project Fee

BC&A will complete the scope of additional services described in this letter on a time and materials basis as an amendment to the existing contract for a fee not to exceed the total shown in Table 1.

Table 1 - Proposed Engineering Service Fees

Task No.	Description	Cost
1	Preliminary Engineering Report	$33,500
2	Filtration Equipment Prepurchase	$11,000
3	Design Meetings	$9,500
4	Field Data Collection, Survey, and Geotechnical Investigation	$36,900
5	Design Drawings and Specifications	$172,500
6	Bid Period Services and Prequalification	$11,700
7	Construction Period Services	$178,200
	Total	**$453,300**

We appreciate the chance to continue to work with you on this critical water supply project. If there is anything in our proposed scope, schedule or fee that does not meet your needs, please let me know.

Sincerely,

Roland Rocha, P.E.

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

Approve Resolution authorizing a Municipal Services Agreement between City of Caldwell and Nancy Patricia Todd providing water and sanitary sewer services to Parcel R3268000000 (0 S. 10th Avenue)

Summary Statement:

Nancy Patricia Todd, property owner of parcel number R3268000000 located at 0 S. 10th Avenue, is desirous of connecting to city water and sanitary sewer. This agreement would allow said owner to connect to said city services and also require the property owner to annex into the city when the property becomes contiguous with the city limits.

Recommended Action:

The Public Works Director has reviewed the Municipal Services Agreement and recommends that it be approved by City Council as submitted.

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. Resolution MSA
2. Municipal Services Agreement

RESOLUTION NO. _____

BE IT HEREBY RESOLVED by the Mayor and the Council of the City of Caldwell, Idaho, that the Caldwell City Council accepts and approves a Municipal Services Agreement between City of Caldwell and Nancy Patricia Todd for the purpose of providing water and sanitary sewer services while lying outside the limits of the City of Caldwell and authorizes the Mayor to sign said agreement on behalf of the City of Caldwell.

PASSED BY THE COUNCIL of the City of Caldwell, Idaho this 20th day of July 2026.

APPROVED BY THE MAYOR of the City of Caldwell, Idaho this 20th day of July 2026.

Approved By:

Attest:

_____ Mayor

_____ Clerk

CITY OF CALDWELL
MUNICIPAL SERVICES AGREEMENT

THIS AGREEMENT made this 9 day of July, 2026, between the City of Caldwell, an Idaho municipal corporation organized and existing under the laws of the State of Idaho, hereinafter referred to as "City", and **Nancy Patricia Todd**, the property owner of parcel R3268000000, who resides at 15168 David Street, Caldwell, Idaho, hereinafter referred to as "Land Owners";

RECITALS:

WHEREAS, Land Owners is the owner of certain real property located in the County of Canyon, State of Idaho, more particularly described in Exhibit "A" attached hereto and by this reference incorporated herein as if set forth in full; and

WHEREAS, City owns and operates a municipal *WATER* and *SANITARY SEWER* system and said water and sanitary sewer systems has *WATER and SANITARY SEWER* mains extended outside of the corporate limits of the City; and

WHEREAS, it is the desire of the Land Owners to be connected and served by the City's *WATER* and SANITARY SEWER systems; and

WHEREAS, said *WATER* and SANITARY SEWER systems are (1) available to provide service to the Land Owners; or, (2) Land Owners desires to construct a major modification of the existing piping system of the *WATER* and SANITARY SEWER systems; and

WHEREAS, City has enacted a certain *WATER* and *SANITARY SEWER* service policy; and

WHEREAS, the Municipal Code of the City of Caldwell, Section 04-05-09(3)H provides for the charging of user fees at two times the normal user charge for services outside of the corporate limits of the City, and

WHEREAS, the Municipal Code of the City of Caldwell requires Land Owners' property to be annexed into the City in accordance with Section 04-05-07(3), and

WHEREAS, It is the general desire of the City to eventually annex properties which are being served by City *WATER* and *SANITARY SEWER* services; and

WHEREAS, In consideration of City charging the same hookup fees and billing charges to the Land Owners as are charged to City residents, the Land Owners shall execute this Agreement with City, which will be appurtenant to the land and recorded in the records of Canyon County binding the real property, consenting to annexation into the City's corporate

boundaries, at the option of City, when it is legally able to be annexed pursuant to applicable Idaho law.

NOW, THEREFORE, Based upon the above and foregoing recitals which are incorporated as material parts of this Agreement, the parties do hereby agree as follows, to-wit:

GENERAL PROVISIONS:

1. The real property hereinabove described shall, at the option of City, be annexed into City's corporate boundaries when that annexation can legally occur pursuant to applicable Idaho law. Land Owners, for herself and her successor and assigns, hereby irrevocably consents to annexation of the subject property into the corporate limits of City. Land Owners shall be responsible for paying all fees associated with the annexation process in accordance with the current fee schedule. Said annexation fees are due and payable in full at time of annexation.

2. Upon the Land Owners paying to City the utility connection fees, City shall provide, so long as required by the Land Owners or any subsequent purchasers, *WATER and SANITARY SEWER* service to the above-described real property at the same billing rates for said service as charged to residents of City.

3. This agreement is appurtenant to the land and shall be a covenant running with the land and binding upon Land Owners' heirs, successors and assigns.

4. This agreement is to be interpreted and construed in accordance with the laws of the State of Idaho.

5. This agreement shall be recorded with the Recorder of Canyon County, Idaho.

6. This instrument contains the entire agreement between the parties, and no statements, promises, or inducements made by either party or agent of either party that are not contained in this written contract shall be valid or binding; this contract may not be enlarged, modified, or altered except in writing signed by the parties and endorsed on this Agreement.

7. The parties agree to execute such further documents, and take such further actions, as may reasonably be required to carry out the provisions of this Agreement, or any Agreement or document relating hereto or entered into in connection herewith.

8. If any portion of this Agreement is declared invalid by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect and shall be read to carry out the purposes of the Agreement before the declaration of partial invalidity.

[End of text, signatures to follow]

IN WITNESS WHEREOF, the parties do execute this **MUNICIPAL SERVICES AGREEMENT** the day and year first above written.

LAND OWNERS

Nancy Patricia Todd

Nancy Patricia Todd, Owner

CITY of CALDWELL

_____

Eric Phillips, Mayor
City of Caldwell

STATE OF IDAHO)
) ss.
County of Canyon)

On this 9 day of July, 2026, before me, the undersigned, a Notary Public in and for said State, personally appeared **Nancy Patricia Todd** known to me to be the person(s) whose name(s) are subscribed to the within instrument, and acknowledged to me that they executed the same.

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

BRENDA McKNIGHT
23250
NOTARY PUBLIC
STATE OF IDAHO

_____
Notary Public
Residing at Nampa Idaho.
My Commission Expires 1-7-2032.

STATE OF IDAHO)
) ss.
County of)

On this _____ day of _____, 2026, before me, the undersigned, a Notary Public in and for said State, personally appeared **Eric Phillips** known to me to be the Mayor of Caldwell who subscribed to the within instrument, and acknowledged to me that he executed the same.

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

_____
Notary Public
Residing at _____
My Commission Expires _____

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

Approve Resolution No. 184-26, a resolution to approve a contract with Terracon in the amount of $391,450 for professional brownfield services utilizing funds from the Brownsfield Community-Wide Assessment Grant awarded to the City by the U.S. Environmental Protection Agency.

Summary Statement:

Resolution No. 184-26, a resolution to approve a contract with Terracon in the amount of $391,450 for professional brownfield services utilizing funds from the Brownsfield Community-Wide Assessment Grant awarded to the City by the U.S. Environmental Protection Agency.

Recommended Action:

Approve Resolution No. 184-26 for Quality Environmental Professional Services with Terracon in an amount not to exceed $391,450.00

Budget: Finance Review
Budgeted

Cost:	$391,450
GL Account:	EPA Grant Award Funding (Res No. 406-35)
Timeline:	7/20/26 - 9/30/29
Department:	
Project Manager:	

Attachments:

1. RESOLUTION NO 184-26 QEP Contract Approval with Terracon

RESOLUTION NO. 184-26

RESOLUTION APPROVING A CONTRACT WITH TERRACON IN THE AMOUNT OF $391,450 FOR PROFESSIONAL BROWNSFIELD SERVICES UTILIZING FUNDS FROM THE BROWNSFIELD COMMUNITY-WIDE ASSESSMENT GRANT AWARDED TO THE CITY BY U.S. ENVIRONMENTAL PROTECTION AGENCY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Caldwell, on 10/8/2025 was awarded a $500,000 Brownfield Community-Wide Assessment Grant from the U.S. Environmental Protection Agency. ; and

WHEREAS the City of Caldwell City Council and Mayor formally accepted the EPA Brownfields Grant in the amount of $500,000 through Resolution No. 406-25 on November 3, 2025; and

WHEREAS part of the requirement of the grant is for the city to solicit proposals for professional environmental services from qualified firms through a process defined within the workplan associated with the EPA award; and

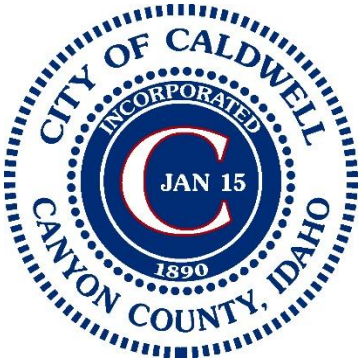
WHEREAS the city desires to enter into a professional services agreement with Terracon to provide professional brownfield services.

BE IT HEREBY RESOLVED by the Mayor and Council of the City of Cadwell, Idaho, that the Caldwell City Council approves the contract with Terracon utilizing Brownfield Community-Wide Assessment Grant Funds awarded to the city, in the amount of $391,450.

PASSED BY THE COUNCIL of the City of Caldwell, Idaho this _____day of _____, 2026.

A**PPROVED BY THE MAYOR** of the City of Caldwell, Idaho this _____day of _____, 2026.

By: _____
Eric Phillips, Mayor



ATTEST:

_____
Kristina Buchan, City Clerk

Scope of Work – Professional Brownfields Services
City of Caldwell, Idaho FY25 Brownfields Community-Wide Assessment Grant Services

PROJECT INFORMATION

The City of Caldwell (City) was awarded a FY25 EPA Brownfields Community-wide Assessment Grant and has selected Terracon as its consultant to assist the City in implementing its grant.

SCOPE OF SERVICES

To fulfill the requirements of Caldwell (City) US EPA Brownfields Community-wide Assessment Grant, Terracon will provide services for the following tasks as established in the City's Brownfields Assessment Cooperative Agreement Work Plan: Task 1: Programmatic Activities, Task 2: Community Outreach & Inventory, Task 3: Site Assessment, Task 4: Cleanup/Reuse Planning. Activities conducted under this grant will be in general accordance with the Terms and Conditions included with the City of Caldwell EPA Cooperative Agreement and future work plan amendments.

Task 1: Programmatic Activities

Terracon will provide EPA project management and reporting for the time remaining in the grant. This support will be provided on an as-needed, time-and-materials basis. Anticipated activities for this task are listed below; additional support activities may be added at the discretion of the City and/or as required by the EPA Brownfields Project Officer.

- The remaining Quarterly Progress Reports, document project progress, activities, milestones, and financial updates.
- 4 Disadvantages Business Enterprise (DBE) reports to track and report on the participation of DBEs in the project. This is no longer an EPA reporting requirement. Terracon can assist the City with the process if you want to track internally.
- The remaining annual Federal Financial Reports (FFR) detailing expenditure and financial progress in accordance with grant requirements.
- Up to 13 Property Profile Forms (PPFs) completed in ACRES, detailing site characteristics, environmental conditions, and potential for redevelopment.
- Final Closeout Reports, summarizing the overall project outcomes, lessons learned, and recommendations for future brownfields redevelopment.

In addition to the services provided above, Terracon can assist, at your request, with the following Programmatic items during the grant:

- Kickoff meeting;
- Assist with the revisions and approval of the EPA Work Plan, as needed;
- Assist in the annual projections of anticipated environmental site assessments as required by the EPA;
- Assist in the interpretation of EPA Grant Terms and Conditions;
- Entry of project information in the EPA Brownfields ACRES database;
- Provide management and technical oversight as needed;
- Completion of EPA Brownfields Site-Specific Project Eligibility Determination Forms;
- Support for City project meetings and other EPA meetings, such as monthly project status meetings/conference calls, tours, and site visits;
- Interagency coordination with Federal, State, and Local Brownfields agencies on an as-needed basis; and
- Negotiate assessment and compliance requirements on the City's behalf with the EPA and Idaho Department of Environmental Quality.

Deliverables under this task include:

- Quarterly Reports, ACRES Database Entry, Closeout Report, annual financial forms, and other reporting as needed.

Task 1: Time and Materials (T&M) $14,250

Task 2: Community Outreach & Inventory

Terracon will provide support for outreach/public involvement, engagement activities, and assist the City with developing an Inventory and priority ranking system for the remainder of this four-year grant cycle. The particular focus of outreach plans will be designed to engage the community in the brownfields process and assessment activities funded through this grant. Proposed community activities are anticipated to include the following activities:

Anticipated outreach and inventory activities include the following:

Community Outreach

- Up to 4 Public Meetings with meeting minutes and feedback documentation to engage and inform the community about the brownfields assessment progress.
- Up to 20 Stakeholder Meetings to engage key local partners, including local businesses, residents, and government agencies, to share project updates and gather input.
- Assistance with content development for the City's Brownfields Webpage with progress reports, maps, eligibility determinations, and other relevant project information for public access.
- Up to 16 Steering Committee Meetings to involve local leaders and experts in the decision-making process, ensuring alignment with community priorities.
- Documentation of Press Releases, Social Media Posts, and Newsletters to increase public awareness and encourage participation.
- Approved Eligibility Determinations for each target site to confirm their eligibility for brownfields funding under EPA guidelines.

- Assist the City with developing a site inventory and priority ranking system

Terracon will work with the City to develop a Community Engagement Plan (CEP) specific to this grant in accordance with EPA guidance documents. This task will require input from City staff.

Deliverables under this task include:

- Community Engagement Plan
- Site Eligibility Determinations (SEDs)
- Outreach Materials such as presentations, handouts, website and social media content, etc.

Site Inventory

Terracon will assist the City of Caldwell's Brownfields Program staff with the identification of sites for inventory and prioritization support. The effort will be to develop a Brownfields inventory for inclusion in the program and to identify additional properties of concern that may be affected by hazardous substances and/or petroleum products for inclusion in the inventory. These will include community-identified sites discussed at outreach meetings and meetings with City staff. Prioritization criteria will be established to support the goals identified in these meetings, and ranking criteria will be established based on this input.

This task will assist stakeholders in determining which properties to target for Phase I, Phase II, and additional site assessment activities. Specific activities under this task will be determined through collaboration with the City and may include the following, dependent on assignment:

- Research and compile applicable environmental data in a GIS format (shape files);
- Development of a summary of findings with associated maps;
- Provide digital files of the report in PDF format;
- Establish ranking criteria; and
- Assist in the development of an inventory of potential brownfield properties within the designated target areas.

Deliverables under this task may include:

- Evaluation Ranking Tool
- Map of potential Brownfields properties
- Inventory spreadsheet with prioritized properties

Task 2: Time and Materials (T&M) $18,000

Task 3: Site Assessment

Assessment will include the following:

3.1 Generic Quality Assurance Project Plan

Terracon will develop a Generic Quality Assurance Project Plan (QAPP) in accordance with EPA guidance documents.

Deliverables under this task include:

- Generic QAPP

Task 3.1: Lump Sum Unit Fee ……$ 7,000

3.2 Phase I Environmental Site Assessments (ESAs)

Terracon estimates completing up to 13 Phase I ESAs. Phase I ESAs will be prepared in accordance with the EPA's standard for all appropriate inquiries. The City will utilize the practices in ASTM standard E1527-21 "Standard Practices for Environmental Site Assessment: Phase I Environmental Site Assessment Process," or EPA's All Appropriate Inquiries Final Rule "All Appropriate Inquiries Rule: Reporting Requirements Checklist for Assessment Grant Recipients" (Publication Number: EPA 560-R-11-030).

Deliverables under this task include:

- Phase I ESA Reports

Task 3.2: Lump Sum Unit Fee (est. 13 @ $4,000*)……$ 52,000*

**Variations in cost may occur due to the size and complexity of the properties to be assessed.*

3.3 Phase II ESAs with Sampling and Analysis Plans and Health and Safety Plans

It is anticipated that up to 4 Phase II ESAs will be completed under this grant, dependent on the complexity and costs associated with the assessment(s) based on Phase I ESA findings. A Sampling and Analysis Plan (SAP) and Health and Safety Plans (HASP) will be completed for each site where a Phase II ESA is recommended. SAPs will be prepared in accordance with the EPA Quality Assurance Guidelines for Conducting Brownfields Site Assessments and submitted to the EPA Project Officer for approval prior to conducting Phase II Environmental Assessment activities. Terracon will complete a Phase II ESA, resulting from the findings of a Phase I ESA in general accordance with the Terms and Conditions of the EPA Cooperative Agreement and ASTM Method E 1903-19 (Phase II Environmental Site Assessment).

Terracon can complete additional non-scope site assessment services (upon EPA Region 10 site eligibility approval), resulting from the findings of a Phase I ESA, in general accordance with the Terms and Conditions of the EPA Cooperative Agreement and applicable state and federal regulations and standards. Additional assessment activities may include, but are not

limited to, the following surveys: Ground Penetrating Radar, Natural Resources & Wetlands, Asbestos, Lead Paint, Mold, and Facilities Condition Assessment. The need for these additional services will be evaluated on a site-by-site basis, and estimated fees will be provided to the City for approval.

Deliverables under this task include:

- Phase II ESAs with SAP and associated Health and Safety Plans

Task 3.3: Lump Sum Unit Fee (est. 4 @ $24,500*).....$ 98,000*

**Variations in cost will occur due to the size and complexity of the properties to be assessed and the services provided.*

3.4 Hazardous Building Materials Surveys

It is anticipated that Terracon will complete up to 8 hazardous building material surveys. The purpose of these assessments is to identify and locate asbestos-containing materials (ACM), lead-based paint (LBP) and other hazardous materials in support of proposed demolition or renovation of the project areas. In addition, determine whether the demolition waste must be disposed of as hazardous waste with respect to lead content.

Terracon will mobilize Asbestos Hazard Emergency Response Act (AHERA) or state-licensed asbestos building inspector(s) to conduct an asbestos Survey as required by United States Environmental Protection Agency (EPA) regulation 40 Code of Federal Regulations (CFR) Part 61, the asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP) and applicable state and local regulations. Terracon understands that the intent of the survey is to assist the Client with communicating the presence, location, and quantity of asbestos-containing material (ACM) to employees, vendors, and contractors working in the buildings in order to meet the requirements of the Occupational Safety and Health Administration (OSHA) communication of hazard requirements found at 29 CFR 1926.1101.

Terracon will conduct a visual assessment of the buildings to identify materials suspected of containing asbestos (suspect ACM) such as thermal system insulation, surfacing materials, and miscellaneous materials (e.g., floor tiles). Suspect materials will be physically assessed for friability and evidence of damage or degradation. Samples of suspect ACM will be collected for laboratory analysis. Bulk sample collection will be conducted in general accordance with the sampling protocols outlined in EPA 40 CFR Part 763 Subpart E 763.86, known as AHERA.

Task 3.4: Lump Sum Unit Fee (est. 8 @ $8,400*).....$ 67,200*

**Variations in cost will occur due to the size and complexity of the properties to be assessed and the services provided.*

Total Task 3.1 – 3.4:.....$224,200

Task 4: Clean Up/Reuse Planning

4.1 Analysis for Brownfields Cleanup Alternatives (ABCA)

Terracon will complete up to 3 Analysis of Brownfields Cleanup Alternatives (ABCAs) and/or Site-Specific Reuse/Cleanup Plans resulting from Phase II ESA findings.

Deliverables under this task include:

- Up to 3 ABCAs ($5,000 each)

Task 4.1: Lump Sum Unit Fee (3 ABCAs @ $5,000).....$ 15,000*
**Variations in cost may occur due to the size and complexity of contamination or redevelopment options on properties.*

4.2 Clean Up/ Brownfields Revitalization Plan

Terracon will prepare 2 Clean Up/Brownfields Revitalization Plans in collaboration with the City's staff, in accordance with EPA guidelines. The plan will be prepared using elements of the community's shared vision, site, and surrounding area conditions, including environmental factors, real estate market trends, zoning, and potential challenges. The Plan will include:

- Site revitalization goals, objectives, and potential reuse concepts;
- Proposed land use regulations, including existing zoning ordinances, covenants, and land use limitations;
- Required site improvements, including remediation; and
- An implementation strategy includes funding sources, potential redevelopment partners, and regulatory constraints.

Deliverable under this task includes:

- Clean Up/Brownfields Revitalization Plan

    - Task 4.2: Lump Sum Unit Fee (2 Clean Up Plans @ $10,000).....$ 20,000*
    **Variations in cost may occur due to the size and complexity of contamination or redevelopment options on properties.*

4.3 Site Reuse Assessment Plan

A qualified planner will prepare 4 site-specific reuse plans.

Deliverables under this task include:

- 4 Site Reuse Plans

Task 4.4: Lump Sum Unit Fee (4 Site Reuse Plans @ $25,000)……$100,000

Total Task 4.1 – 4.3:……$135,000

Total Contractual budget for Tasks 1 through 4: $391,450

Why do we indicate that variations of cost may occur?

Some tasks are property-specific, and it is difficult to estimate exact pricing without knowing which sites will be assessed and the current site-specific environmental conditions. Some sites may require additional services, such as asbestos and lead-based paint surveys, facility condition assessments, and/or geotechnical services, for redevelopment planning. Phase I and Phase II ESAs, asbestos, and regulated substances are dependent on site-specific conditions, including, but not limited to, site size, number of tax parcels, building size, contaminants of concern, media to be sampled, drilling conditions, and the number of samples collected. Services provided under Outreach, Site Inventory, and Programmatic Support are proposed to be completed on a time-and-materials basis.

This allows for cost savings during the project by leveraging our efficiencies and extensive experience in these tasks. Additionally, if the grantee prefers a higher level of involvement in outreach or intends to complete EPA-required reporting, such as quarterly reports, federal financial reports, and final closeout reports. These cost savings could then be used to conduct additional assessments, outreach, or planning with grant funds. Based on our vast experience working on brownfields across the country, our efficiencies will allow for more assessments to be conducted under your grant. Terracon commits to the City that we will be efficient and effective with the grant dollars to assess as many properties as possible and will not exceed the $391,450 contractual budget outlined in the work plan.

AGREEMENT FOR SERVICES

Reference Number: P62267033

This **AGREEMENT** is between City of Caldwell ("Client") and Terracon Consultants, Inc. ("Consultant") for Services to be provided by Consultant for Client on the City of Caldwell Brownfields project ("Project"), as described in Consultant's Proposal dated 06/30/2026 ("Proposal"), including but not limited to the Project Information section, unless the Project is otherwise described in Exhibit A to this Agreement (which section or Exhibit is incorporated into this Agreement).

1. **Scope of Services.** The scope of Consultant's services is described in the Proposal, including but not limited to the Scope of Services section ("Services"), unless Services are otherwise described in Exhibit B to this Agreement (which section or exhibit is incorporated into this Agreement). Portions of the Services may be subcontracted. Consultant's Services do not include the investigation or detection of, nor do recommendations in Consultant's reports address the presence or prevention of biological pollutants (e.g., mold, fungi, bacteria, viruses, or their byproducts) or occupant safety issues, such as vulnerability to natural disasters, terrorism, or violence. If Services include purchase of software, Client will execute a separate software license agreement. Consultant's findings, opinions, and recommendations are based solely upon data and information obtained by and furnished to Consultant at the time of the Services.
2. **Acceptance/ Termination.** Client agrees that execution of this Agreement is a material element of the consideration Consultant requires to execute the Services, and if Services are initiated by Consultant prior to execution of this Agreement as an accommodation for Client at Client's request, both parties shall consider that commencement of Services constitutes formal acceptance of all terms and conditions of this Agreement. Additional terms and conditions may be added or changed only by written amendment to this Agreement signed by both parties. In the event Client uses a purchase order or other form to administer this Agreement, the use of such form shall be for convenience purposes only and any additional or conflicting terms it contains are stricken. This Agreement shall not be assigned by either party without prior written consent of the other party. Either party may terminate this Agreement or the Services upon written notice to the other. In such case, Consultant shall be paid costs incurred and fees earned to the date of termination.
3. **Change Orders.** Client may request changes to the scope of Services by altering or adding to the Services to be performed. If Client so requests, Consultant will return to Client a statement (or supplemental proposal) of the change setting forth an adjustment to the Services and fees for the requested changes. Following Client's review, Client shall provide written acceptance. If Client does not follow these procedures, but instead directs, authorizes, or permits Consultant to perform changed or additional work, the Services are changed accordingly and Consultant will be paid for this work according to the fees stated or its current fee schedule. If project conditions change materially from those observed at the site or described to Consultant at the time of proposal, Consultant is entitled to a change order equitably adjusting its Services and fee.
4. **Compensation and Terms of Payment.** Client shall pay compensation for the Services performed at the fees stated in the Proposal, including but not limited to the Compensation section, unless fees are otherwise stated in Exhibit C to this Agreement (which section or Exhibit is incorporated into this Agreement). If not stated in either, fees will be according to Consultant's current fee schedule. Fee schedules are valid for the calendar year in which they are issued. Fees do not include sales tax. Client will pay applicable sales tax as required by law. Consultant may invoice Client at least monthly and payment is due upon receipt of invoice. Client shall notify Consultant in writing, at the address below, within 15 days of the date of the invoice if Client objects to any portion of the charges on the invoice, and shall promptly pay the undisputed portion. Client shall pay a finance fee of 1.5% per month, but not exceeding the maximum rate allowed by law, for all unpaid amounts 30 days or older. Client agrees to pay all collection-related costs that Consultant incurs, including attorney fees. Consultant may suspend Services for lack of timely payment.
5. **Third Party Reliance.** This Agreement and the Services provided are for Consultant and Client's sole benefit and exclusive use with no third party beneficiaries intended. Reliance upon the Services and any work product is limited to Client, and is not intended for third parties other than those who have executed Consultant's reliance agreement, subject to the prior approval of Consultant and Client.
6. **LIMITATION OF LIABILITY. CLIENT AND CONSULTANT HAVE EVALUATED THE RISKS AND REWARDS ASSOCIATED WITH THIS PROJECT, INCLUDING CONSULTANT'S FEE RELATIVE TO THE RISKS ASSUMED, AND AGREE TO ALLOCATE CERTAIN OF THE ASSOCIATED RISKS. TO THE FULLEST EXTENT PERMITTED BY LAW, THE TOTAL AGGREGATE LIABILITY OF CONSULTANT (AND ITS RELATED CORPORATIONS AND EMPLOYEES) TO CLIENT AND THIRD PARTIES GRANTED RELIANCE IS LIMITED TO THE GREATER OF $50,000 OR CONSULTANT'S FEE, FOR ANY AND ALL INJURIES, DAMAGES, CLAIMS, LOSSES, OR EXPENSES (INCLUDING ATTORNEY AND EXPERT FEES) ARISING OUT OF CONSULTANT'S SERVICES OR THIS AGREEMENT. PRIOR TO ACCEPTANCE OF THIS AGREEMENT AND UPON WRITTEN REQUEST FROM CLIENT, CONSULTANT MAY NEGOTIATE A HIGHER LIMITATION FOR ADDITIONAL CONSIDERATION IN THE FORM OF A SURCHARGE TO BE ADDED TO THE AMOUNT STATED IN THE COMPENSATION SECTION OF THE PROPOSAL. THIS LIMITATION SHALL APPLY REGARDLESS OF AVAILABLE PROFESSIONAL LIABILITY INSURANCE COVERAGE, CAUSE(S), OR THE THEORY OF LIABILITY, INCLUDING NEGLIGENCE, INDEMNITY, OR OTHER RECOVERY. THIS LIMITATION SHALL NOT APPLY TO THE EXTENT THE DAMAGE IS PAID UNDER CONSULTANT'S COMMERCIAL GENERAL LIABILITY POLICY.**
7. **Indemnity/Statute of Limitations.** To the extent permitted by the laws and Constitution of the State of Idaho, Consultant and Client shall indemnify and hold harmless the other and their respective employees from and against legal liability for claims, losses, damages, and expenses to the extent such claims, losses, damages, or expenses are legally determined to be caused by their negligent acts, errors, or omissions. In the event such claims, losses, damages, or expenses are legally determined to be caused by the joint or concurrent negligence of Consultant and Client, they shall be borne by each party in proportion to its own negligence under comparative fault principles. Neither party shall have a duty to defend the other party, and no duty to defend is hereby created by this indemnity provision and such duty is explicitly waived under this Agreement. Causes of action arising out of Consultant's Services or this Agreement regardless of cause(s) or the theory of liability, including negligence, indemnity or other recovery shall be deemed to have accrued and the applicable statute of limitations shall commence to run not later than the date of Consultant's substantial completion of Services on the project.
8. **Warranty.** Consultant will perform the Services in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing under similar conditions in the same locale. **EXCEPT FOR THE STANDARD OF CARE PREVIOUSLY STATED, CONSULTANT MAKES NO WARRANTIES OR GUARANTEES, EXPRESS OR IMPLIED, RELATING TO CONSULTANT'S SERVICES AND CONSULTANT DISCLAIMS ANY IMPLIED WARRANTIES OR WARRANTIES IMPOSED BY LAW, INCLUDING WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.**
9. **Insurance.** Consultant represents that it now carries, and will continue to carry: (i) workers' compensation insurance in accordance with the laws of the states having jurisdiction over Consultant's employees who are engaged in the Services, and employer's liability insurance ($1,000,000); (ii) commercial general liability insurance ($2,000,000 occ / $4,000,000 agg); (iii) automobile liability insurance ($2,000,000 B.I. and P.D. combined single limit); and (iv) professional liability insurance ($1,000,000 claim / agg). Certificates of insurance will be provided upon request. Client and Consultant shall waive subrogation against the other party on all general liability and property coverage.
10. **CONSEQUENTIAL DAMAGES. NEITHER PARTY SHALL BE LIABLE TO THE OTHER FOR LOSS OF PROFITS OR REVENUE; LOSS OF USE OR OPPORTUNITY; LOSS OF GOOD WILL; COST OF SUBSTITUTE FACILITIES, GOODS, OR SERVICES; COST OF CAPITAL; OR FOR ANY SPECIAL, CONSEQUENTIAL, INDIRECT, PUNITIVE, OR EXEMPLARY DAMAGES.**
11. **Dispute Resolution.** This Agreement shall be governed by and construed according to Idaho law.

12. **Subsurface Explorations.** Subsurface conditions throughout the site may vary from those depicted on logs of discrete borings, test pits, or other exploratory services. Client understands Consultant's layout of boring and test locations is approximate and that Consultant may deviate a reasonable distance from those locations. Consultant will take reasonable precautions to reduce damage to the site when performing Services; however, Client accepts that invasive services such as drilling or sampling may damage or alter the site. Site restoration is not provided unless specifically included in the Services.
13. **Testing and Observations.** Client understands that testing and observation are discrete sampling procedures, and that such procedures indicate conditions only at the depths, locations, and times the procedures were performed. Consultant will provide test results and opinions based on tests and field observations only for the work tested. Client understands that testing and observation are not continuous or exhaustive, and are conducted to reduce - not eliminate - project risk. Client shall cause all tests and inspections of the site, materials, and Services performed by Consultant to be timely and properly scheduled in order for the Services to be performed in accordance with the plans, specifications, contract documents, and Consultant's recommendations. No claims for loss or damage or injury shall be brought against Consultant by Client or any third party unless all tests and inspections have been so performed and Consultant's recommendations have been followed. Unless otherwise stated in the Proposal, Client assumes sole responsibility for determining whether the quantity and the nature of Services ordered by Client is adequate and sufficient for Client's intended purpose. Client is responsible (even if delegated to contractor) for requesting services, and notifying and scheduling Consultant so Consultant can perform these Services. Consultant is not responsible for damages caused by Services not performed due to a failure to request or schedule Consultant's Services. Consultant shall not be responsible for the quality and completeness of Client's contractor's work or their adherence to the project documents, and Consultant's performance of testing and observation services shall not relieve Client's contractor in any way from its responsibility for defects discovered in its work, or create a warranty or guarantee. Consultant will not supervise or direct the work performed by Client's contractor or its subcontractors and is not responsible for their means and methods. The extension of unit prices with quantities to establish a total estimated cost does not guarantee a maximum cost to complete the Services. The quantities, when given, are estimates based on contract documents and schedules made available at the time of the Proposal. Since schedule, performance, production, and charges are directed and/or controlled by others, any quantity extensions must be considered as estimated and not a guarantee of maximum cost.
14. **Sample Disposition, Affected Materials, and Indemnity.** Samples are consumed in testing or disposed of upon completion of the testing procedures (unless stated otherwise in the Services). Client shall furnish or cause to be furnished to Consultant all documents and information known or available to Client that relate to the identity, location, quantity, nature, or characteristic of any hazardous waste, toxic, radioactive, or contaminated materials ("Affected Materials") at or near the site, and shall immediately transmit new, updated, or revised information as it becomes available. Client agrees that Consultant is not responsible for the disposition of Affected Materials unless specifically provided in the Services, and that Client is responsible for directing such disposition. In no event shall Consultant be required to sign a hazardous waste manifest or take title to any Affected Materials. Client shall have the obligation to make all spill or release notifications to appropriate governmental agencies. The Client agrees that Consultant neither created nor contributed to the creation or existence of any Affected Materials conditions at the site and Consultant shall not be responsible for any claims, losses, or damages allegedly arising out of Consultant's performance of Services hereunder, or for any claims against Consultant as a generator, disposer, or arranger of Affected Materials under federal, state, or local law or ordinance.
15. **Ownership of Documents.** Work product, such as reports, logs, data, notes, or calculations, prepared by Consultant shall remain Consultant's property. Proprietary concepts, systems, and ideas developed during performance of the Services shall remain the sole property of Consultant. Files shall be maintained in general accordance with Consultant's document retention policies and practices.
16. **Utilities.** Unless otherwise stated in the Proposal, Client shall provide the location and/or arrange for the marking of private utilities and subterranean structures. Consultant shall take reasonable precautions to avoid damage or injury to subterranean structures or utilities. Consultant shall not be responsible for damage to subterranean structures or utilities that are not called to Consultant's attention, are not correctly marked, including by a utility locate service, or are incorrectly shown on the plans furnished to Consultant.
17. **Site Access and Safety.** Client shall secure all necessary site related approvals, permits, licenses, and consents necessary to commence and complete the Services and will execute any necessary site access agreement. Consultant will be responsible for supervision and site safety measures for its own employees, but shall not be responsible for the supervision or health and safety precautions for any other parties, including Client, Client's contractors, subcontractors, or other parties present at the site. Client agrees it will respond quickly to all requests for information made by Consultant related to Consultant's pre-task planning and risk assessment processes. Client acknowledges its responsibility for notifying Consultant of any circumstances that present a risk of exposure to the coronavirus or individuals who have tested positive for COVID-19 or are self-quarantining due to exhibiting symptoms associated with the coronavirus.

Consultant:	**Terracon Consultants, Inc.**	Client:	**City of Caldwell**
By:	Date: **6/30/2026**	By:	Date:
Name/Title:	**Greg Taddicken/ Operations Manager**	Name/Title:	
Address:	**11849 W Executive Dr Ste G** **Boise, ID 83713-1944**	Address:	**205 S. 6th Avenue** **Caldwell, ID 83605**
Phone:	**(208) 323-2926** Fax: **(208) 323-9592**	Phone:	**(208) 455-4573** Fax:
Email:	**Greg.Taddicken@terracon.com**	Email:	

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

Approve Resolution authorizing a Utility easement for domestic water main line at Southern Tire Mart

Summary Statement:

Acceptance of an easement for (newly constructed and some existing) domestic water main line and (at: 3424 Franklin Rd. & 3512 Franklin Rd.) by Pilot Travel Centers, LLC.

Pilot Travel Centers, LLC has agreed to provide an easement for the utilities across a portion of their property to provide said services for Southern Tire Mart, Located at 3424 Franklin Rd. (R3530830100) This easement is necessary for the construction, operation and maintenance of said utilities.

The original easement is attached:

1. Utility Easement: Domestic Water Mainline

Recommended Action:

It is the recommendation of the Engineering Department that Council approves the easement as submitted.

Budget:

Cost:
GL Account:
Timeline:
Department:

Project Manager:

Attachments:

1. Easement M&R Sewer, water and PI Template
2. Core States Group - 23-1291.04 REV (6-26-26) (1)

MEMORANDUM

TO: Caldwell City Council
Meeting Date _July 20, 2026

AGENDA ITEM INFORMATION				
SUBJECT: Utility easement for domestic water main line.		***Department Submittals***	***X to mark***	***Initials***
		Building Department		
		CDBG		
		Clerk		
		City Attorney		
		Finance Department		
		Human Resources		
		Planning & Zoning		
		Fire Department		
		Police Department		
		Public Works		
		Street Department		
		Water Department		
		WWTP		
		Engineering	X	NMPB
		Mapping		
COST IMPACT:	$0.00	Parks and Recreation		
FUNDING SOURCE:		Airport		
		Information Systems		
TIMELINE:		Golf Course		
		OTHER:		

Finance Review ☐ ***Budgeted*** ☐ ***Not Budgeted*** ☐

SUMMARY STATEMENT:

Acceptance of an easement for (newly constructed and some existing) domestic water main line and (at: 3424 Franklin Rd. & 3512 Franklin Rd.) by Pilot Travel Centers, LLC.

Pilot Travel Centers, LLC has agreed to provide an easement for the utilities across a portion of their property to provide said services for Southern Tire Mart, Located at 3424 Franklin Rd. (R3530830100) This easement is necessary for the construction, operation and maintenance of said utilities.

The original easement is attached:

1. Utility Easement: Domestic Water Mainline

RECOMMENDED ACTION:

It is the recommendation of the Engineering Department that Council approves the easement as submitted.

RESOLUTION NO. _____

A RESOLUTION BY THE CITY OF CALDWELL, IDAHO ACCEPTING A UTILITY EASEMENT BETWEEN THE CITY OF CALDWELL AND PILOT TRAVEL CENTERS, LLC FOR THE PURPOSE OF CONSTRUCTION, OPERATION AND MAINTAINENCE OF DOMESTIC WATER MAIN LINES WHICH IS NECCESARY TO PROVIDE SAID SERVICES TO 3424 FRANKLIN RD. (R3530830100**).**

Be it resolved that the City of Caldwell, Idaho hereby accepts and approves an "Easement" between the City of Caldwell and Pilot Travel Centers, LLC. This easement provides a pathway across a portion of their property necessary to construct, operate, and maintain said, domestic water main lines.

The City Clerk of the City of Caldwell is hereby directed to record the easement described above, and forward a copy to the Engineering Department of said City of Caldwell for preservation in an index of easements.

PASSED BY COUNCIL of the City of Caldwell, Idaho, this the 20th day of July, 2026.

APPROVED BY THE MAYOR of the City of Caldwell, Idaho, this the 20th day of July, 2026.

Approved By:	**Attest:**
_____	_____
Eric Phillips, Mayor	Kristina Buchan, City Clerk

EXHIBIT "A"
PROPOSED 15' WATERLINE EASEMENT DESCRIPTION

BEING A PROPOSED 15' EASEMENT FOR WATERLINE PURPOSES, LYING IN THE NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 4 NORTH, RANGE 3 WEST, BOISE MERIDIAN, CANYON COUNTY, IDAHO, AND BEING IN LOTS 1 AND 2, BLOCK 1, CALDWELL COMMERCIAL PARK SUBDIVISION, ON FILE IN PLAT BOOK 26, PAGE 19, RECORDED DECEMBER 9, 1998 IN THE OFFICE OF THE RECORDER, CANYON COUNTY, IDAHO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

*COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 1, BLOCK 1, SAID **POINT OF COMMENCEMENT** BEING ON THE WESTERN RIGHT-OF-WAY LINE OF AVIATION WAY;*

THENCE, ALONG THE SOUTH LINE OF SAID LOT 1, NORTH 89 DEGREES 33 MINUTES 02 SECONDS WEST, A DISTANCE OF 352.06 FEET TO A 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "LS8960" FOUND, PER CALDWELL COMMERCIAL PARK SUBDIVISION NO. 3, FOR THE FOLLOWING (6) SIX COURSES:

1.) NORTH 14 DEGREES 13 MINUTES 02 SECONDS WEST, A DISTANCE OF 295.63 FEET TO A 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "LS1000" FOUND, PER CALDWELL COMMERCIAL PARK SUBDIVISION,

2.) NORTH 30 DEGREES 28 MINUTES 02 SECONDS WEST, A DISTANCE OF 194.00 FEET TO A 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "LS1000" FOUND, PER CALDWELL COMMERCIAL PARK SUBDIVISION,

3.) NORTH 39 DEGREES 08 MINUTES 02 SECONDS WEST, A DISTANCE OF 102.60 FEET TO A 5/8" REBAR WITH ILLEGIBLE, YELLOW PLASTIC CAP FOUND, PER CALDWELL COMMERCIAL PARK SUBDIVISION,

4.) NORTH 77 DEGREES 43 MINUTES 02 SECONDS WEST, A DISTANCE OF 87.90 FEET TO A 5/8" REBAR WITH YELLOW PLASTIC CAP INSCRIBED "LS1000" FOUND, PER CALDWELL COMMERCIAL PARK SUBDIVISION,

5.) SOUTH 64 DEGREES 54 MINUTES 58 SECONDS WEST, A DISTANCE OF 50.78 FEET TO 1/2" REBAR FOUND, PER CALDWELL COMMERCIAL PARK SUBDIVISION,

*6.) NORTH 00 DEGREES 03 MINUTES 42 SECONDS EAST, A DISTANCE OF 50.58 FEET TO THE **POINT OF BEGINNING;***

THENCE, CONTINUING ALONG THE LAST DESCRIBED COURSE NORTH 00 DEGREES 03 MINUTES 42 SECONDS EAST, A DISTANCE OF 15.00 FEET FOR THE FOLLOWING (13) THIRTEEN COURSES:

1.) SOUTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 135.55 FEET,

2.) NORTH 00 DEGREES 00 MINUTES 00 SECONDS WEST, A DISTANCE OF 115.54 FEET,

3.) NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 15.00 FEET,

4.) SOUTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 75.48 FEET,

5.) SOUTH 89 DEGREES 41 MINUTES 41 SECONDS EAST, A DISTANCE OF 574.03 FEET,

6.) SOUTH 00 DEGREES 26 MINUTES 58 SECONDS WEST, A DISTANCE OF 15.00 FEET,

7.) NORTH 89 DEGREES 41 MINUTES 41 SECONDS WEST, A DISTANCE OF 554.30 FEET,

8.) SOUTH 00 DEGREES 03 MINUTES 42 SECONDS WEST, A DISTANCE OF 39.95 FEET,

9.) SOUTH 90 DEGREES 00 MINUTES 00 SECONDS WEST, A DISTANCE OF 73.06 FEET,

10.) SOUTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 19.35 FEET,

11.) NORTH 90 DEGREES 00 MINUTES 00 SECONDS WEST, A DISTANCE OF 15.00 FEET,

12.) NORTH 00 DEGREES 00 MINUTES 00 SECONDS WEST, A DISTANCE OF 19.35 FEET,

*13.) SOUTH 90 DEGREES 00 MINUTES 00 SECONDS WEST, A DISTANCE OF 82.07 FEET TO THE **POINT OF BEGINNING**.*

CONTAINING AN AREA OF 0.314 ACRES (13,675 SQUARE FEET OF LAND), MORE OR LESS.

SUBJECT TO ALL EASEMENTS AND RIGHTS-OF-WAY OF RECORD.

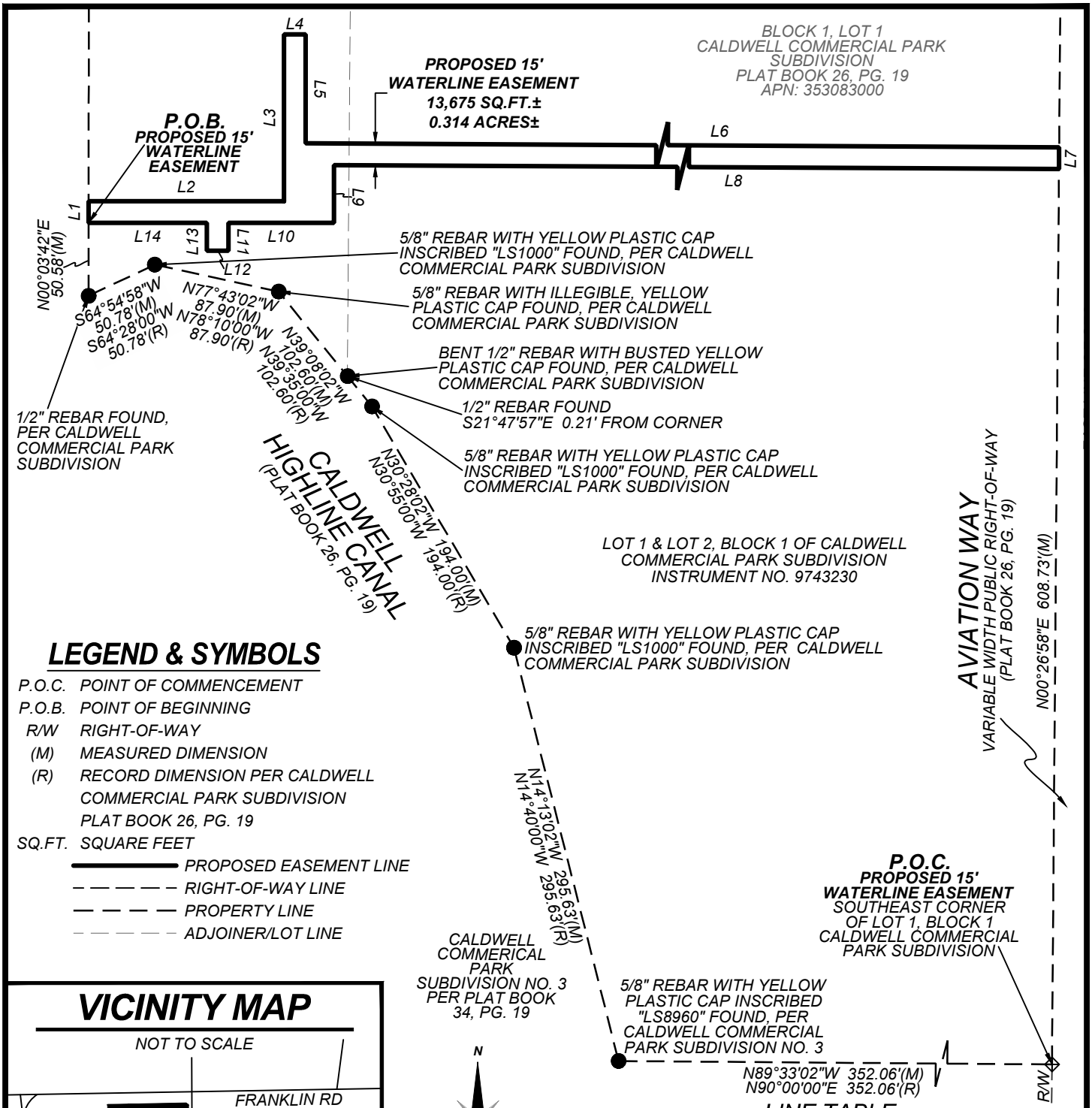
THE BASIS OF BEARING IS THE IDAHO COORDINATE SYSTEM OF 1983, WEST ZONE.

DISTANCES SHOWN HEREON ARE GROUND DISTANCES.

_____

CLIFFORD E. CAMERON
LICENSED PROFESSIONAL LAND SURVEYOR NO. L-13535
STATE OF IDAHO

EXHIBIT "B"

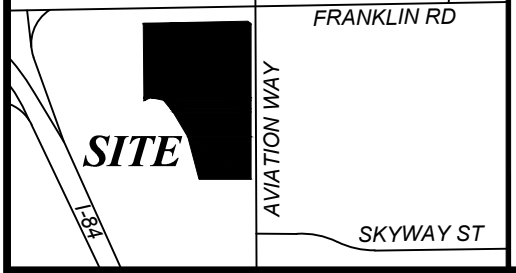


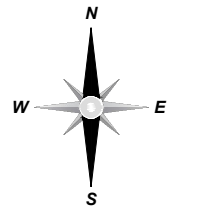
LEGEND & SYMBOLS

P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
R/W	RIGHT-OF-WAY
(M)	MEASURED DIMENSION
(R)	RECORD DIMENSION PER CALDWELL COMMERCIAL PARK SUBDIVISION PLAT BOOK 26, PG. 19
SQ.FT.	SQUARE FEET
———	PROPOSED EASEMENT LINE
– – – –	RIGHT-OF-WAY LINE
— — —	PROPERTY LINE
– — – —	ADJOINER/LOT LINE

VICINITY MAP

NOT TO SCALE





LINE TABLE

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	N00°03'42"E	15.00'	L8	N89°41'41"W	554.30'
L2	S90°00'00"E	135.55'	L9	S00°03'42"W	39.95'
L3	N00°00'00"W	115.54'	L10	S90°00'00"W	73.06'
L4	N90°00'00"E	15.00'	L11	S00°00'00"E	19.35'
L5	S00°00'00"E	75.48'	L12	N90°00'00"W	15.00'
L6	S89°41'41"E	574.03'	L13	N00°00'00"W	19.35'
L7	S00°26'58"W	15.00'	L14	S90°00'00"W	82.07'

BASIS OF BEARING

THE BASIS OF BEARING OF THIS EXHIBIT IS GRID NORTH PER GPS COORDINATE OBSERVATIONS IDAHO STATE PLANE, WEST ZONE NAD83.

LATITUDE = 43°39'19.81173"
LONGITUDE = -116°39'11.11289"
CONVERGENCE ANGLE = -00°37'24.40896"

PROPOSED 15' WATERLINE EASEMENT EXHIBIT

JOB NUMBER: 23-1291.04	**DRAWN BY:** HAN - 6/26/2026
REVIEWED BY: TS	**SHEET:** 1 OF 1

3512 FRANKLIN ROAD
CANYON COUNTY, CALDWELL, IDAHO 83605

THIS IS NOT A BOUNDARY SURVEY

DIMENSIONS ON THIS EXHIBIT ARE EXPRESSED IN FEET AND DECIMAL PARTS THEREOF UNLESS OTHERWISE NOTED. THIS IS NOT A SURVEY.

BLEW & ASSOCIATES, P.A.
3825 N. SHILOH DR.,
FAYETTEVILLE, AR 72703
OFFICE: 1-888-933-2111
SUPPORT@BLEWINC.COM

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

Approve Resolution authorizing the MOU With Destination Caldwell regarding the purchase of the Rail Station Playground Equipment

Summary Statement:

Recommended Action:

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. Playground MOU Signed DW 7.2.26

MEMORANDUM OF UNDERSTANDING (MOU)

This Memorandum of Understanding ("MOU") is entered into by and between **The City of Caldwell**, an Idaho municipal corporation ("City"), and **Destination Caldwell**, a nonprofit organization ("DC"), collectively referred to as the "Parties."

1. Purpose

The purpose of this MOU is to outline the roles, responsibilities, and financial commitments of the Parties related to the development, equipment purchase, and installation of the **Train Depot Pocket Playground** located in downtown Caldwell.

2. Project Description and Location

The project consists of the purchase and installation of playground equipment, including musical instruments, and the ownership of equipment in a pocket playground park (the "Playground").

Site Address: 704 Indian Creek Music Park, located near Arthur Street and 7th Avenue, Caldwell, Idaho (the "Site").

3. Term

This MOU shall become effective upon execution by both Parties and shall remain in effect unless terminated by mutual written agreement of the Parties.

4. Financial Responsibilities

4.1 Destination Caldwell

Destination Caldwell agrees to the following financial commitments:

- DC has raised **$155,000** in private donations year-to-date for the Playground project.
- This amount includes a **$50,000 matching contribution from Brighton Development**.
- DC's total financial responsibility for the Playground project shall be capped at **$155,000** unless DC raises additional funds for the project, in which case DC's total financial responsibility shall be capped at the total amount raised.
- Using funds provided by the City pursuant to Section 4.2 of this MOU and DC's above-described funds, DC will proceed with the purchase and installation of playground equipment and associated landscaping from Garrett Play upon execution of this MOU, as outlined in the two attached invoices, incorporated herein. If made directly by the City, this purchase would qualify under a cooperative purchasing agreement pursuant to Idaho Code section 67-2807.

4.2 City of Caldwell

The City of Caldwell agrees to the following financial commitments:

- The total project cost for the Playground, including musical instruments, as provided by Garrett Play, is **$350,648.00**.
- The City shall pay DC **$195,648.00** for use solely toward the Playground project costs. The City shall make payments up to this amount within thirty (30) days of submission of an appropriate invoice by DC.

5. Ownership

Upon installation, all playground equipment and improvements at the Site shall be owned by the City and shall be considered part of the City's park system. Therefore, DC shall have no ongoing maintenance, repair, or operational responsibilities for the Playground beyond its stated financial contribution.

6. Liability and Insurance

Each Party shall be responsible for its own acts and omissions and those of its officers, employees, and agents, to the extent provided by Idaho law. Nothing in this MOU shall be construed as a waiver of any governmental immunity or other protections available under applicable law.

7. Amendments

This MOU may be amended only by written agreement signed by authorized representatives of both Parties.

8. Non-Binding Nature

This MOU is intended to document the understanding of the Parties and does not create a partnership or joint venture. Financial obligations outlined herein reflect current commitments and intent.

9. Authorized Signatures

IN WITNESS WHEREOF, the Parties have executed this Memorandum of Understanding as of the dates written below.

CITY OF CALDWELL
By: _____
Name: _____
Title: _____
Date: _____

DESTINATION CALDWELL
By: _____
Name: Dena Warren
Title: Executive Director
Date: 7.2.26

Regular **Item:** 12.

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

Approve the Findings of Facts and Conclusions of Law for Regency at Verbena Ranch No. 2 Final Plat (SFP26-000021).

Summary Statement:

Recommended Action:

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. Staff Report FP_Regency at Verbena #2 - Packet

Caldwell Planning & Zoning Department
STAFF REPORT / FINDINGS
Consent Item | City Council | 7/20/2026

Staff Planner: Garline Davis

CASE NO(s): SFP26-000021
Project Name: Regency at Verbena Ranch No. 2

STAFF REVIEW SUMMARY

Staff finds the final plat **IS** compliant with all applicable codes, regulations, and policies, and is in conformance with the approved preliminary plat. Staff recommends if approved, the approvals be subject to the conditions listed in the Findings of Fact, Conclusion of Law, and Decision herein.

CITY COUNCIL DECISION

This will be updated to reflect the city council decision after the meeting and prior to signature.

City Council APPROVED / DENIED the final plat at the 7/20/2026 City Council meeting.

PROJECT SUMMARY:

Proposed Land Use Applications:

- Final Plat for Regency at Verbena Ranch Subdivision No. 2, consisting of 29 detached single-family residential building lots and 4 common lots on approximately 12.27 acres in the R-1 zoning district.

Project Name:	Regency at Verbena Ranch No. 2
Applicant:	Toll Brothers
Property Owner:	Toll West Inc.
Parcel ID Number(s):	R3267801200
Property or Project Size:	12.27 acres (this phase)

VICINITY MAP
SCALE: 1" = 500'

DECISION BODY – REQUIRED FINDINGS & APPROVAL CRITERIA

Before the City Council approves any application, the Council must find and conclude the proposed application is compliant with the Caldwell City Code approval criteria as listed under #11 within Section I, Findings of Facts, within this report.

BEFORE THE CALDWELL CITY COUNCIL
CITY OF CALDWELL, CANYON COUNTY, IDAHO

NOTE: *THIS IS NOT A PREDETERMINED DECISION. PORTIONS OF THE FINDINGS ARE WRITTEN IN AN APPROVAL AND DENIAL FORMAT. ALL EVIDENCE WILL BE CONSIDERED AND THE FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION WILL BE UPDATED PRIOR TO FINAL SIGNATURE.*

IN THE MATTER OF AN APPLICATION FOR A FINAL PLAT APPROVAL FOR REGENCY AT VERBENA RANCH SUBDIVISION NO. 2 CONSISTING OF 29 DETACHED SINGLE-FAMILY RESIDENTIAL BUILDING LOTS AND 4 COMMON LOTS ON APPROXIMATELY 12.27 ACRES IN THE R-1 ZONING DISTRICT

Property Owner: TOLL WEST INC.

FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION

Case No. SFP26-000021

I. FINDINGS OF FACTS

1. **APPLICANT:** Toll Brothers

2. **PROPERTY OWNER:** Toll West Inc.

3. **APPLICATION REQUEST:** Application for final plat approval of Regency at Verbena Ranch Subdivision No. 2, consisting of 29 detached single-family residential building lots and 4 common lots on approximately 12.27 acres in the R-1 zoning district

4. **SITE ADDRESS AND LOCATION:** The subject site is located on the west side of South Tenth Avenue, with a property address of 0 S. 10th Ave., described as a portion of S ½ of the NE ¼ of Section 9, Township 3 North, Range 3 West, Boise Meridian. (09-3N-3W NE TX 23590 IN S 1/2 NE).

5. **ASSESSOR PARCEL NUMBER(S):** R3267801200

6. **PROPERTY SIZE:** Phase 2 is approximately 12.27 acres, more or less

7. **PUBLIC NOTICING:**

The planning and zoning department notifies all political subdivisions providing services within the planning jurisdiction, including school districts who will be impacted by any changes that have been proposed from what was originally approved on the preliminary plat.

Review of the final plat submitted determined there were no modifications proposed that would necessitate additional public agency notifications.

8. **PRELIMINARY PLAT AND DEVELOPMENT BACKGROUND AND HISTORY:**

The preliminary plat approval for Regency at Verbena Ranch (ANN24-00006 & SUB24-000022) was signed by the City Council on 5/5/2025. The Final Plat for Phase 1 was approved on March 18, 2026.
This phase consists of 12.27 acres and includes 29 single-family residential lots.

9. **APPLICABLE REGULATIONS AND GUIDING DOCUMENTS:**

a. City of Caldwell Zoning Ordinance No. 1451, as amended
b. City of Caldwell Subdivision Ordinance, as amended
c. Idaho Code, Title 67, Chapter 65, Local Planning Act

10. **STAFF REVIEW AND ANALYSIS:**

Residential Type	**# of Lots**				
	PP	FP No 1	FP No 2	FP No 3	Remaining
Single-Family Detached	143	37	29		77
Townhomes	n/a	n/a	n/a		n/a
Duplex	n/a	n/a	n/a		n/a
Triplex	n/a	n/a	n/a		n/a
4-, 5-, or 6-family	n/a	n/a	n/a		n/a
Multi-family Apartments	n/a	n/a	n/a		n/a
Common Lots	22	7	3		12

Residential Type	**# of Buildings**				
	PP	FP No 1	FP No 2	FP No 3	Remaining
Single-Family Detached	143	37	29		77
Common Lots	n/a	1	n/a		n/a

Non-Residential					
	PP	FP No 1	FP No 2	FP No 3	Remaining
Open Space Acreage	11.85 ac.	5.04 ac.	2.68 ac.		4.13 ac.
Amenities Approved	Clubhouse, pool, pickleball	Clubhouse, outdoor pool, lap pool,	Pathway.		Dog Park. Additional

	courts, bocce ball courts, outdoor seating/firepit, dog park, & pathways	pickleball courts, bocce ball courts, outdoor fireplace, & pathways			Pathway Sections.

Staff Comment: *Construction drawings (CD26-000022) and the proposed final plat have been reviewed for conformance with city codes and with the approved preliminary plat. The Planning & Zoning Division, in consultation with the Engineering Department, have determined the final plat is compliant with city code, as well as with the approved preliminary plat.*

11. **CITY COUNCIL DECISION:**

Regarding the request for a final plat approval for Regency at Verbena Ranch Subdivision No. 2, a residential subdivision with 29 single-family lots and 3 common lots in an R-1 (Low Density Residential) zone on approximately 12.27 acres on Parcels R3267801200, located in the S ½ of the NE ¼ of Section 9, T3N, R3W, the subject application was placed on the 7/20/2026 City Council consent agenda for consideration.

Based upon the information received and the record of evidence presented, the City Council voted to **APPROVE** the request for final plat approval, subject to the conditions herein. In approving the requests, the City Council concluded the following:

1. The final plat is compliant with city code; and
2. The final plat is in compliance with the approved preliminary plat.

II. CONCLUSIONS OF LAW

1. The City of Caldwell has provided for the processing of Land Use permits authorized by Chapter 65, Title 67, Idaho Code, pursuant to Chapter 10 Zoning Regulations and Chapter 11 Subdivision Regulations.
2. The record includes, but is not limited to all files, application documents, public notices, public comments and testimony, staff reports and memos, presented evidence and exhibits, public hearing written minutes and audio, and the signed Findings of Facts, Conclusions of Law, and Decision.
3. The City Council is authorized to approve, approve with conditions, approve with modifications, or deny final plats in accordance with Section 11-02-03 (2) D of Caldwell City Code.
4. The City Council reviewed and considered all records, evidence, testimony, facts presented, applicable code standards, and approval criteria as specified within Caldwell City Code in making their decision.

III. CONDITIONS OF APPROVAL

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

The approval of the application requests for (SFP26-000021), are subject to the adherence of the following conditions:

A. Site Specific Requirements:

1. Future development of the subject site shall be substantially consistent with the approved plans herein and all conditions/entitlements associated with Regency at Verbena Ranch Preliminary Plat and Verbena Ranch PUD (ANN24-00006, SUB24-000022, & PUD24-000004).

2. No more than 30 homes/lots within Regency at Verbena Ranch Subdivision may receive building permit approval prior to a Fire approved secondary access being constructed.

B. General Requirements:

1. Development of the subject property shall be in conformance with all municipal codes, policies, standards, and regulations of the City of Caldwell, unless specifically stated otherwise in a Development Agreement or in the Order of Decision. **NOTE:** *Failure to identify a code violation during the review of the plans DOES NOT give the applicant the right or permission to violate any codes, policies, standards and/or regulations.*

2. If any term or provision of this decision, to any extent, is held invalid or unenforceable, the remaining terms and provisions hereof shall not be affected thereby, but each such remaining term and provision shall be valid and enforced to the fullest extent permitted by law.

3. Any nuisances existing on the property (weeds, trash, debris, etc) shall be resolved and in compliance with city codes prior to the approval of any construction drawings and/or issuance of building permits.

4. Any changes to the plans and specifications upon which this approval is based, other than those required by the above conditions, will require submittal of an application for modification and approval of that application prior to commencing any change.

5. All improvements and operations shall comply with applicable local, state and federal requirements and procedures whether specifically addressed in the analysis of this application or not.

6. Fencing: Fencing must comply with Caldwell City Code Section 10-02-07.

7. Approval: This approval is for the application(s) specified herein only. Additional permits, licenses and approvals may be necessary.

8. Solid Waste Disposal: All solid waste receptacles utilized during development and/or construction shall be provided by the same company with which the City of Caldwell has an exclusive contract.

9. Business Licensing: All businesses operating within the corporate limits of the city shall obtain a business permit license prior to commencing business operations.

C. Site Design and Development Standards:

1. General: All new construction shall comply with the current dimensional standards (height and setback schedule) in effect at the time the building permit is filed, excluding any deviations approved through a planned unit development, special use permit, and/or development agreement.

2. Stormwater: Strict adherence to the "Caldwell Stormwater Management Manual", as adopted by the city council as well as any subsequent adopted updates, is required. **NOTE:** *Any modifications necessary to the original approved stormwater design where additional stormwater retention or detention facilities are required, or where the approved retention and detention facilities are required to be expanded, still requires adherence to the requirements for minimum open space, landscape buffers, lot sizes and setbacks.*

D. Engineering Department Conditions:

The following items shall be completed prior to the City Engineer signing the final plat. Said items cannot be deferred by posting a financial security:

1. Water System: The final plat cannot be signed until the water system has been constructed, pressure tested and clean water samples received.

2. Sewer System: The final plat cannot be signed until the sewer system has been constructed, pressure tested, CCTV video has been submitted and approved and interim as-builts have been approved by the Engineering Department.

3. Pressurized Irrigation System: The final plat cannot be signed until the pressure irrigation system within the public right-of-way has been constructed and pressure tested.

4. Storm Drain System: The final plat cannot be signed until the storm drain system located within the public right-of-way has been constructed, passed visual inspection, and interim as-builts have been approved by the Engineering Department.

5. All-Weather Surfaces: The final plat cannot be signed until all-weather surfaces are in place, compaction test results have been submitted and approved for roadways and emergency accesses and, if paved, core sample results have been submitted and approved.

6. Street Signs: The final plat cannot be signed until all street signs have been installed to City standards and approved.

7. Construction Security: Construction security (compliant with current City Code requirements) must be provided for all items which are not among the items listed above, and which are not yet completed before the City Engineer can sign the final plat. The City must be in agreement on a construction security amount for those improvements.

8. Final Plat Review: The final plat drawing shall be submitted to the Engineering Department for review prior requesting signatures on the final plat. Adequate review time (no less than 30 days) shall be provided by the Applicant. Final plats submitted for review must meet all State statutes and City codes, policies, and ordinances.

9. Addressing: In an effort to expedite the addressing process of the final plat, applicants shall submit electronic copies of the final plat, in both PDF and AutoCAD format, to the Engineering and Mapping departments as soon as possible.

E. Fire Department Conditions:

1. 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.

2. 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.

F. Mapping Department Conditions:

1. Approved Subdivision Name. No changes to an approved subdivision name shall occur unless a request is initiated through the filing of an application for a "Subdivision Name Change Request", and subsequently reviewed and approved the Mapping and Planning and Zoning Department, at an administrative staff level. In making application, the application shall file a completed application with the Planning and Zoning Department on forms prescribed by the department accompanied by such data and information necessary to assure the fullest presentation of facts, as determined by the Planning Director.

   a. Subdivision Name Change Requests; Prior to Final Plat Submission: If approved, an amended preliminary plat will need to be submitted to the Planning and Zoning Department with the reflected

subdivision name change prior to the approval of construction drawings. All construction drawings and final subdivision plats shall reflect the new approved subdivision name.

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

c. Name Change Requests; After Final Plat Recording: If approved, an amended final plat drawing indicating the new subdivision name OR an Affidavit of Correction indicating that the plat is otherwise known as "insert the new approved subdivision name", shall be recorded at the county recorder's office. Once the plat or affidavit is recorded, a copy of the recorded plat or affidavit shall be provided to the Planning and Zoning Department.

2. Approved Street Names, Street Layout, Lot and Block Numbering, and Subdivision Phasing Plan. No changes to the original approved street names, street layout and configuration, lot and block numbering, or subdivision phasing plan shall occur without prior approval from the City of Caldwell Mapping Division. Any substantial changes from what was originally approved may require additional public hearings.

G. Landscaping Specific Requirements:

1. Compliance: The applicant shall comply with all landscaping requirements based on Caldwell City Code.
2. Landscape Plan: The Landscape Plan **(Exhibit 1)** represents the approved landscape plan. Any changes to the landscape plan must be submitted to the City for review and approval prior to installation.
3. If the City determines that any such changes require additional public comment due to potential impacts on surrounding property or the community, or that such change is a substantial enough change from the landscape plan presented to the public, a public hearing shall be held on the proposed changes and notice shall be provided as required by the City.
4. Landscape Maintenance: All landscaping and screening devices shall be maintained in an attractive, live, safe and healthy manner, and to meet the specific requirements in the Caldwell City Code.
5. Subdivisions: The homeowner's association is responsible for maintaining all common area landscaping and screening devices within a subdivision, development, and/or the subject property.
6. Street Landscape Buffers: The street landscape buffers shall contain a mixture of sod, trees (deciduous and evergreen), shrubs, lawn, vegetative and non-vegetative ground cover so that the entire buffer area is covered. Plantings shall meet or exceed the minimum plant sizes as follows:

Planting Type	**Minimum Size at Time Planting**
Evergreen trees	6-foot height minimum
Ornamental trees	2-inch caliper minimum
Shade trees	2-inch caliper minimum
Shrubs & Perennials	10" height and/or spread minimum, depending on plant species

H. Subdivision Specific Requirements:

1. Cluster Mailboxes: The development shall utilize cluster mailboxes for delivery of mail. Individual mailboxes shall not be allowed. A cluster mailbox placement plan shall be submitted to the Planning and Zoning

department showing coordination with the United States Postal Services prior to submitting the construction drawings.

2. Subdivision Construction Signage: At the time of development, a "rules and regulations" sign shall be posted and maintained at the entryways to the project until it is fully developed and build out is complete. The signs would be intended for subcontractors performing work and should include: a) no dogs; b) no loud music; c) no alcohol or drugs; d) no abusive language; e) disposal of personal trash and site debris; f) daily cleanup of any mud and/or dirt that is deposited from the construction parcel onto streets; g) installation of a temporary construction fence that would keep debris from being blown off site by the wind; h) no burning of construction or other debris on the property.

3. Plat Expirations:

   Final plats must be recorded for a single-phase development or for the first phase of a multi-phase development within twenty-four (24) months of the date of signature on the approving order of decision for the final plat.

4. Phased Subdivisions: The subdivider may file and obtain acceptance of successive final plats for continuous segments of the approved preliminary plat without reapplication for preliminary plat approval, provided that final plats are recorded in successive intervals of not more than two (2) years each, as measured from the date of recordation of the prior phase final plat.

I. Planned Unit Development Specific Requirements:

1. PUD Ownership: A planned unit development shall be under single ownership/control during the planning and developmental stage to ensure that the development can be accomplished in a unified manner.

2. PUD Amenities: 50% of the amenities shall be completed with the first 80% of building permits issued for the entire development. All amenities shall be completed prior to the final landscape inspection for street buffers and open space.

3. PUD Expiration: The completion of the first phase of a planned unit development shall take place within three (3) years of the signature date on the order of decision approving the planned unit development or said approval shall become null and void. For each phase after the first phase there shall be an allowed one year time frame per phase for completion. Should any phase not be completed within its one year time frame, approval on the uncompleted portion of the planned unit development shall become null and void. Exceptions to the time frames may be granted at the time of original approval of the planned unit development, provided said exceptions are requested in the initial application.

IV. ORDER OF DECISION

The Council, based upon the testimony and evidence in record in this matter and upon findings of fact and conclusions of law set forth herein DOES HEREBY DETERMINE AND DECIDE AS FOLLOWS: the request for a final plat approval for Regency at Verbena Ranch Subdivision No. 2, a residential subdivision with 29 single-family lots and 3 common lots in an R-1 (Low Density Residential) zone on approximately 12.27 acres on Parcels R3267801200, located in the S ½ of the NE ¼ of Section 9, T3N, R3W, is **APPROVED SUBJECT TO THE CONDITIONS OF APPROVAL LISTED HEREIN.**

These Findings of Fact, Conclusions of Law and Decision are for Regency at Verbena Ranch Subdivision No. 2 approved and adopted by the Caldwell City Council on this date, **Click or tap here to enter text.**

_____ _____
Eric Phillips, Mayor Date of Decision

ATTEST:

_____
Kristina Buchan, City Clerk
City of Caldwell

EXHIBIT 1

Application Documents

- Checklist and Application
- Narrative
- Vicinity Map
- Final Plat
- Approved Preliminary Plat
- Landscape Plan
- Open Space Exhibit

City of Caldwell
Planning & Zoning Department
621 Cleveland Blvd., Caldwell, ID 83605 | PZ@cityofcaldwell.org | 208-455-3021

FINAL PLAT CHECKLIST

Upon receipt of this application, staff will review the project to confirm that all pre-requisite application type(s) have been submitted, reviewed, and approved. The following items must be submitted for the application to be considered complete.

- *Final plat applications may be submitted concurrently with the submission of civil construction drawings.*
- *Final plat applications are submitted to the Planning and Zoning Department.*
- *Civil construction drawings are submitted to the Engineering Department.*

1. FORMAT AND GENERAL INFORMATION REQUIRED

Applicant	Description	Staff
☑	Caldwell Master Development Application	☐
☑	If the signatory on this application is not the owner of the property, an original notarized statement (affidavit of legal interest) from the owner stating the applicant is authorized to submit this application is required.	☐
☑	Associated Fee(s): as listed on the Development Review Fee Schedule	☐
☑	A completed copy of this checklist (check each box)	☐
☑	Provide a copy of a current title report, or warranty deed for the subject property	☐
☑	Provide a project narrative addressing any conditions of approval or changes from the approved preliminary plat.	☐
☑	One (1) full size copy of the approved preliminary plat (pdf format).	☐
☐ incl. ☑ n/a	One (1) full size copy of an amended preliminary plat in pdf format (if changes from the approved preliminary plat are being proposed)	☐
☑	One (1) full size copy of the final plat (pdf format)	☐
☑	One (1) georeferenced ArcMap-compatible file, such as a zipped shapefile, of the final plat shall be submitted with construction drawings to the engineering department.	☐
☑	The final plat drawing(s) shall be submitted in digital form using .dwg drawing file format and shall be spatially referenced to the Idaho state plane coordinate system - west zone, North American datum (NAD) 83.	☐
☑	One (1) copy of the final plat shall be a reproducible Mylar copy, suitable for blue line reproduction, and shall be submitted to the engineering department.	☐

☑	Provide a copy of the Order of Decision for the preliminary plat	☐
☐ incl. ☑ n/a	Provide a copy of the Development Agreement (if applicable)	☐
☑	General formatting: The final plat shall be drawn to an accurate scale having not more than one hundred feet to an inch (100' = 1") and shall be in a high-resolution format that is clear and legible. All final plats to be offered for recording shall be in accordance with Idaho Code title 50, chapter 13, and city code.	☐
☑	All final plat sheets shall be 24" x 36" with an appropriate, readable scale.	☐
	☐ Orient plat so that north is to the top or left-hand side of sheet.	☐
	☐ Provide north arrow, graphic scale, and written scale.	☐
	☐ Provide a vicinity map in the same orientation of plat showing subject property.	☐

2. FINAL PLAT REQUIRED CONTENT

Applicant	Description	Staff
☑	Designate a title block in the lower, right-hand corner of the plat document. The title block shall contain the name of the subdivision and its location by number, section, township, range and county, date of preparation, and plat type.	☐
☑	Surveyor Information: Plat shall contain the name, address and official seal of the professional land surveyor preparing and stamping the plat.	☐
☑	Include the number of lots for each residential, commercial, and/or industrial type land use; the number of common open space lots; acreage; and the number of dwelling units for each type.	☐
☑	Plat shall include a statement in accordance with Idaho Code section 50-1334 as to the water system being utilized.	☐
☑	For multiple page plats, indicate the sheet number for each page of the plat as: Sheet [#] of [Total #].	☐
☑	Boundaries of the tract to be subdivided fully balanced and closed, showing all bearings and distances, determined by an accurate survey in the field. All dimensions shall be expressed in feet and decimals thereof.	☐
☑	Any excepted parcel(s) within the plat boundaries shall show all bearings and distances, determined by an accurate survey in the field. All dimensions shall be expressed in feet and decimals thereof.	☐
☑	Location and description of cardinal points to which all dimensions, angles, bearings, and similar data on the plat shall be referenced.	☐
☑	Reference by dimension and bearing to a combination of two (2) section corners, quarter section corners, or recorded monuments.	☐
☑	Provide a legend for all abbreviations, graphic symbols, and line types used.	☐

Applicant	Description	Staff
☑	Name, right of way lines, courses; lengths and widths of all public streets, pathways, and utility easements; all linear curves for street centerlines and property lines shall include the following information: (A) Radii. (B) Central angle. (C) Arc length. (D) Points of tangency. (E) Long chord, length and bearing.	☐
☑	All proposed easements for access provided for public services, utilities, or public pathways, and any limitations of the easements, as well as dimensions, bearings, widths, and use indicated. Any existing recorded easements on the subject property shall also be shown with use, width, dimensions, bearings and applicable instrument numbers.	☐
☑	All lots shall be numbered by consecutive numbers throughout the plat. "Exceptions" or areas not designated as a lot shall be so designated, lettered or named and clearly dimensioned. Both square footage and acreage of every lot within the subdivision shall be noted.	☐
☑	Location, dimensions, bearings, radii, arcs and central angles of all sites to be dedicated to the public shall be clearly indicated and the intended use specified.	☐
☑	Certification and signature by the professional land surveyor preparing said plat certifying to the accuracy of the survey and plat and that the monuments described in it have been located as described.	☐
☑	Certification, acknowledgment, and signature by the owner including dedication of all streets, rights of way and any sites for public use, and granting of any existing or proposed easements, including acknowledgment of such.	☐
☑	Certification and signature of the county surveyor verifying that the accuracy of the plat complies with the requirements of Idaho Code.	☐
☑	Signature block for city engineer verifying that final plat complies with Idaho Code, title 50 and with city code.	☐
☑	Signature block for city clerk verifying council approval of said final plat.	☐
☑	Certification and signature of the health department verifying approval of sewer and water facilities as required by Idaho Code, title 50, chapter 13.	☐
☑	Certification of county treasurer as required by Idaho Code, title 50, chapter 13.	☐

3. SITE DATA

Applicant	Description	Staff
☑	Complete the data table below.	☐

Total Acreage of Site:	12.27	Total Acreage of Any Out-Parcels:	
Residential / Multi-Family Information:			
Total # of Lots:	34	Total # of Dwelling Units:	29
# of Residential Lots	29	# of Single-Family (detached or townhomes):	29
# of Common Lots	5	# of Duplex Dwelling Units:	0
Total Acreage of Common Lots:	2.68	# of Triplex Dwelling Units:	0
Minimum Lot Size:	7,669 SF	# of 4-, 5-, or Six Family Dwelling Units:	0
Maximum Lot Size:	13,435 SF	# of Multi-Family Dwelling Units:	0
Average Lot Size:	9,408 SF	Dwelling Units per Gross Acre:	2.36
Minimum Street Frontage:	50'	Minimum Lot Width:	50'
Commercial / Industrial Information:			
# of Commercial Lots:		Total Gross Square Feet of Commercial Buildings:	
# of Industrial Lots:		Total Gross Square Feet of Industrial Buildings:	

APPLICANT ACKNOWLEDGMENT

By signing below, I acknowledge:

☑ All items on the checklist are included in the submittal package.

☑ All documents are single sided and high-resolution.

☑ All submittal information included within the checklist and the application are, to the best of my knowledge, complete and accurate.

☑ I am aware that my civil construction drawings WILL NOT be approved until all outstanding items have been addressed and the final plat has been heard by City Council.

Kyle Prewett

Printed Name

4/1/2026

Date

Kyle Prewett

Signature

The applicant is the:

☐ Property Owner

☑ Property Owner's Agent/Representative

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

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

APPLICATION REQUESTS

Note: Please check all that apply.

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

_____

_____

_____

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

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

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

PROJECT and SITE/PROPERTY INFORMATION	
Project or Business Name: Regency at Verbena Ranch Subdivision No. 2	
Site Address (s): 0 S 10th Ave, Caldwell, ID 83607	**Suite #:**
Parcel #(s): R3267801200	
Total Acres: 12.27	
General Location of Site: SE of the Homedale Rd & 10th Ave intersection	
Current Zoning of Parcel(s): *(Check all that apply)*	☐ RS-1 ☐ RS-2 ☒ R-1 ☐ R-2 ☐ R-3 ☐ C-1 ☐ C-2 ☐ C-3 ☐ C-4 ☐ C-C ☐ DCB ☐ M-1 ☐ M-2 ☐ I-P ☐ A-D ☐ C-D ☐ H-D ☐ P-D ☐ T-N ☐ H-C ☐ Property currently In County Please list the current county zoning designation: _____
Overlay Districts: *(Check all that apply)*	☐ APO-1 ☐ APO-2 ☐ Indian Creek Corridor Overlay ☐ Downtown Local Historic Area ☐ Steunenberg Historic District ☐ Floodplain Overlay ☒ None
City of Caldwell Comprehensive Plan Designation of Parcel(s): *(Check all that apply)*	☐ Neighborhood 1 ☒ Neighborhood 2 ☐ Neighborhood 3 ☐ Urban Neighborhood ☐ Community Center ☐ Mixed Use Center ☐ Downtown ☐ Employment Center ☐ Special Purpose
Are parcels located within an Area Hub as indicated on the City of Caldwell Comprehensive Plan?	☐ Yes ☒ No

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

Description of Proposed Project / Request:

Subdivision - Final Plat for Regency at Verbena Ranch Subdivision No. 2. The project is located at 0 S 10th Ave, Caldwell, ID 83607, in the NE 1/4 of Section 9, Township 3 North, Range 3 West. The final plat includes 29 single-family residential lots and 5 common lots on 12.27 acres.

APPLICANT INFORMATION:

Name:	Kyle Prewett
Company Name (if applicable):	Toll Brothers
☐ Property Owner ☒ Authorized Agent ☐ Purchaser ☐ Petitioner (Vacations only)	
Mailing Address:	3103 W Sheryl Dr, STE 100, Meridian, ID 83642
Phone:	8318019724
Email:	kprewett@tollbrothers.com

PROPERTY OWNERS' INFORMATION

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

☐ Not Applicable

Name:	Toll West Inc.
Mailing Address:	3103 W Sheryl Dr, STE 100, Meridian, ID 83642
Phone:	2084240020
Email:	rhammons@tollbrothers.com

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

DESIGNATED CONTACT PERSON

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

Same as:

☒ Applicant ☐ Property Owner ☐ Other

Name: Kyle Prewett

Company Name (if applicable): Toll Brothers

Mailing Address: 3103 W Sheryl Dr, STE 100, Meridian, ID 83642

Phone: 8318019724

Email: kprewett@tollbrothers.com

CONTRACTOR / DEVELOPER INFORMATION

☐ Not Applicable

Name: Martin Taylor

Company Name (if applicable): TOLL SOUTHWEST LLC

Mailing Address: 3103 W Sheryl Dr, STE 100, Meridian, ID 83642

Phone: 2084240020

Email: mtaylor1@tollbrothers.com

ARCHITECT INFORMATION

☒ Not Applicable

Name:

Company Name (if applicable):

Mailing Address:

Phone:

Email:

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

ENGINEER / SURVEYOR INFORMATION

☐ Not Applicable

Name:	Anna Hirning
Company Name (if applicable):	ESE Consultants, Inc.
Mailing Address:	3103 W Sheryl Dr, Suite 100, Meridian, ID 83642
Phone:	2084240020
Email:	ahirning@eseconsultants.com

LANDSCAPE ARCHITECT INFORMATION

☐ Not Applicable

Name:	Kimberly Siegenthaler
Company Name (if applicable):	Jensen Belts Associates
Mailing Address:	1509 Tyrell Lane, STE 130, Boise, ID 83706
Phone:	2083437175
Email:	kim@jensenbelts.com

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

ACKNOWLEDGEMENTS

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

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

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

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

Applicant Signature: Kyle Prewett _____ Date: 4/1/26

Printed Name: Kyle Prewett _____

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

Online Application Submittal Instructions

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

Step 1:

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

Step 2

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

Drawing Submittal Instructions:

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

Toll Brothers®
LAND DEVELOPMENT

PAVING THE WAY FOR AMERICA'S LUXURY HOMEBUILDER

April 1, 2026

City of Caldwell Planning and Zoning Department
205 S. 6th Ave.
Caldwell, Idaho 83605

RE: Regency at Verbena Ranch Subdivision No. 2 – Final Plat

Dear Planning and Zoning Staff,

Attached for your review and approval is the final plat for Regency at Verbena Ranch Subdivision No. 2. The final plat comprises 29 single-family residential lots and 5 common lots, on 12.27 acres. The site is located southwest of the Homedale Rd and S 10th Ave intersection (Parcel R3267801200). Zoning for the property is designated as R-1 (Low Density Residential).

Regency at Verbena Ranch Subdivision No. 2 features a minimum lot size of 7,669 SF, a maximum of 13,435 SF, and an average of 9,408 SF. Qualified open space in this phase includes open space and walking paths. Qualified open space in this phase totals 2.68 acres (21.8%). The density in this phase is 2.36 dwelling units per acre.

Caldwell City Council approved the Planned Unit Development (PUD) and Preliminary Plat for Regency at Verbena Ranch Subdivision on May 5th, 2025. The final plat is in conformance with all conditions of approval and requirements of the order of decision for the PUD and Preliminary Plat. The PUD allows for deviations from required dimensional standards typical of the R-1 zoning designation. The dimensional standards established by the PUD, specifically for Regency at Verbena Ranch, are as follows:

- Lot Area Minimum, Interior Lot: 7,000 SF
- Lot Area Minimum, Corner Lot: 7,000 SF
- Minimum Lot Width: 50'
- Front Yard Setback (Garage): 20'
- Front Yard Setback (Living Area): 15'
- Interior Side Yard Setback: 5'
- Street Side Yard Setback: 15'
- Rear Yard Setback: 15'
- Maximum Building Height: 30'

The Development Agreement does not allow for any further deviations from established zoning district regulations and standards for Regency at Verbena Ranch. This plat is in conformance with all other conditions and requirements of the PUD and preliminary plat.

3103 W Sheryl Drive, Suite 100, Meridian ID 83642
Phone: (208) 424-0020 Fax: (208) 424-0030

Toll Brothers®
LAND DEVELOPMENT

PAVING THE WAY FOR AMERICA'S LUXURY HOMEBUILDER

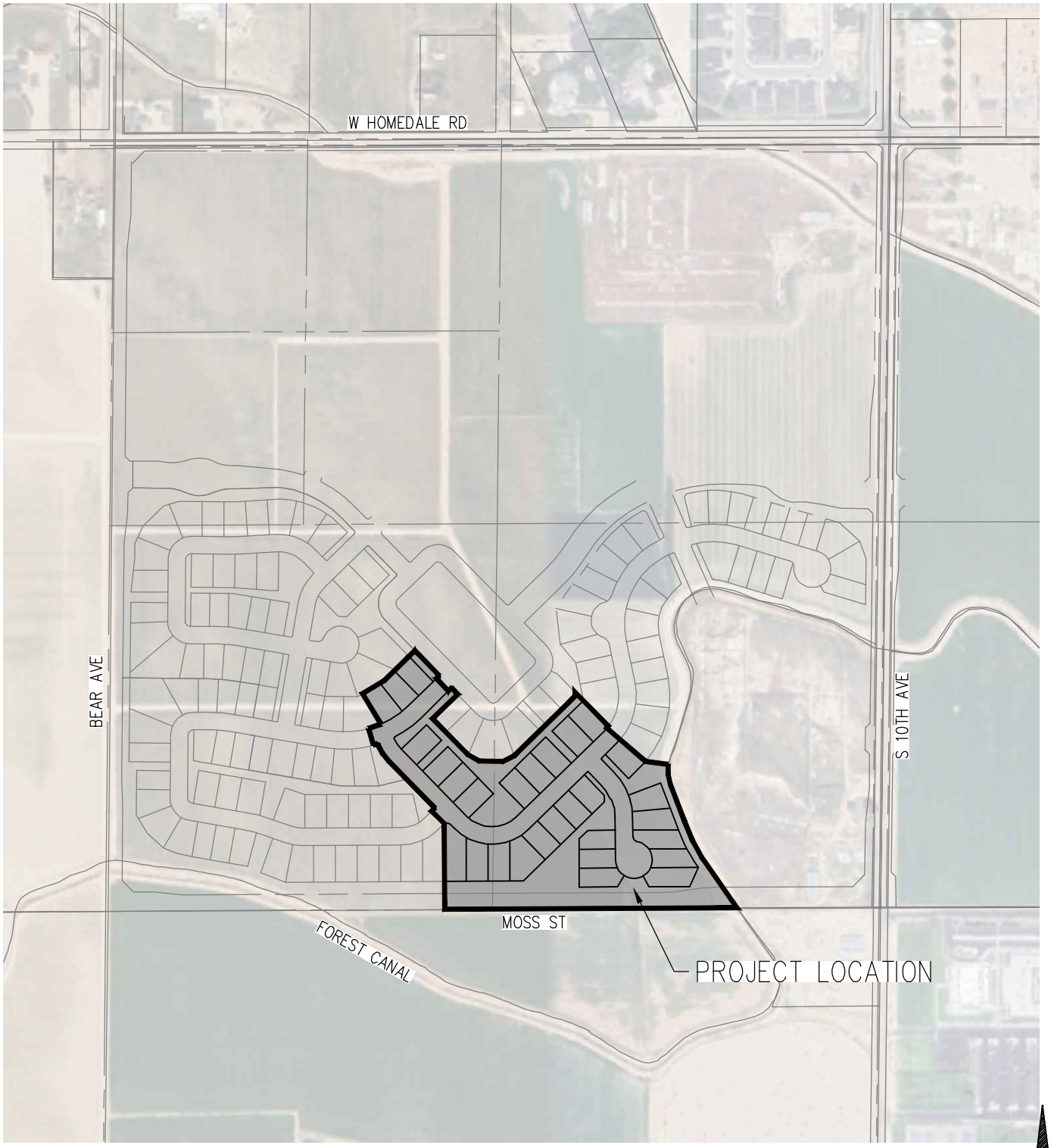
Thank you for your time and consideration of this final plat application. If you have any questions or need further information, please don't hesitate to reach out to me at 208-576-3625 or by email at kprewett@tollbrothers.com.

Sincerely,

Kyle Prewett
Land Entitlement Manager
Toll Brothers

3103 W Sheryl Drive, Suite 100, Meridian ID 83642
Phone: (208) 424-0020 Fax: (208) 424-0030

REGENCY AT VERBENA RANCH
SUBDIVISION NO. 2
Caldwell, Idaho



VICINITY MAP
SCALE: 1" = 500'

ESE CONSULTANTS
ENGINEERING • PLANNING • SURVEYING • ENVIRONMENTAL
ESE Consultants, Inc.
3103 W. Sheryl Drive • Suite 100 • Meridian, ID 83642
T: 208-424-0020

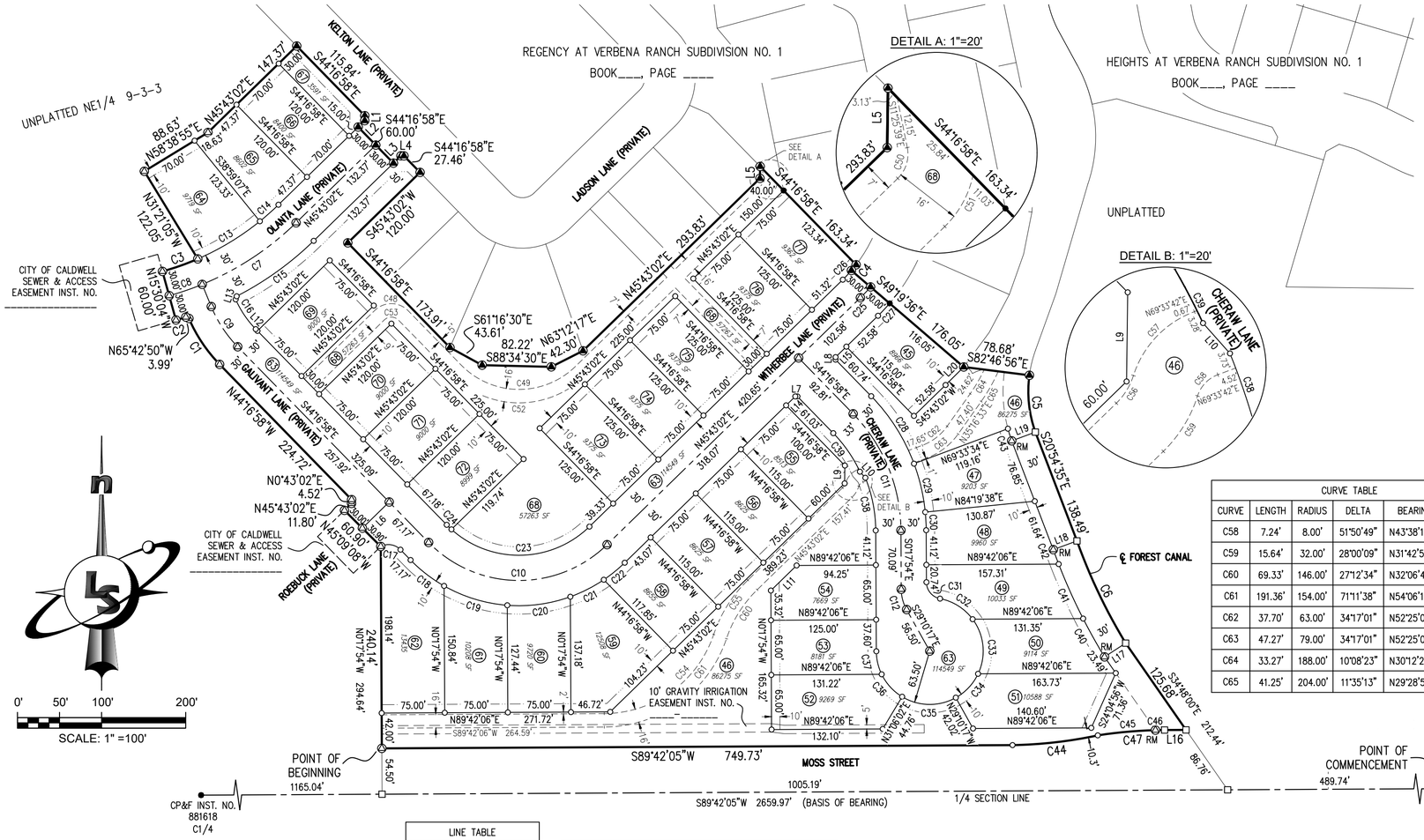
Toll Brothers
AMERICA'S LUXURY HOME BUILDER®

BOOK ____ , PAGE _____

REGENCY AT VERBENA RANCH SUBDIVISION NO. 2

A PARCEL LOCATED IN THE NE1/4 OF SECTION 9, TOWNSHIP 3 NORTH, RANGE 3 WEST, BOISE MERIDIAN, CITY OF CALDWELL, CANYON COUNTY, IDAHO

2026



CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	BEARING	CHORD
C58	7.24'	8.00'	51°50'49"	N43°38'18"E	6.99'
C59	15.64'	32.00'	28°00'09"	N31°42'58"E	15.48'
C60	69.33'	146.00'	27°12'34"	N32°06'45"E	68.68'
C61	191.36'	154.00'	71°11'38"	N54°06'17"E	179.28'
C62	37.70'	63.00'	34°17'01"	N52°25'04"E	37.14'
C63	47.27'	79.00'	34°17'01"	N52°25'04"E	46.57'
C64	33.27'	188.00'	10°08'23"	N30°12'22"E	33.23'
C65	41.25'	204.00'	11°35'13"	N29°28'57"E	41.18'

NOTES

1. EACH LOT IS HEREBY DESIGNATED AS HAVING A PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION AND LOT DRAINAGE OVER THE TEN (10) FEET ADJACENT TO ANY PRIVATE STREET AND OVER THE TEN (10) FEET ADJACENT TO ALL REAR LOT LINES. THIS EASEMENT SHALL NOT PRECLUDE THE CONSTRUCTION OF HARD-SURFACED DRIVEWAYS AND WALKWAYS TO EACH LOT.

2. ANY RE-SUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THE RESUBDIVISON.

3. THE LANDS INCLUDED IN THIS PLAT ARE LOCATED IN THE WILDER IRRIGATION DISTRICT SERVICE AREA (208-459-3421). IRRIGATION WATER WILL BE PROVIDED TO ALL LOTS THROUGH A PRESSURE IRRIGATION DELIVERY SYSTEM WHICH HAS BEEN APPROVED PURSUANT TO SECTION 31-3805(4), IDAHO CODE. THE PURCHASER OF EACH LOT SHALL REMAIN SUBJECT TO ALL ASSESSMENTS LEVIED BY THE WILDER IRRIGATION DISTRICT. ALL UNPAID IRRIGATION ENTITY ASSESSMENTS ARE A LIEN ON THE LAND. MAINTENANCE OF ANY IRRIGATION OR DRAINAGE PIPE OR DITCH CROSSING A LOT IS THE RESPONSIBILITY OF THE LOT OWNER UNLESS SUCH RESPONSIBILITY IS ASSUMED BY AN IRRIGATION/DRAINAGE DISTRICT.

4. BUILDING SETBACKS AND DIMENSIONAL STANDARDS IN THIS SUBDIVISION SHALL BE IN COMPLIANCE WITH THE APPLICABLE ZONING REGULATIONS OF THE CITY OF CALDWELL OR AS APPROVED UNDER THE VERBENA RANCH PLANNED UNIT DEVELOPMENT (PUD24-000004).

5. ALL LOT, PARCEL AND TRACT SIZES SHALL MEET DIMENSIONAL STANDARDS ESTABLISHED IN THE APPLICABLE ZONING ORDINANCE OR AS SPECIFICALLY APPROVED UNDER PUD24-00004.

6. THE AVAILABILITY OF BUILDING PERMITS FOR THIS DEVELOPMENT MAY BE LIMITED PURSUANT TO CALDWELL CITY CODE SECTION 11-04-07(1)(1) WHICH LIMITS THE NUMBER OF BUILDING PERMITS THAT MAY BE ISSUED PRIOR TO FINAL COMPLETION OF THE DEVELOPMENT. APPLICANT SHALL DISCLOSE TO LOT PURCHASERS WHETHER THE ISSUANCE OF BUILDING PERMITS IS IN FACT RESTRICTED BY CALDWELL CITY CODE SECTION 11-04-07(1)(1) AND LOT PURCHASERS ARE ENCOURAGED TO CONTACT CALDWELL CITY BUILDING DEPARTMENT PRIOR TO CLOSING.

7. THIS DEVELOPMENT RECOGNIZES SECTION 22-4503, IDAHO CODE, RIGHT-TO-FARM, WHICH STATES THAT NO AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NON-AGRICULTURAL ACTIVITIES AFTER IT HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION, FACILITY OR EXPANSION WAS NOT A NUISANCE AT THE TIME IT BEGAN OR WAS CONSTRUCTED. THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHEN A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF AN AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF.

8. LOTS 46, 67 AND 68 ARE COMMON LOTS TO BE OWNED AND MAINTAINED BY THE VERBENA RANCH SUBDIVISION HOMEOWNERS ASSOCIATION OR ITS ASSIGNS. SAID LOTS ARE SUBJECT TO EASEMENTS AS SHOWN FOR PUBLIC UTILITIES, STORM DRAINAGE, PUBLIC PEDESTRIAN ACCESS, IRRIGATION, LANDSCAPE AND MAINTENANCE.

9. NO LOT SHALL HAVE DIRECT ACCESS TO/FROM MOSS STREET.

10. LOT 63 IN BLOCK 1 SHALL BE OWNED AND MAINTAINED BY THE VERBENA RANCH HOMEOWNERS ASSOCIATION, INC., AND CONTAINS PRIVATE ROADS FOR THE SUBDIVISION AS OUTLINED IN THE RECORDED CC&R DOCUMENTS, INST. NO. _____. THE PRIVATE ROADS ARE HEREBY DESIGNATED AS HAVING A BLANKET PERMANENT EASEMENT FOR SEWER, WATER, AND PUBLIC UTILITIES.

LEGEND

- FOUND ALUMINUM CAP MONUMENT
- FOUND 5/8" REBAR AS NOTED
- FOUND 1/2" REBAR AS NOTED
- SET 1/2" REBAR WITH PLS 11118 PLASTIC CAP
- SET 5/8" REBAR WITH PLS 11118 PLASTIC CAP
- CALCULATED POINT
- SECTION LINE
- CENTER LINE
- PUBLIC UTILITY, PRESSURE IRRIGATION & LOT DRAINAGE EASEMENT LINE - SEE NOTE 1
- EASEMENT LINE AS NOTED
- PUBLIC ACCESS PATHWAY EASEMENT
- SUBDIVISION BOUNDARY LINE
- LOT LINE
- ADJACENT PROPERTY LINE
- (18) LOT NUMBER
- RM REFERENCE MONUMENT

LINE TABLE		
LINE	LENGTH	BEARING
L1	5.88'	S0°43'02"W
L2	10.84'	S45°43'02"W
L3	12.46'	N45°43'02"E
L4	3.59'	S89°16'58"E
L5	14.14'	N0°43'02"E
L6	44.54'	S45°43'02"W
L7	2.51'	S89°16'58"E
L8	2.93'	N0°43'02"E
L9	21.21'	N0°43'02"E
L10	9.65'	S41°37'08"E
L11	42.73'	S45°43'02"W
L12	2.91'	N44°16'58"W
L13	3.90'	N18°00'00"E
L14	15.22'	N45°43'02"E
L15	17.93'	N45°43'02"E
L16	25.49'	S89°42'05"W
L17	30.01'	S56°57'27"W
L18	30.00'	N69°41'44"E
L19	30.00'	S69°41'05"W
L20	30.43'	N45°10'03"E

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	BEARING	CHORD
C1	66.05'	180.62'	20°57'04"	N33°46'15"W	65.68'
C2	12.27'	380.00'	1°51'02"	S73°34'25"W	12.27'
C3	44.51'	320.00'	7°58'12"	N70°30'50"E	44.48'
C4	8.79'	170.00'	2°57'48"	S39°11'30"W	8.79'
C5	68.61'	144.02'	27°17'45"	S6°00'50"E	67.96'
C6	134.91'	668.64'	11°33'38"	S25°27'57"E	134.68'
C7	134.34'	350.00'	21°59'31"	N56°42'48"E	133.52'
C8	41.48'	350.00'	6°47'23"	N71°06'15"E	41.45'
C9	57.57'	150.00'	21°59'31"	S33°17'12"E	57.22'
C10	235.62'	150.00'	90°00'00"	S89°16'58"E	212.13'
C11	153.53'	200.00'	43°59'04"	N22°17'26"W	149.79'
C12	25.20'	50.00'	28°52'23"	N14°44'06"W	24.93'
C13	86.65'	320.00'	15°30'52"	N58°46'19"E	86.38'
C14	29.59'	320.00'	5°17'51"	N48°21'57"E	29.58'
C15	113.25'	380.00'	17°04'33"	N54°15'18"E	112.83'
C16	42.93'	120.00'	20°29'43"	S34°02'06"E	42.70'
C17	25.40'	20.00'	72°46'13"	N80°40'04"W	23.73'
C18	50.51'	180.00'	16°04'38"	S52°19'17"E	50.34'
C19	79.21'	180.00'	25°12'42"	S72°57'57"E	78.57'

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	BEARING	CHORD
C20	76.20'	180.00'	24°15'16"	N82°18'04"E	75.63'
C21	44.73'	180.00'	14°14'18"	N63°03'17"E	44.62'
C22	32.10'	180.00'	10°13'05"	N50°49'35"E	32.06'
C23	180.67'	120.00'	86°15'45"	N88°50'54"E	164.08'
C24	7.83'	120.00'	3°44'15"	S46°09'06"E	7.83'
C25	17.61'	200.00'	5°02'38"	N43°11'43"E	17.60'
C26	14.97'	170.00'	5°02'38"	N43°11'43"E	14.96'
C27	20.25'	230.00'	5°02'38"	N43°11'43"E	20.24'
C28	95.71'	230.00'	23°50'32"	N32°21'42"W	95.02'
C29	59.28'	230.00'	14°46'04"	N13°03'24"W	59.12'
C30	21.57'	230.00'	5°22'28"	N2°59'08"W	21.57'
C31	27.44'	20.00'	78°36'11"	S39°36'00"E	25.34'
C32	46.88'	63.50'	42°17'51"	N57°45'09"W	45.82'
C33	68.57'	63.50'	61°52'13"	N5°40'07"W	65.29'
C34	39.41'	63.50'	35°33'44"	N43°02'51"E	38.78'
C35	66.80'	63.50'	60°16'19"	S89°02'07"E	63.76'
C36	36.61'	63.50'	33°02'11"	S42°22'52"E	36.11'
C37	28.33'	63.50'	25°33'53"	S13°04'51"E	28.10'
C38	64.26'	170.00'	21°39'32"	N11°07'40"W	63.88'

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	BEARING	CHORD
C39	55.98'	167.00'	19°12'20"	N34°40'48"W	55.72'
C40	52.14'	698.64'	4°16'35"	S29°11'06"E	52.13'
C41	71.09'	698.64'	5°49'48"	N24°07'54"W	71.06'
C42	18.35'	698.64'	1°30'17"	N20°27'52"W	18.35'
C43	15.17'	174.02'	4°59'39"	S17°16'39"E	15.16'
C44	102.15'	530.74'	11°01'39"	S83°28'36"W	101.99'
C45	68.90'	536.50'	7°21'29"	N84°50'44"E	68.85'
C46	10.83'	536.50'	1°09'24"	N89°06'10"E	10.83'
C47	79.73'	536.50'	8°30'54"	S85°25'26"W	79.66'
C48	43.98'	28.00'	90°00'00"	N89°16'58"W	39.60'
C49	150.80'	96.00'	90°00'00"	N89°16'58"W	135.76'
C50	7.98'	8.00'	57°08'41"	S17°08'41"W	7.65'
C51	14.11'	24.00'	33°41'07"	S28°52'28"W	13.91'
C52	175.93'	112.00'	90°00'00"	N89°16'58"W	158.39'
C53	18.85'	12.00'	90°00'00"	N89°16'58"W	16.97'
C54	171.47'	138.00'	71°11'38"	N54°06'17"E	160.65'
C55	76.93'	162.00'	27°12'34"	N32°06'45"E	76.21'
C56	7.82'	16.00'	28°00'09"	N31°42'58"E	7.74'
C57	21.72'	24.00'	51°50'49"	N43°38'18"E	20.98'

SURVEYOR'S NARRATIVE

THE BOUNDARY FOR THIS SUBDIVISION WAS DEVELOPED FROM SURVEYED TIES TO CONTROLLING SECTION CORNER MONUMENTATION, THE PLATTED SUBDIVISION BOUNDARY OF REGENCY AT VERBENA RANCH SUBDIVISION NO. 1, INFORMATION FROM RECORD OF SURVEY NUMBERS 91017443, 2008027652, 2023-030250, AND CURRENT DEEDS OF RECORD. THE SURVEYED MONUMENTATION AND CONTROLLING BOUNDARIES FIT THE RECORDS WELL AND WERE ACCEPTED TO ESTABLISH THE BOUNDARY FOR THIS SUBDIVISION SHOWN HEREON.

APPROVED FOR CONSTRUCTION
City of Caldwell

These plans and/or specifications have been reviewed for compliance with the City of Caldwell specifications. This review does not relieve the owner, engineer, or contractor of the responsibility to design and/or construct these facilities in compliance with all current applicable federal, state, and local laws, rules, regulations, ordinances, orders of decisions. All development approved by the City shall not be construed as approved unless specifically addressed as a variance and granted by the City Council as a variance. The City reserves the right to enforce provisions of said document and policies even if inconsistencies are not noted by the City. Any revisions of these approved plans will require a resubmittal for a full review and approval.

PROFESSIONAL LAND SURVEYOR REGISTERED 11118 5/16/26 STATE OF IDAHO CLINTON W. HANSEN

LandSolutions
Name: Martin Gergen
Land Surveying and Consulting
231 E. 5TH ST.
MERIDIAN, ID 83642
(208) 288-2040 fax (208) 288-2557
www.landsolutions.biz

JOB NO. 25-44

SHEET 1 OF 3

REGENCY AT VERBENA RANCH SUBDIVISION NO. 2

BOOK ____ , PAGE _____

CERTIFICATE OF OWNERS

KNOW ALL MEN BY THESE PRESENTS: THAT WE, THE UNDERSIGNED, ARE THE OWNERS OF THE REAL PROPERTY DESCRIBED BELOW IN ADA COUNTY, IDAHO, AND THAT WE INTEND TO INCLUDE THE FOLLOWING DESCRIBED PROPERTY IN THIS SUBDIVISION;

A PARCEL BEING A PORTION OF THE NE1/4 OF SECTION 9, TOWNSHIP 3 NORTH, RANGE 3 WEST, BOISE MERIDIAN, CITY OF CALDWELL, CANYON COUNTY, IDAHO, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A ALUMINUM CAP MONUMENT MARKING THE SOUTHEAST CORNER OF SAID NE1/4, FROM WHICH A 1/2" REBAR WITH CAP #6552 MARKING THE SOUTHWEST CORNER OF SAID NE1/4 BEARS
S 89°42'05" W A DISTANCE OF 2659.97 FEET;

THENCE CONTINUING ALONG THE SOUTHERLY BOUNDARY OF SAID NE1/4 S 89°42'05" W A DISTANCE OF 1494.93 FEET TO A POINT;

THENCE LEAVING SAID SOUTHERLY BOUNDARY N 0°17'54" W A DISTANCE OF 54.50 FEET TO THE **POINT OF BEGINNING**;

THENCE CONTINUING N 0°17'54" W A DISTANCE OF 240.14 FEET TO A POINT;

THENCE N 45°09'08" W A DISTANCE OF 60.90 FEET TO A POINT;

THENCE N 45°43'02" E A DISTANCE OF 11.80 FEET TO A POINT;

THENCE N 0°43'02" E A DISTANCE OF 4.52 FEET TO A POINT;

THENCE N 44°16'58" W A DISTANCE OF 224.72 FEET TO THE BEGINNING OF A TANGENTIAL CURVE;

THENCE A DISTANCE OF 66.05 FEET ALONG THE ARC OF A 180.62 FOOT RADIUS CURVE RIGHT, SAID CURVE HAVING A CENTRAL ANGLE OF 20°57'04" AND A LONG CHORD BEARING N 33°46'15" W A DISTANCE OF 65.68 FEET TO A POINT;

THENCE N 65°42'50" W A DISTANCE OF 3.99 FEET TO A POINT;

THENCE A DISTANCE OF 12.27 FEET ALONG THE ARC OF A 380.00 FOOT RADIUS CURVE RIGHT, SAID CURVE HAVING A CENTRAL ANGLE OF 1°51'02" AND A LONG CHORD BEARING S 73°34'25" W A DISTANCE OF 12.27 FEET TO A POINT;

THENCE N 15°30'04" W A DISTANCE OF 60.00 FEET TO THE BEGINNING OF A NON-TANGENTIAL CURVE;

THENCE A DISTANCE OF 44.51 FEET ALONG THE ARC OF A 320.00 FOOT RADIUS TANGENT CURVE LEFT, SAID CURVE HAVING A CENTRAL ANGLE OF 7°58'12" AND A LONG CHORD BEARING N 70°30'50" E A DISTANCE OF 44.48 FEET TO A POINT;

THENCE N 31°21'05" W A DISTANCE OF 122.05 FEET TO A POINT;

THENCE N 58°38'55" E A DISTANCE OF 88.63 FEET TO A POINT;

THENCE N 45°43'02" E A DISTANCE OF 147.37 FEET TO A POINT BEING THE WESTERLY BOUNDARY OF REGENCY AT VERBENA RANCH SUBDIVISION NO. 1, AS SHOWN IN BOOK ___OF PLATS ON PAGE_____, RECORDS OF CANYON COUNTY, IDAHO;

THENCE ALONG SAID WESTERLY BOUNDARY THE FOLLOWING DESCRIBED COURSES:

THENCE S 44°16'58" E A DISTANCE OF 115.84 FEET TO A POINT;

THENCE S 0°43'02" W A DISTANCE OF 5.88 FEET TO A POINT;

THENCE S 45°43'02" W A DISTANCE OF 10.84 FEET TO A POINT;

THENCE S 44°16'58" E A DISTANCE OF 60.00 FEET TO A POINT;

THENCE N 45°43'02" E A DISTANCE OF 12.46 FEET TO A POINT;

THENCE S 89°16'58" E A DISTANCE OF 3.59 FEET TO A POINT;

THENCE S 44°16'58" E A DISTANCE OF 27.46 FEET TO A POINT;

THENCE S 45°43'02" W A DISTANCE OF 120.00 FEET TO A POINT;

THENCE S 44°16'58" E A DISTANCE OF 173.91 FEET TO A POINT;

THENCE S 61°16'30" E A DISTANCE OF 43.61 FEET TO A POINT;

THENCE S 88°34'30" E A DISTANCE OF 82.22 FEET TO A POINT;

THENCE N 63°12'17" E A DISTANCE OF 42.30 FEET TO A POINT;

THENCE N 45°43'02" E A DISTANCE OF 293.83 FEET TO A POINT;

THENCE N 0°43'02" E A DISTANCE OF 14.14 FEET TO A POINT;

THENCE S 44°16'58" E A DISTANCE OF 163.34 FEET TO THE BEGINNING OF A NON-TANGENTIAL CURVE;

THENCE A DISTANCE OF 8.79 FEET ALONG THE ARC OF A 170.00 FOOT RADIUS CURVE RIGHT, SAID CURVE HAVING A CENTRAL ANGLE OF 2°57'48" AND A LONG CHORD BEARING S 39°11'30" W A DISTANCE OF 8.79 FEET TO A POINT;

THENCE S 49°19'36" E A DISTANCE OF 176.05 FEET TO A POINT;

THENCE S 82°46'56" E A DISTANCE OF 78.68 FEET TO THE BEGINNING OF A NON-TANGENTIAL CURVE;

THENCE LEAVING SAID WESTERLY BOUNDARY A DISTANCE OF 68.61 FEET ALONG THE ARC OF A 144.02 FOOT RADIUS CURVE LEFT, SAID CURVE HAVING A CENTRAL ANGLE OF 27°17'45" AND A LONG CHORD BEARING S 6°00'50" E A DISTANCE OF 67.96 FEET TO A POINT;

THENCE S 20°54'35" E A DISTANCE OF 138.49 FEET TO THE BEGINNING OF A NON-TANGENTIAL CURVE;

THENCE A DISTANCE OF 134.91 FEET ALONG THE ARC OF A 668.64 FOOT RADIUS CURVE LEFT, SAID CURVE HAVING A CENTRAL ANGLE OF 11°33'38" AND A LONG CHORD BEARING S 25°27'57" E A DISTANCE OF 134.68 FEET TO A POINT;

THENCE S 34°48'00" E A DISTANCE OF 125.68 FEET TO A POINT;

THENCE S 89°42'05" W A DISTANCE OF 25.49 FEET TO A POINT OF CURVATURE;

THENCE A DISTANCE OF 79.73 FEET ALONG THE ARC OF A 536.50 FOOT RADIUS CURVE LEFT, SAID CURVE HAVING A CENTRAL ANGLE OF 8°30'54" AND A LONG CHORD BEARING S 85°25'26" W A DISTANCE OF 79.66 FEET TO A POINT OF REVERSE CURVATURE;

THENCE A DISTANCE OF 102.15 FEET ALONG THE ARC OF A 530.74 FOOT RADIUS CURVE RIGHT, SAID CURVE HAVING A CENTRAL ANGLE OF 11°01'39" AND A LONG CHORD BEARING S 83°28'36" W A DISTANCE OF 101.99 FEET TO A POINT;

THENCE S 89°42'05" W A DISTANCE OF 749.73 FEET TO THE **POINT OF BEGINNING**.

THIS PARCEL CONTAINS 12.27 ACRES, MORE OR LESS.

ALL THE LOTS IN THIS SUBDIVISION WILL BE ELIGIBLE TO RECEIVE WATER SERVICE FROM THE CITY OF CALDWELL. THE CITY OF CALDWELL HAS AGREED IN WRITING TO SERVE ALL THE LOTS IN THIS SUBDIVISION.

THE PUBLIC STREETS SHOWN ON THIS PLAT ARE HEREBY DEDICATED TO THE PUBLIC. THE PRIVATE STREETS AS SHOWN ON THIS PLAT ARE NOT DEDICATED TO THE PUBLIC. THE PUBLIC UTILITY, IRRIGATION AND DRAINAGE EASEMENTS ON THIS PLAT ARE NOT DEDICATED TO THE PUBLIC, BUT THE RIGHT OF ACCESS TO, AND USE OF, THESE EASEMENTS IS HEREBY RESERVED FOR PUBLIC UTILITIES, DRAINAGE AND FOR ANY OTHER USES AS MAY BE DESIGNATED HEREON AND NO PERMANENT STRUCTURES OTHER THAN FOR SAID USES ARE TO BE ERECTED WITHIN THE LIMITS OF SAID EASEMENTS.

THE OWNERS HEREBY CERTIFY THAT SURFACE WATER FOR IRRIGATION IS REASONABLY AVAILABLE, PER SECTION 67-6537, IDAHO CODE, AND THAT THEY ARE IN COMPLIANCE WITH SECTION 31-3805, IDAHO CODE.

IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HAND THIS ____ DAY OF _____ , 20___.

TOLL WEST INC

_____
BY RYAN HAMMONS, DIVISION PRESIDENT

ACKNOWLEDGMENT

STATE OF IDAHO }
COUNTY OF ADA } S.S.

ON THIS ____ DAY OF _____ , 20___, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE PERSONALLY APPEARED RYAN HAMMONS, KNOWN TO ME TO BE THE DIVISION PRESIDENT OF TOLL WEST INC, AN IDAHO CORPORATION, THE PERSON WHO EXECUTED THE FOREGOING "CERTIFICATE OF OWNERS" AND ACKNOWLEDGED TO ME THAT SAID CORPORATION EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

MY COMMISSION EXPIRES_____

RESIDING AT _____

_____
NOTARY PUBLIC FOR THE STATE OF IDAHO

CERTIFICATE OF SURVEYOR

I, CLINTON W. HANSEN, DO HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF IDAHO, AND THAT THIS PLAT AS DESCRIBED IN THE "CERTIFICATE OF OWNERS" WAS DRAWN FROM THE FIELD NOTES OF A SURVEY MADE ON THE GROUND UNDER MY DIRECT SUPERVISION AND ACCURATELY REPRESENTS THE POINTS PLATTED THEREON, AND IS IN CONFORMITY WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

_____
CLINTON W. HANSEN
PLS 11118

City of Caldwell
APPROVED FOR CONSTRUCTION

PROFESSIONAL LAND SURVEYOR REGISTERED CLINTON W. HANSEN 11162 IDAHO

Plans and specifications have been reviewed for compliance with City of Caldwell ordinances. This approval does not relieve the owner, engineer, or contractor of their responsibility to design and/or construct these facilities in compliance with all governing federal, state, and local laws, rules, and regulations. Acceptance of decisions, calculations, and/or drawings does not relieve the owner, engineer, or contractor of responsibility for inconsistencies not known to the City at the time of review. Inconsistencies not known to the City shall not be construed as approved unless specifically addressed in writing and granted by City Council. City of Caldwell retains the right to enforce provisions and ordinances and policies even if inconsistencies are presented by the City. Any revisions of these approved plans will require a resubmittal for a full review and approval.

Name: Martin Gergen

LandSolutions
Land Surveying and Consulting

231 E. 5TH ST.
MERIDIAN, ID 83642
(208) 288-2040 fax (208) 288-2557
www.landsolutions.biz

JOB NO. 25–44

REGENCY AT VERBENA RANCH SUBDIVISION NO. 2

BOOK ____ , PAGE _____

HEALTH CERTIFICATE

SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13, HAVE BEEN SATISFIED BY A QUALIFIED LICENSED PROFESSIONAL ENGINEER (QLPE) REPRESENTING THE CITY OF CALDWELL AND THE QLPE APPROVAL OF THE DESIGN PLANS AND SPECIFICATIONS AND THE CONDITIONS IMPOSED ON THE DEVELOPER FOR CONTINUED SATISFACTION OF THE SANITARY RESTRICTIONS. BUYER IS CAUTIONED THAT AT THE TIME OF THIS APPROVAL, NO DRINKING WATER EXTENSIONS OR SEWER EXTENSIONS WERE CONSTRUCTED. BUILDING CONSTRUCTION CAN BE ALLOWED WITH APPROPRIATE BUILDING PERMITS IF DRINKING WATER EXTENSIONS OR SEWER EXTENSIONS HAVE SINCE BEEN CONSTRUCTED OR IF THE DEVELOPER IS SIMULTANEOUSLY CONSTRUCTING THOSE FACILITIES. IF THE DEVELOPER FAILS TO CONSTRUCT FACILITIES, THEN SANITARY RESTRICTIONS MAY BE REIMPOSED, IN ACCORDANCE WITH SECTION 50-1326, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL, AND NO CONSTRUCTION OF ANY BUILDING OR SHELTER REQUIRING DRINKING WATER OR SEWER/SEPTIC FACILITIES SHALL BE ALLOWED.

DISTRICT HEALTH DEPARTMENT,REHS DATE

CERTIFICATE OF THE COUNTY SURVEYOR

I, THE UNDERSIGNED, PROFESSIONAL LAND SURVEYOR FOR CANYON COUNTY, IDAHO, HEREBY CERTIFY THAT I HAVE CHECKED THIS PLAT AND FIND THAT IT COMPLIES WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

CANYON COUNTY SURVEYOR

APPROVAL OF CITY COUNCIL

I, THE UNDERSIGNED, CITY CLERK IN AND FOR THE CITY OF CALDWELL, CANYON COUNTY, IDAHO, DO HEREBY CERTIFY THAT AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON THE ____ DAY OF _____ , 20___, THIS PLAT WAS DULY ACCEPTED AND APPROVED.

CITY CLERK

CERTIFICATE OF THE COUNTY TREASURER

I, THE UNDERSIGNED, COUNTY TREASURER IN AND FOR THE COUNTY OF CANYON, STATE OF IDAHO, PER THE REQUIREMENTS OF I.C. 50-1308, DO HEREBY CERTIFY THAT ANY AND ALL CURRENT AND OR DELINQUENT COUNTY PROPERTY TAXES FOR THE PROPERTY INCLUDED IN THIS SUBDIVISION HAVE BEEN PAID IN FULL. THIS CERTIFICATION IS VALID FOR THE NEXT THIRTY (30) DAYS ONLY.

DATE: _____

COUNTY TREASURER

APPROVAL OF THE CITY ENGINEER

I, THE UNDERSIGNED, CITY ENGINEER IN AND FOR THE CITY OF CALDWELL, CANYON COUNTY, IDAHO, HEREBY APPROVE THIS PLAT.

CITY ENGINEER ~ CALDWELL, IDAHO

City of Caldwell
APPROVED FOR CONSTRUCTION

These plans and/or specifications have been reviewed for compliance with the City of Caldwell specifications. This review does not relieve the owner, engineer, or contractor of the responsibility to design and construct this project in compliance with all City of Caldwell and other agency laws, rules, regulations, ordinances, orders of decisions, development agreements, or specifications required which is not isolated by City staff shall not be construed as approved unless specifically addressed as a variance and granted by City Council as a variance. The City retains the right to enforce provisions of said document and policies even if inconsistencies are not noted by the City. Any revisions of these approved plans will require a resubmittal for a full review and approval.

CLINTON W. HANSEN
PE-S 11118

Name: Martin Gergen

PROFESSIONAL LAND SURVEYOR
REGISTERED
11118
STATE OF IDAHO
CLINTON W. HANSEN
10/16/24

LandSolutions
Land Surveying and Consulting
231 E. 5TH ST.
MERIDIAN, ID 83642
(208) 288-2040 fax (208) 288-2557
www.landsolutions.biz

JOB NO. 25-44

SHEET 3 OF 3

PRELIMINARY PLAT FOR

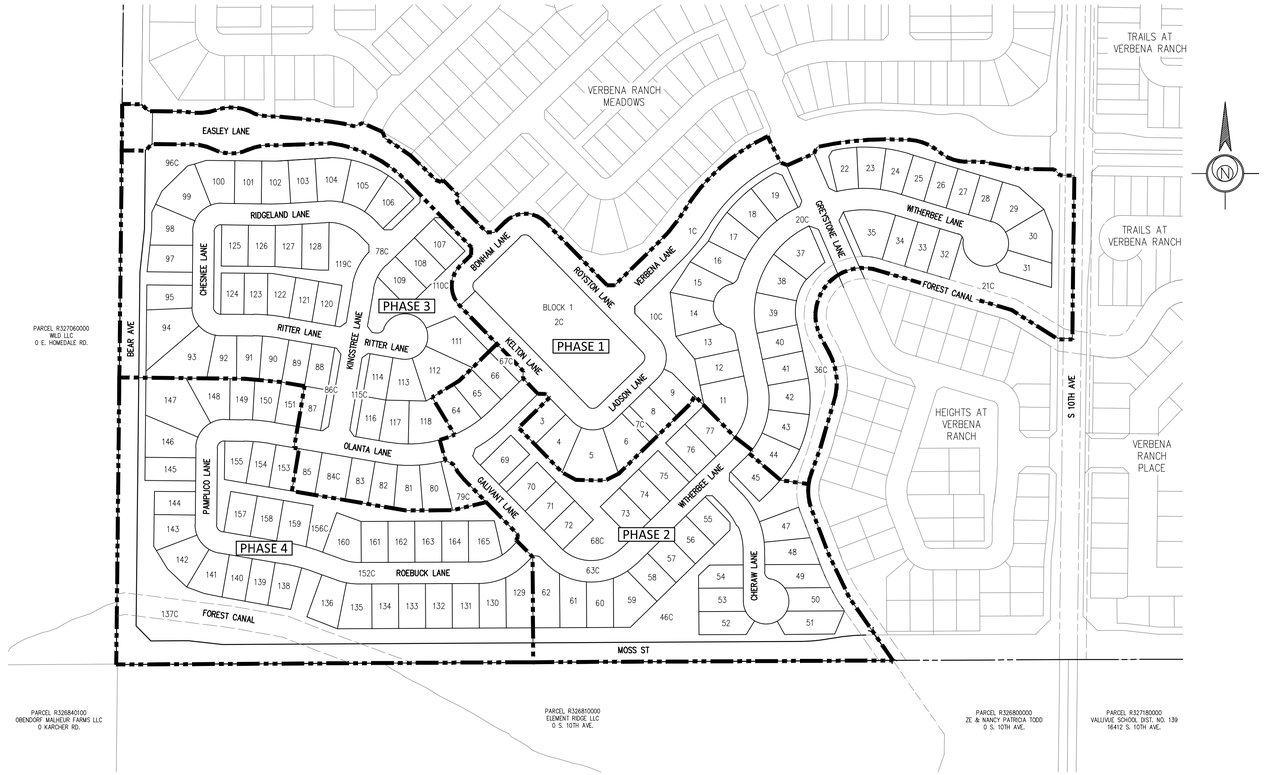
REGENCY AT VERBENA RANCH

PROPERTY LOCATED IN THE NE 1/4 of SECTION 9, TOWNSHIP 3 NORTH, RANGE 3 WEST, BOISE MERIDIAN

CANYON COUNTY, IDAHO

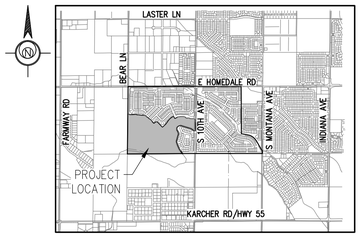
PRELIMINARY PLAT NOTES

1. SANITARY SEWER AND DOMESTIC WATER SERVICE TO BE PROVIDED BY CITY OF CALDWELL.
2. ALL STREETS PROPOSED WITHIN THIS DEVELOPMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF CALDWELL AND CANYON HIGHWAY DISTRICT NO.4 STANDARDS.
3. DIRECT LOT ACCESS TO S. 10TH AVENUE, E HOMEDALE ROAD, AND BEAR LANE IS PROHIBITED.
4. THIS DEVELOPMENT RECOGNIZES IDAHO CODE SECTION 22-4503, RIGHT TO FARM ACT, WHICH STATES, "NO AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER IT HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION, FACILITY OR EXPANSION WAS NOT A NUISANCE AT THE TIME IT BEGAN OR WAS CONSTRUCTED. THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHENEVER A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF ANY AGRICULTURAL OPERATION, AGRICULTURAL FACILITY, OR EXPANSION THEREOF."
5. IRRIGATION WATER SERVICE IS PROVIDED TO THIS PROPERTY BY EXISTING SURFACE AND GROUNDWATER IRRIGATION WATER RIGHTS THROUGH A PI PUMP STATION CONSTRUCTED TO CMID STANDARDS WHICH WILL BE DEDICATED TO, OPERATED BY, CMID.
6. BUILDING SETBACKS AND DIMENSIONAL STANDARDS SHALL BE IN ACCORDANCE WITH THE CITY OF CALDWELL STANDARDS, AND THE PROJECT DEVELOPMENT AGREEMENT AS SHOWN ON THIS PLAN.
7. STORMWATER RUNOFF GENERATED ON THIS SITE SHALL BE COLLECTED AND CONVEYED TO STORMWATER FACILITIES IN ACCORDANCE WITH CITY OF CALDWELL REQUIREMENTS.



PHASING PLAN

SCALE: 1"=200'



VICINITY MAP

N.T.S

LAND USE SUMMARY	
TOTAL SITE AREA	69.13 Acres
RESIDENTIAL LOT AREA	31.37 Acres
COMMON LOT AREA	16.55 Acres
RIGHT OF WAY AREA	5.27 Acres
PRIVATE STREET AREA	15.94 Acres
RESIDENTIAL LOTS	143
COMMON LOTS	22
GROSS DENSITY	2.07 DU/Acre
NET DENSITY	4.56 DU/Acre
MINIMUM RESIDENTIAL LOT SIZE	7,475 sf
AVERAGE RESIDENTIAL LOT SIZE	9,556 sf

OPEN SPACE SUMMARY	
OPEN SPACE AREA	11.85 Acres
PERCENT OPEN SPACE	17.14%

PROPOSED BUILDING SETBACK REQUIREMENTS	
FRONT LIVING	15 ft
FRONT GARAGE	20 ft
REAR YARD	15 ft*
INTERIOR SIDE YARD	5 ft*
STREET SIDE YARD	15 ft
MINIMUM LOT AREA	7,475 sf*
MINIMUM LOT FRONTAGE	50 ft

* REQUESTED MODIFICATION TO CITY OF CALDWELL STANDARDS FOR R-1 ZONE

LEGEND

PROPERTY BOUNDARY LINE	PROPOSED GRAVITY IRRIGATION
EXISTING LOT LINE	PROPOSED PRESSURE IRRIGATION
EXISTING EASEMENT LINE	PROPOSED EDGE OF PAVEMENT
EXISTING BARB WIRE FENCE LINE	PROPOSED STORM PIPE
EXISTING IRRIGATION	PROPOSED PHASE BOUNDARY
EXISTING POWER LINE	PROPOSED SEEPAGE BED
EXISTING SANITARY SEWER LINE	PROPOSED SAND AND GREASE TRAP
EXISTING CABLE TV PER UTILITY MAP	PROPOSED STORM MANHOLE
EXISTING WATER LINE	PROPOSED STORM CATCH BASIN
EXISTING EDGE OF PAVEMENT	PROPOSED GRAVITY IRRIGATION BOX
EXISTING EDGE OF GRAVEL	PROPOSED GRAVITY IRRIGATION MANHOLE
EXISTING STORM PIPE	PROPOSED FIRE HYDRANT
PROPOSED LOT LINE	PROPOSED SANITARY MANHOLE
PROPOSED RIGHT-OF-WAY	VERBENA LANE — STREET NAME
PROPOSED ROAD CENTERLINE	PROPOSED STREET LIGHT
PROPOSED 3" ROLLED CURB	TEST PIT/MONITORING WELL
PROPOSED 6" VERTICAL CURB & GUTTER	MAILBOX
PROPOSED 6" VERTICAL CURB (NOT GUTTER)	SIGN
PROPOSED 5' SIDEWALK	BLOCK 4 — BLOCK NUMBER
PROPOSED 8" SANITARY SEWER	10 — SINGLE-FAMILY LOT NUMBER
PROPOSED 10" SANITARY SEWER	55C — COMMON LOT NUMBER
PROPOSED POTABLE WATER	MONUMENTS

DEVELOPER

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mtaylor1@tollbrothers.com
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Phone: (208) 955-6555

SURVEYOR

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jcayton@eseconsultants.com
PHONE: (425) 502-2524

SHEET INDEX

1	OF	14	PP-1.1	COVER SHEET
2	OF	14	PP-1.2	NOTES AND SECTIONS
3	OF	14	PP-2.1	NATURAL FEATURES MAP
4	OF	14	PP-3.1	PRELIMINARY PLAT
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7	OF	14	PP-3.4	PRELIMINARY PLAT
8	OF	14	PP-3.5	PRELIMINARY PLAT
9	OF	14	PP-4.1	PRELIMINARY ENGINEERING PLAN
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14	OF	14	PP-5.1	PRELIMINARY GRADING AND DRAINAGE PLAN

Toll Brothers
AMERICA'S LUXURY HOME BUILDER®

NOT APPROVED FOR CONSTRUCTION
PROFESSIONAL ENGINEER LICENSED 12449 STATE OF IDAHO JUSTIN E. BOZOVICH 5/14/25
AGENCY REVIEW

ESE CONSULTANTS
ENGINEERING • PLANNING • SURVEYING • ENVIRONMENTAL
ESE Consultants, Inc.
3103 W. Sheryl Drive • Suite 100 • Meridian, ID 83642
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REV.:	DATE	DESCRIPTION	DRAWN
3	03/24/2025	CITY COMMENTS	ALH
2	10/30/2024	CITY COMMENTS	ALH
1	10/28/2024	AGENCY SUBMITTAL	AR/JBS

COVER SHEET

PRELIMINARY PLAT FOR
REGENCY AT VERBENA RANCH
CITY OF CALDWELL, CANYON COUNTY, IDAHO

DATE: 03/24/2025	SCALE: AS NOTED
DESIGN: JEB	DRAWN: ALH/JBS
JOB NO.: 8447	FILE NAME: 8447-RGC-S-COVER-PP
REF. NO.: PP-1.1	
SHEET NO.: 1 OF 14	

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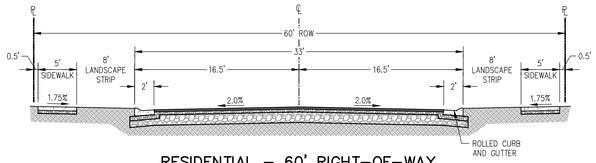
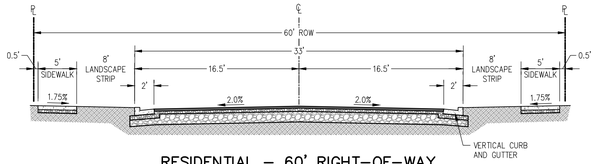


RESIDENTIAL – 60' RIGHT-OF-WAY
TYPICAL SECTION

A

N.T.S.



RESIDENTIAL – 60' RIGHT-OF-WAY
TYPICAL SECTION

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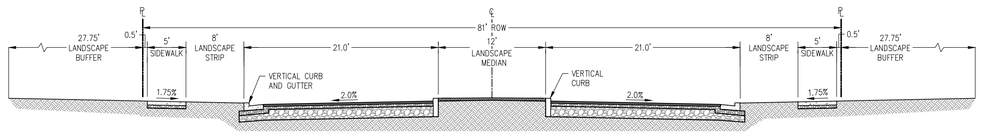
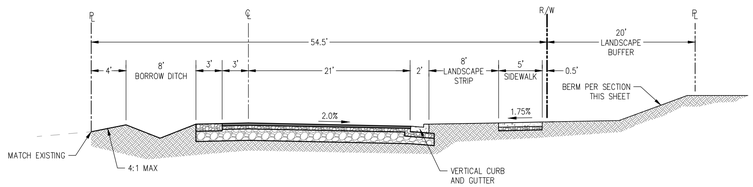
N.T.S.



RESIDENTIAL W/ MEDIAN – 81' RIGHT-OF-WAY
TYPICAL SECTION

C

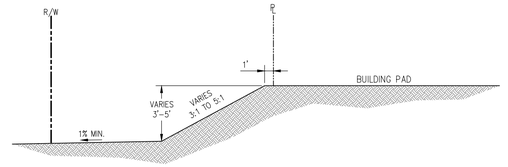
N.T.S.



MINOR COLLECTOR TYPICAL SECTION
(BEAR LANE & MOSS ST)

D

N.T.S.



MOSS ST & BEAR AVE FRONTAGE BERM
LOTS ABOVE STREET

E

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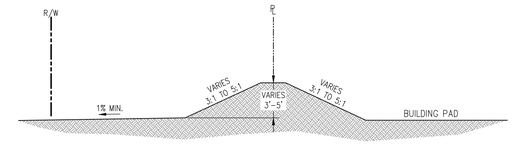

MOSS ST & BEAR AVE FRONTAGE BERM
LOTS LEVEL W/ STREET

F

N.T.S.

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T: 208-424-0020

PROFESSIONAL ENGINEER
LICENSED
12449
STATE OF IDAHO
JUSTIN E. BOZOVICH
5/14/25

NOT APPROVED FOR CONSTRUCTION
AGENCY REVIEW

REV.	DATE	DESCRIPTION	DRAWN
3	03/24/2025	CITY COMMENTS	ALH
2	10/02/2024	CITY COMMENTS	ALH
1	05/29/2024	AGENCY SUBMITTAL	ALH/JBS

NOTES AND SECTIONS

PRELIMINARY PLAT FOR
REGENCY AT VERBENA RANCH
CITY OF CALDWELL, CANYON COUNTY, IDAHO

DATE: 03/24/2025	SCALE: AS NOTED
DESIGN: JEB	DRAWN: ALH/JBS
JOB NO.: 8447	FILE NAME: 8447-RGC-S-COVER-PP
REF. NO.: PP-1.2	
SHEET NO.: 2 OF 14	

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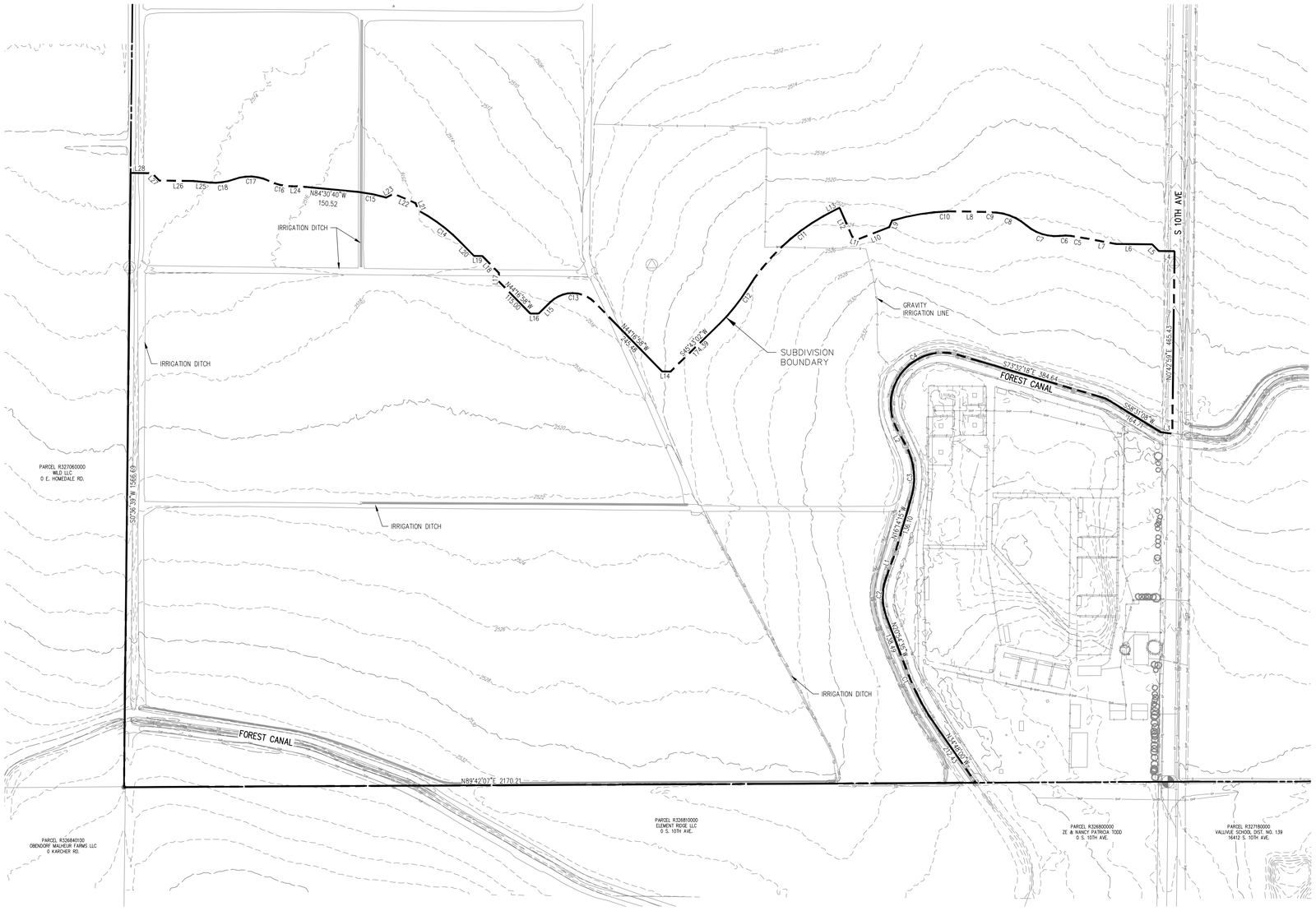

LINE TABLE		
LINE	LENGTH	DIRECTION
L1	71.01	N19°49'32"E
L2	49.88	N28°35'30"W
L3	30.08	S81°58'42"W
L4	39.95	N89°16'58"W
L5	23.73	N44°17'03"W
L6	93.27	N89°17'01"W
L7	76.15	N79°18'22"W
L8	64.92	N88°31'50"W
L9	18.41	S24°27'20"W
L10	84.07	S68°44'32"W
L11	16.60	N69°46'04"W
L12	81.07	N23°32'25"W
L13	13.87	S64°00'17"W
L14	21.21	N89°16'58"W
L15	42.50	S45°43'02"W
L16	21.21	N89°16'58"W
L17	21.21	N0°43'02"E
L18	60.00	N44°16'58"W
L19	21.21	N89°16'58"W
L20	50.38	N44°16'58"W
L21	20.91	N22°25'02"W
L22	60.00	N66°41'40"W
L23	22.21	S64°46'02"W
L24	20.26	N89°23'21"W
L25	41.94	N84°39'14"W
L26	87.80	N89°23'21"W
L27	26.56	N44°23'21"W
L28	56.49	N89°23'21"W

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	134.91	668.64	11°33'38"	N25°27'57"W	134.68
C2	99.59	144.02	39°37'07"	N0°08'51"E	97.61
C3	145.83	176.09	47°26'59"	N5°03'43"W	141.70
C4	316.06	132.80	136°21'51"	N41°46'41"E	246.57
C5	25.34	315.50	4°36'06"	N80°13'19"W	25.33
C6	42.62	136.50	17°53'30"	N86°52'01"W	42.45
C7	92.17	113.50	46°31'48"	N72°32'52"W	89.66
C8	83.84	136.50	35°11'25"	N66°52'41"W	82.52
C9	25.46	359.50	4°03'27"	N86°30'07"W	25.45
C10	178.29	559.50	18°15'29"	S82°20'25"W	177.54
C11	305.20	540.50	32°21'11"	S47°49'41"W	301.17
C12	112.80	459.50	14°03'56"	S38°41'04"W	112.52
C13	125.66	80.00	90°00'00"	N89°16'58"W	113.14
C14	133.05	430.68	17°42'01"	N53°08'50"W	132.52
C15	71.11	430.00	9°28'29"	N78°43'24"W	71.03
C16	60.30	136.50	25°18'41"	N76°44'01"W	59.81
C17	92.15	113.50	46°31'03"	N87°20'12"W	89.64
C18	61.80	136.50	25°56'30"	S82°22'31"W	61.28

FEET
150 0 75 150 300
GRAPHIC SCALE
1 inch = 150 ft. Horizontal

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5/14/25
AGENCY REVIEW

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REV.	DATE	DESCRIPTION	DRAWN
3	03/24/2025	CITY COMMENTS	ALH
2	10/02/2024	CITY COMMENTS	ALH
1	05/29/2024	AGENC SUBMITTAL	ALH/JBS

NATURAL FEATURES MAP

PRELIMINARY PLAT FOR
REGENCY AT VERBENA RANCH
CITY OF CALDWELL, CANYON COUNTY, IDAHO

DATE: 03/24/2025	SCALE: AS NOTED
DESIGN: JEB	DRAWN: ALH/JBS
JOB NO.: 8447	FILE NAME: 8447-RGC-5-EXIST-PP
REF. NO.: PP-2.1	
SHEET NO.: 3 OF 14	

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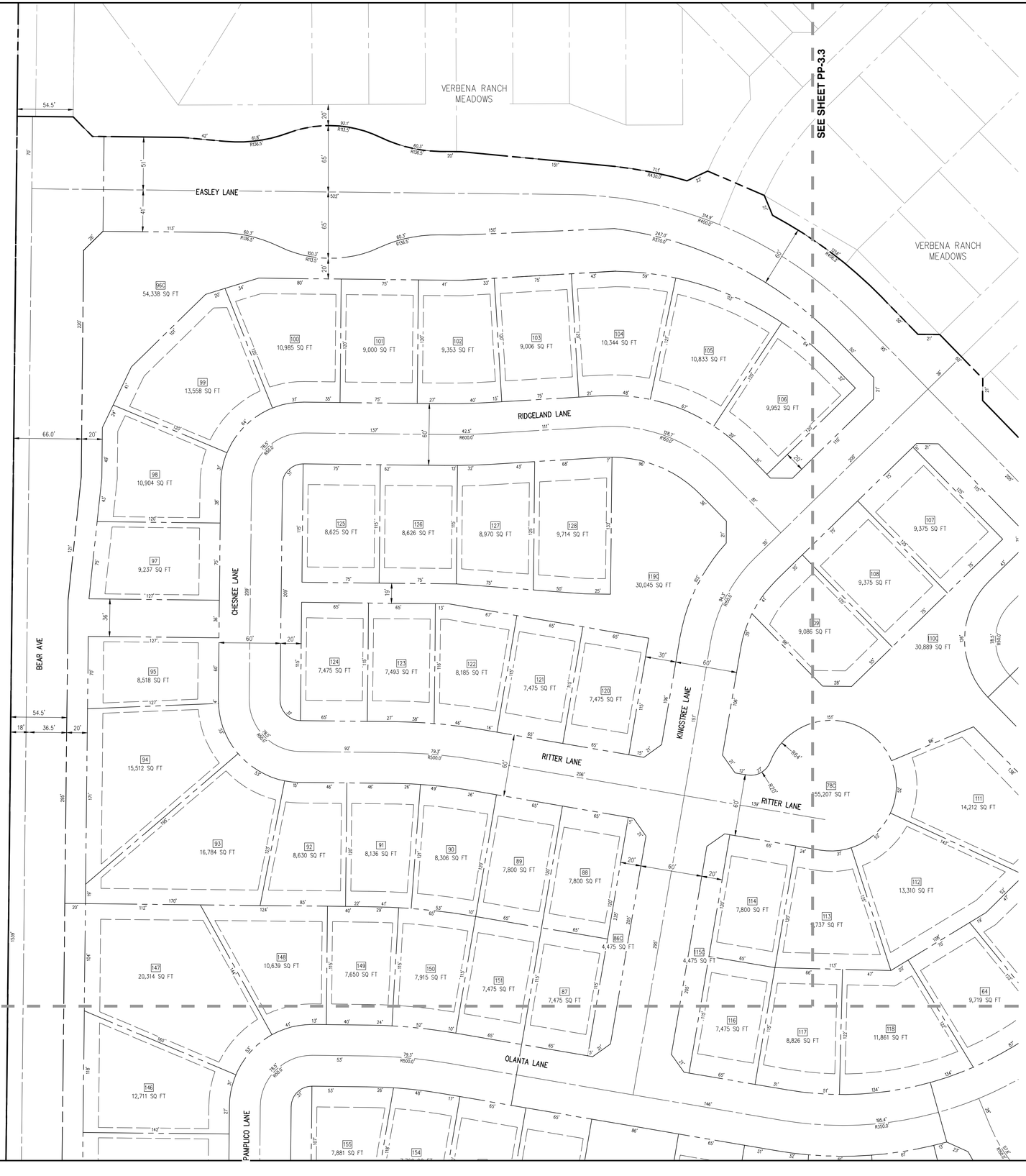

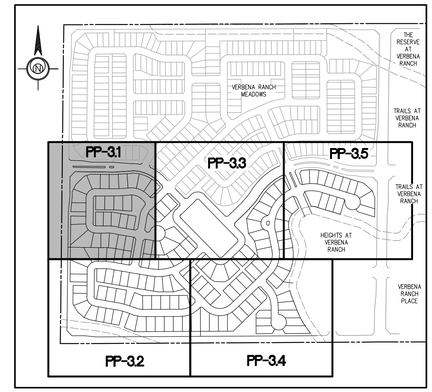

SHEET INDEX
N.T.S.

FEET
50 0 25 50 100
GRAPHIC SCALE
1 inch = 50 ft. Horizontal

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REC.	DATE	DESCRIPTION	DRAWN
3	03/24/2025	CITY COMMENTS	ALH
2	10/10/2024	CITY COMMENTS	ALH
1	05/28/2024	AGENCY SUBMITTAL	ALH/JBS

PRELIMINARY PLAT

PRELIMINARY PLAT FOR REGENCY AT VERBENA RANCH

CITY OF CALDWELL, CANYON COUNTY, IDAHO

DATE: 03/24/2025	SCALE: AS NOTED
DESIGN: JEB	DRAWN: ALH/JBS
JOB NO.: 8447	FILE NAME: 8447-RGC-S-PLAT-PP
REF. NO.:	PP-3.1
SHEET NO.:	4 OF 14

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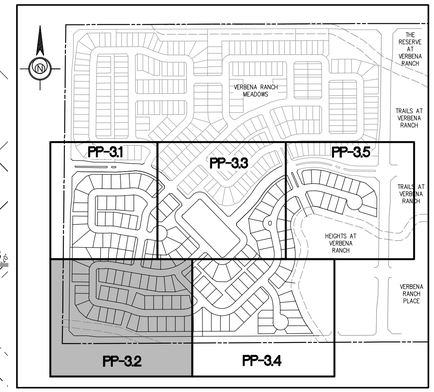

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REV.	DATE	DESCRIPTION	DRAWN
3	03/24/2025	CITY COMMENTS	ALH
2	10/02/2024	CITY COMMENTS	ALH
1	09/27/2024	AGENCY SUBMITTAL	ALH/JBS

PRELIMINARY PLAT

PRELIMINARY PLAT FOR REGENCY AT VERBENA RANCH

CITY OF CALDWELL, CANYON COUNTY, IDAHO

DATE: 03/24/2025	SCALE: AS NOTED
DESIGN: JEB	DRAWN: ALH/JBS
JOB NO.: 8447	FILE NAME: 8447-ROC-S-PLAT-PP
REF. NO.:	PP-3.2
SHEET NO.:	5 OF 14

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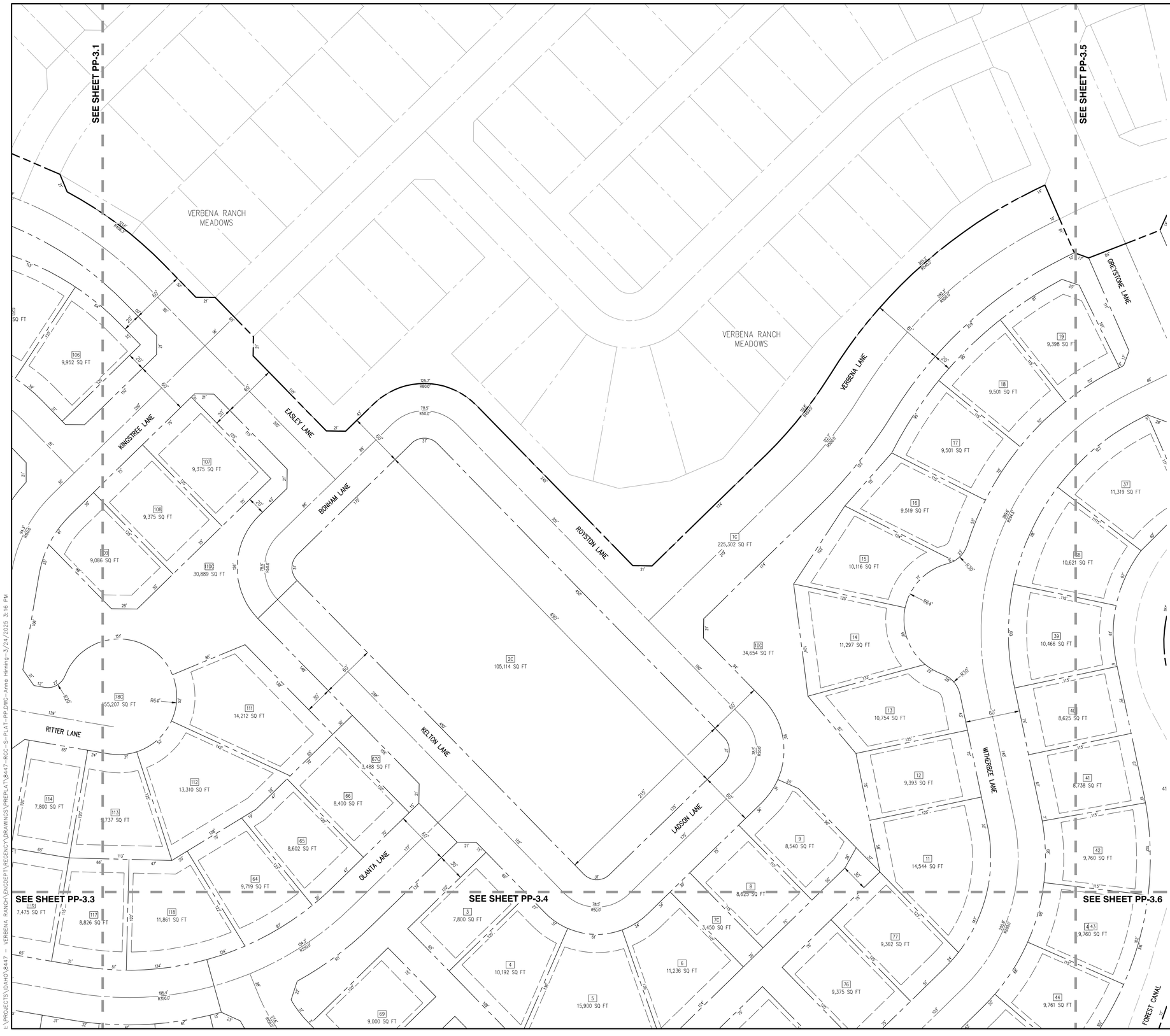

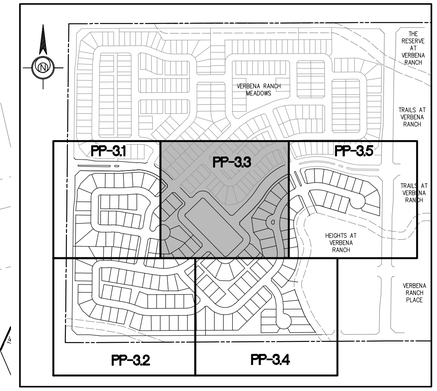

SHEET INDEX
N.T.S.

FEET
50 0 25 50 100
GRAPHIC SCALE
1 inch = 50 ft. Horizontal

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REV.	DATE	DESCRIPTION	DRAWN
3	03/24/2025	CITY COMMENTS	ALH
2	10/02/2024	CITY COMMENTS	ALH
1	05/29/2024	AGENCY SUBMITTAL	ALH/JBS

PRELIMINARY PLAT

PRELIMINARY PLAT FOR
REGENCY AT VERBENA RANCH
CITY OF CALDWELL, CANYON COUNTY, IDAHO

DATE: 03/24/2025	SCALE: AS NOTED
DESIGN: JEB	DRAWN: ALH/JBS
JOB NO.: 8447	FILE NAME: 8447-RGC-S-PLAT-PP
REF. NO.:	PP-3.3
SHEET NO.:	6 OF 14

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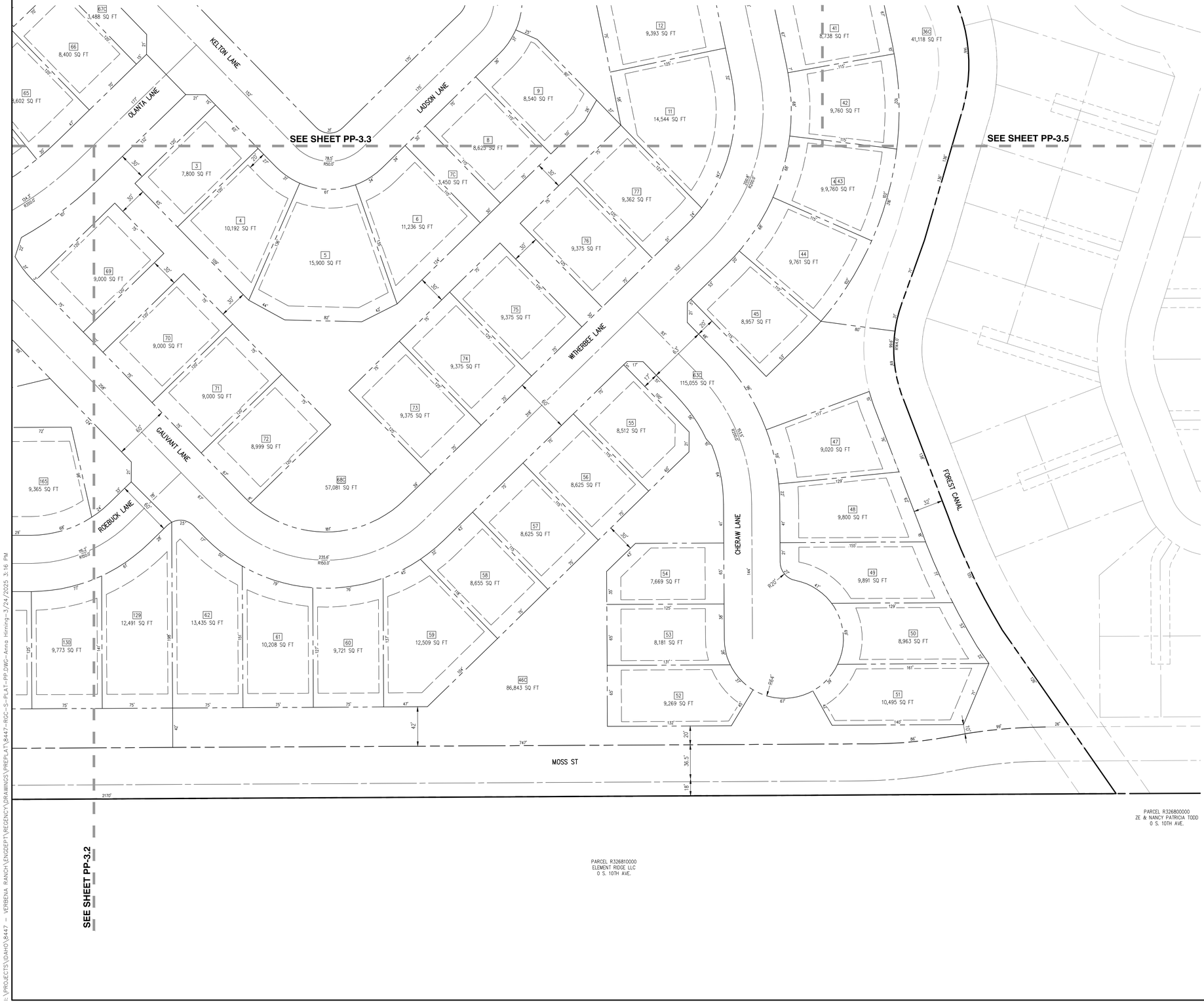

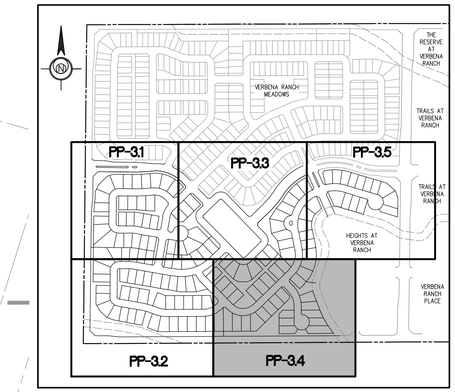

SHEET INDEX
N.T.S.

FEET
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GRAPHIC SCALE
1 inch = 50 ft. Horizontal

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3	03/24/2025	CITY COMMENTS	ALH
2	10/02/2024	CITY COMMENTS	ALH
1	05/28/2024	AGENCY SUBMITTAL	ALH/JBS

PRELIMINARY PLAT

PRELIMINARY PLAT FOR REGENCY AT VERBENA RANCH
CITY OF CALDWELL, CANYON COUNTY, IDAHO

DATE: 03/24/2025	SCALE: AS NOTED
DESIGN: JEB	DRAWN: ALH/JBS
JOB NO.: 8447	FILE NAME: 8447-RGC-S-PLAT-PP
REF. NO.: PP-3.4	
SHEET NO.: 7 OF 14	

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SHEET INDEX
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REV.	DATE	DESCRIPTION	DRAWN
3	03/24/2025	CITY COMMENTS	ALH
2	10/02/2024	CITY COMMENTS	ALH
1	05/28/2024	AGENCY SUBMITTAL	ALH/JBS

PRELIMINARY PLAT

PRELIMINARY PLAT FOR REGENCY AT VERBENA RANCH

CITY OF CALDWELL, CANYON COUNTY, IDAHO

DATE: 03/24/2025	SCALE: AS NOTED
DESIGN: JEB	DRAWN: ALH/JBS
JOB NO.: 8447	FILE NAME: 8447-RGC-S-PLAT-PP
REF. NO.: PP-3.5	
SHEET NO.: 8 OF 14	

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SHEET INDEX
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GRAPHIC SCALE
1 inch = 50 ft. Horizontal

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REV.	DATE	DESCRIPTION	DRAWN
3	03/24/2025	CITY COMMENTS	ALH
2	10/02/2024	CITY COMMENTS	ALH
1	05/28/2024	AGENCY SUBMITTAL	ALH/JBS

PRELIMINARY ENGINEERING PLAN

PRELIMINARY PLAT FOR REGENCY AT VERBENA RANCH

CITY OF CALDWELL, CANYON COUNTY, IDAHO

DATE: 03/24/2025	SCALE: AS NOTED
DESIGN: JEB	DRAWN: ALH/JBS
JOB NO.: 8447	FILE NAME: 8447-RGC-S-ENG-PP
REF. NO.: PP-4.1	
SHEET NO.: 9 OF 14	

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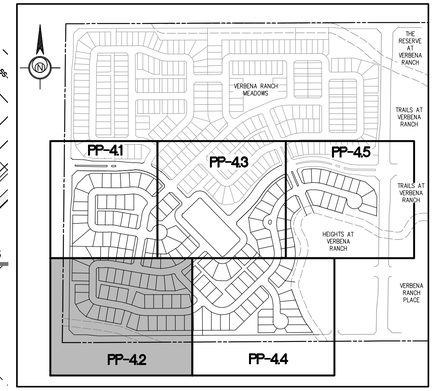

SHEET INDEX
N.T.S.

GRAPHIC SCALE
1 inch = 50 ft. Horizontal
FEET
50 0 25 50 100

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STATE OF IDAHO
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REV.	DATE	DESCRIPTION	DRAWN
3	03/24/2025	CITY COMMENTS	ALH
2	10/10/2024	CITY COMMENTS	ALH
1	05/28/2024	AGENCY SUBMITTAL	ALH/JBS

PRELIMINARY ENGINEERING PLAN

PRELIMINARY PLAT FOR
REGENCY AT VERBENA RANCH
CITY OF CALDWELL, CANYON COUNTY, IDAHO

DATE: 03/24/2025	SCALE: AS NOTED
DESIGN: JEB	DRAWN: ALH/JBS
JOB NO.: 8447	FILE NAME: 8447-RGC-S-ENG-PP
REF. NO.:	PP-4.2
SHEET NO.:	10 OF 14

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SHEET INDEX

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REV.	DATE	DESCRIPTION	DRAWN
3	03/24/2025	CITY COMMENTS	ALH
2	10/02/2024	CITY COMMENTS	ALH
1	05/29/2024	HDRC SUBMITTAL	ALH/JBS

PRELIMINARY ENGINEERING PLAN

PRELIMINARY PLAT FOR REGENCY AT VERBENA RANCH

CITY OF CALDWELL, CANYON COUNTY, IDAHO

DATE: 03/24/2025	SCALE: AS NOTED
DESIGN: JEB	DRAWN: ALH/JBS
JOB NO.: 8447	FILE NAME: 8447-RGC-S-ENG-PP
REF. NO.: PP-4.3	
SHEET NO.: 11 OF 14	

FEET
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GRAPHIC SCALE
1 inch = 50 ft. Horizontal

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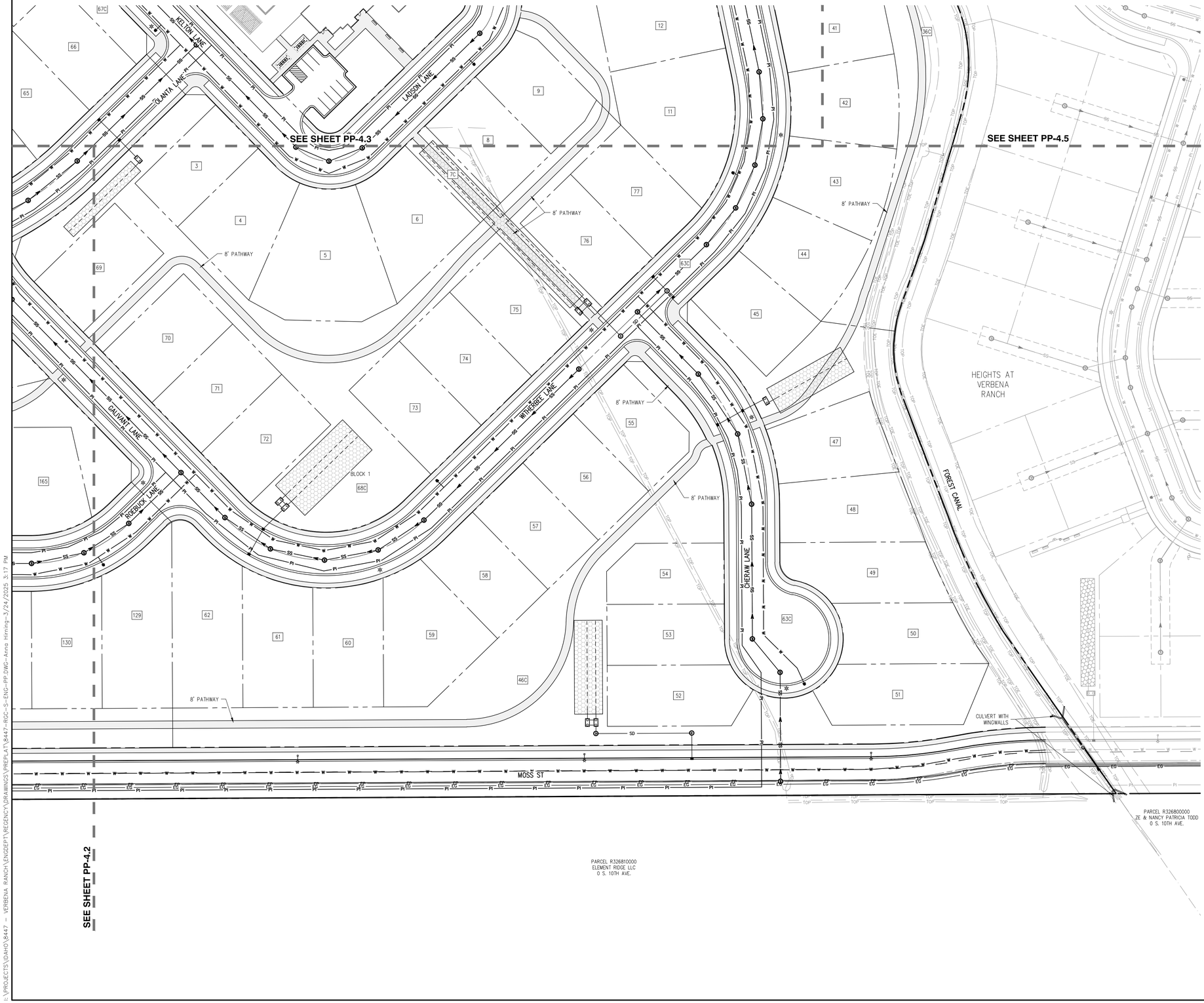

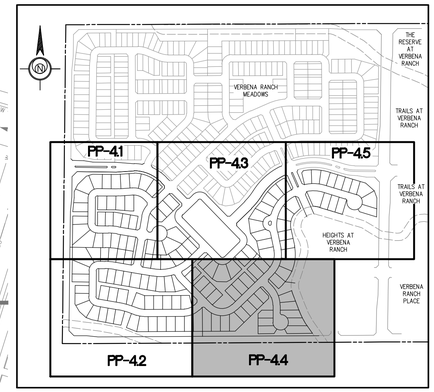

SHEET INDEX
N.T.S.

GRAPHIC SCALE
1 inch = 50 ft. Horizontal

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REV.	DATE	DESCRIPTION	DRAWN
3	03/24/2025	CITY COMMENTS	ALH
2	10/02/2024	CITY COMMENTS	ALH
1	05/28/2024	AGENCY SUBMITTAL	ALH/JBS

PRELIMINARY ENGINEERING PLAN

PRELIMINARY PLAT FOR
REGENCY AT VERBENA RANCH
CITY OF CALDWELL, CANYON COUNTY, IDAHO

DATE: 03/24/2025	SCALE: AS NOTED
DESIGN: JEB	DRAWN: ALH/JBS
JOB NO.: 8447	FILE NAME: 8447-RGC-S-ENG-PP
REF. NO.: PP-4.4	
SHEET NO.: 12 OF 14	

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VERBENA RANCH MEADOWS

SEE SHEET PP-4.3

VERBENA LANE

GREYSTONE LANE

8' PATHWAY

WITHERBEE LANE

RETAINING WALL

BLOCK 1

RETAINING WALL

8' PATHWAY

FOREST CANAL

CULVERT WITH WINGWALLS

HEIGHTS AT VERBENA RANCH

8' PATHWAY

WITHERBEE LANE

SEE SHEET PP-4.4

TRAILS AT VERBENA RANCH

TRAILS AT VERBENA RANCH

S 10TH AVE

VERBENA RANCH PLACE

SHEET INDEX

N.T.S.

FEET
50 0 25 50 100

GRAPHIC SCALE
1 inch = 50 ft. Horizontal

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REV.	DATE	DESCRIPTION	DRAWN
3	03/24/2025	CITY COMMENTS	ALH
2	10/02/2024	CITY COMMENTS	ALH
1	05/28/2024	AGENCY SUBMITTAL	ALH/JBS

PRELIMINARY ENGINEERING PLAN

PRELIMINARY PLAT FOR REGENCY AT VERBENA RANCH

CITY OF CALDWELL, CANYON COUNTY, IDAHO

DATE: 03/24/2025	SCALE: AS NOTED
DESIGN: JEB	DRAWN: ALH/JBS
JOB NO.: 8447	FILE NAME: 8447-RGC-S-ENG-PP
REF. NO.: PP-4.5	
SHEET NO.: 13 OF 14	

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PRELIMINARY EARTHWORK QUANTITIES

CUT: 110,000 CY
FILL: 110,000 CY
NET: 0 CY

FEET
150 0 75 150 300
GRAPHIC SCALE
1 inch = 150 ft. Horizontal

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REV.	DATE	DESCRIPTION	DRAWN
3	03/24/2025	CITY COMMENTS	ALH
2	10/02/2024	CITY COMMENTS	ALH
1	05/28/2024	AGENCY SUBMITTAL	ALH/JBS

PRELIMINARY GRADING AND DRAINAGE PLAN

PRELIMINARY PLAT FOR REGENCY AT VERBENA RANCH

CITY OF CALDWELL, CANYON COUNTY, IDAHO

DATE: 03/24/2025	SCALE: AS NOTED
DESIGN: JEB	DRAWN: ALH/JBS
JOB NO.: 8447	FILE NAME: 8447-RGC-S-GRADING-PP
REF. NO.:	PP-5.1
SHEET NO.:	14 OF 14

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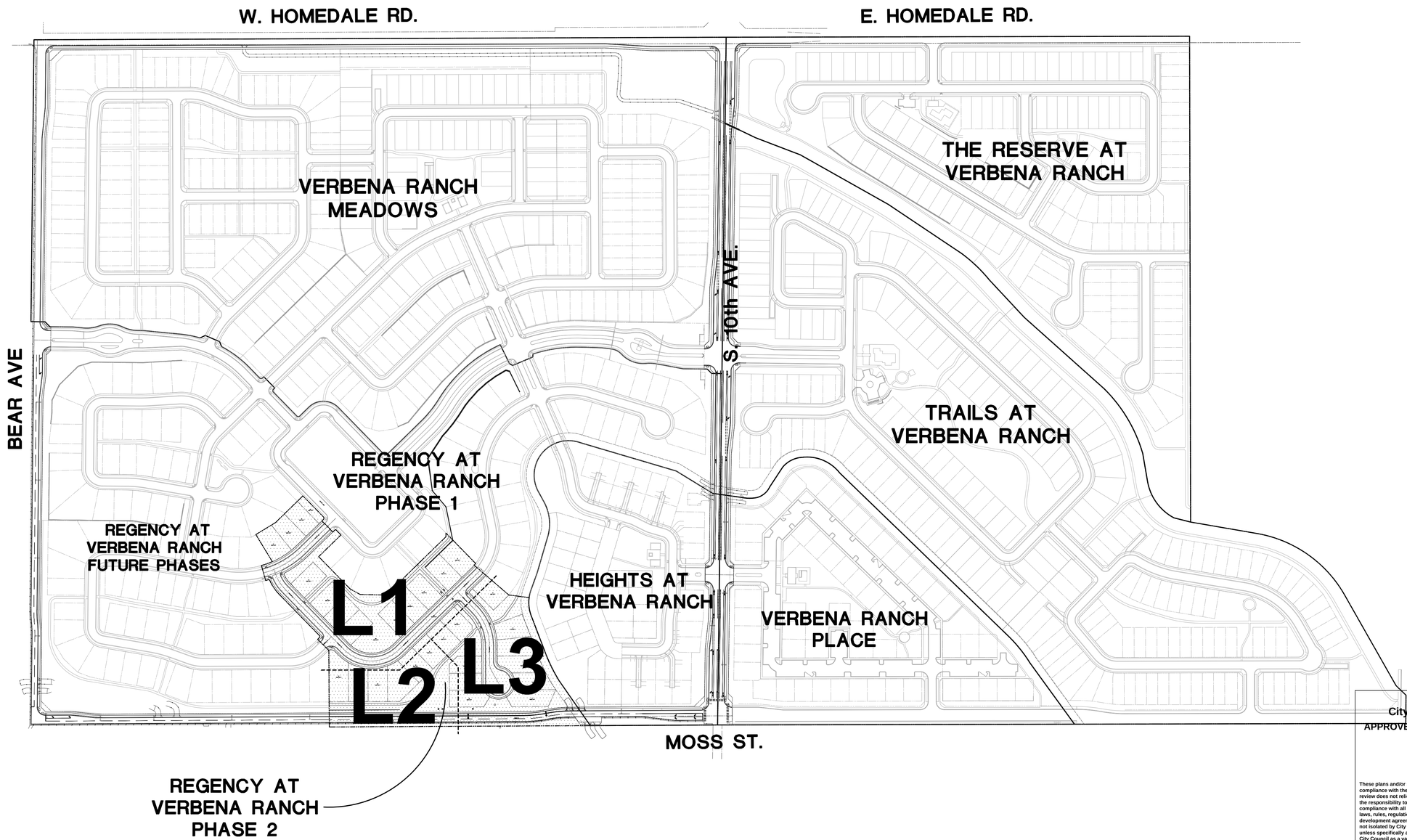

NOTES

1. REFER TO EACH INDIVIDUAL SHEET (L1-L3) FOR COMPLETE LANDSCAPE PLANTING PLANS.
2. REFER TO SHEET L4 FOR PLANT SCHEDULE, LANDSCAPE NOTES, AND DETAILS.
3. REFER TO SHEET L5 FOR LANDSCAPE AND IRRIGATION PERFORMANCE SPECIFICATIONS.

City of Caldwell
APPROVED FOR CONSTRUCTION

These plans and/or specifications have been reviewed for compliance with the City of Caldwell specifications. This review does not relieve the owner, engineer, or contractor of the responsibility to design and/or construct these facilities in compliance with all current applicable federal, state, and local laws, rules, regulations, ordinances, orders of decisions, development agreements, or specifications. Inconsistencies not isolated by City staff shall not be construed as approved unless specifically addressed as a variance and granted by City Council as a variance. The City retains the right to enforce provisions of said document and policies even if inconsistencies are not noted by the City. Any revisions of these approved plans will require a resubmittal for a full review and approval.

Name: Martin Gergen

NORTH

0' 200' 400' 600'

SCALE 1" = 200'

Issue Description	Date
ISSUE	2-18-26
CITY COMMENTS	4-16-26

JENSENBELTS ASSOCIATES

Site Planning
Landscape Architecture

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

www.jensenbelts.com

REGENCY AT VERBENA RANCH
PHASE 2
CALDWELL, IDAHO

FINAL PLAT LANDSCAPE PLAN

Job Number 2517

Drawn	Checked
JJN	KCS

Scale AS SHOWN

Sheet Title

OVERALL PLAN

Sheet Number

L0

1 of 6 Sheets

PLANT SCHEDULE

(REFERENCE SHEET L4)

SYM	COMMON NAME
EVERGREEN TREES	
AC	COLUMNAR BLUE ATLAS CEDAR
BS	MOREHEIM BLUE SPRUCE
KC	KARL FUCHS CEDAR
SS	SERBIAN SPRUCE
VP	VANDERWOLF PINE
WB	WICHITA BLUE JUNIPER
SHADE TREES (CLASS III)	
SO	SWAMP OAK
SHADE/STREET TREES (CLASS II)	
AE	ACCOLADE ELM
CO	CRIMSON SPIRE OAK
GZ	GREEN VASE ZELKOVA
HL	SKYLINE HONEYLOCUST
PS	PACIFIC SUNSET MAPLE
RB	HERITAGE RIVER BIRCH
SG	SLENDER SILHOUETTE SWEETGUM
TT	EMERALD CITY TULIP TREE
ORNAMENTAL TREES (CLASS I)	
CC	CENTURION CRABAPPLE
HW	HOTWINGS MAPLE
JL	IVORY SILK JAPANESE TREE LILAC
FP	FOREST PANSY REDBUD
SC	SPRING SNOW CRABAPPLE

SYM	COMMON NAME
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS	
BB	SUNJOY ORANGE PILLAR BARBERRY
BE	BLACK EYED SUSAN
BG	BLOND AMBITION BLUE GRAMMA GRASS
BM	BLUE MIST SPIREA
BO	BLUE OAT GRASS
CM	WALKER'S DEEP BLUE CATMINT
DF	DWARF FOUNTAIN GRASS
FA	FIVELEAF AKEBIA
FL	FINE LINE BUCKTHORN
FY	SHOWOFF FORSYTHIA
HG	HENRY'S GARNET SWEETSPIRE
IH	IVORY HALO DOGWOOD
KF	KARL FOERSTER REED GRASS
LH	LITTLE HENRY SWEETSPIRE
LL	LITTLE LIME HYDRANGEA
MG	MAIDEN GRASS
MP	DWARF MUGO PINE
MW	MIDNIGHT SUN WEIGELA
RS	RUSSIAN SAGE
SN	SUMMERWINE NINEBARK
TE	TIGER EYE SUMAC

SYM	
	LAWN SOD
	UNMOWN GRASS
	6' COMPOSITE FENCE AT PERIMETER PROPERTY LINES & LANDSCAPE BUFFERS (TYP). SEE DTL 4, SHT L4.
	5' OPEN VISION BLACK IRON FENCE ALONG CANAL EASEMENTS (TYP) SEE DTL 5, SHT L4.
	3.5' VINEYARD FENCE (TYP) SEE DTL. 6, SHT L4.

NOTES

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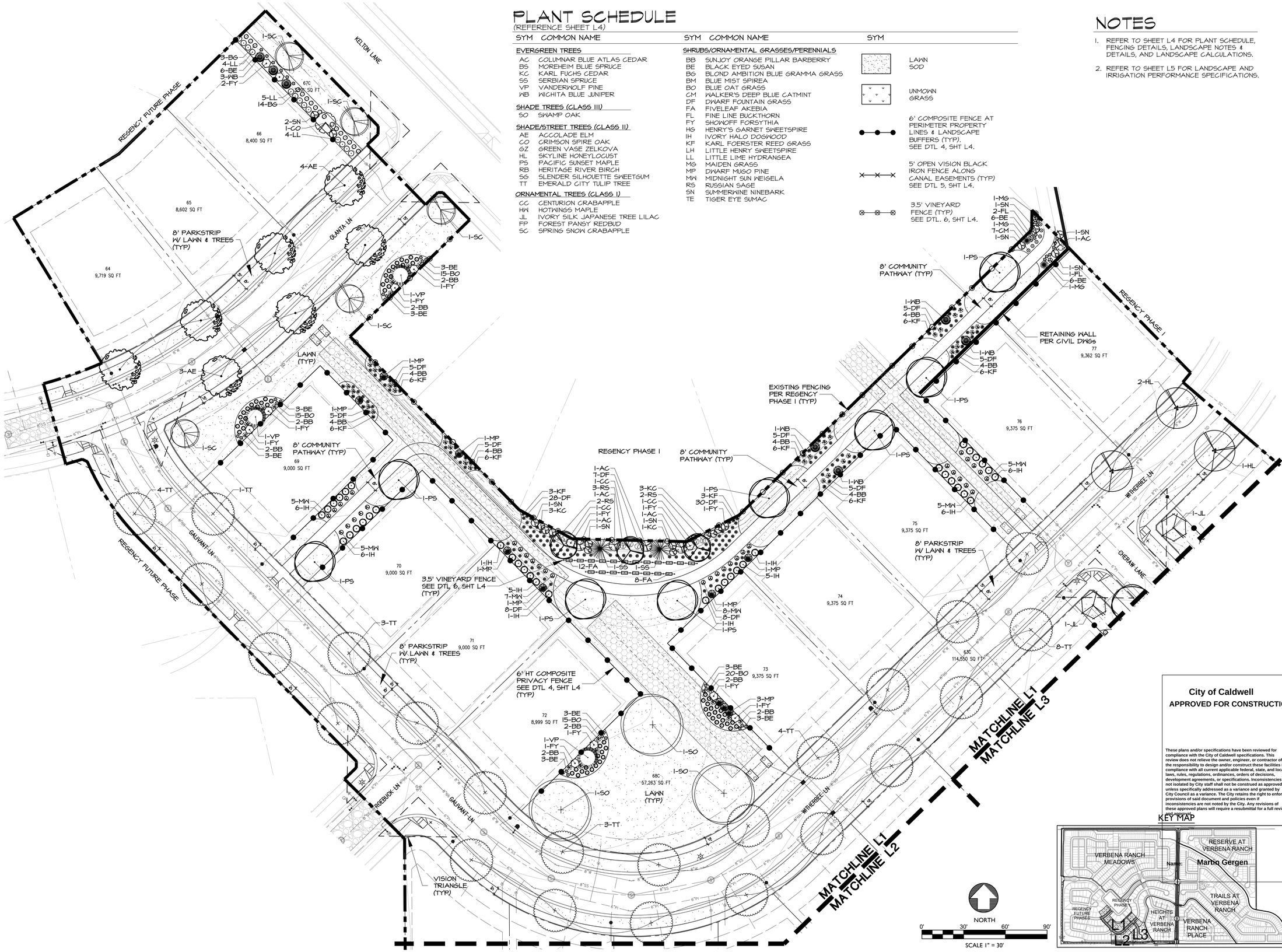
2. REFER TO SHEET L5 FOR LANDSCAPE AND IRRIGATION PERFORMANCE SPECIFICATIONS.



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KEY MAP

NORTH
0' 30' 60' 90'
SCALE 1" = 30'

Issue Description	Date
ISSUE	2-18-26
CITY COMMENTS	4-16-26

STATE OF IDAHO — JAMES J. NEWBERRY — 6535 — REGISTERED LANDSCAPE ARCHITECT

JENSENBELTS ASSOCIATES
Site Planning
Landscape Architecture
1509 Tyrell Lane, Ste 130
Boise, Idaho 83706
Ph. (208) 343-7175
www.jensenbelts.com

REGENCY AT VERBENA RANCH PHASE 2 CALDWELL, IDAHO

FINAL PLAT LANDSCAPE PLAN

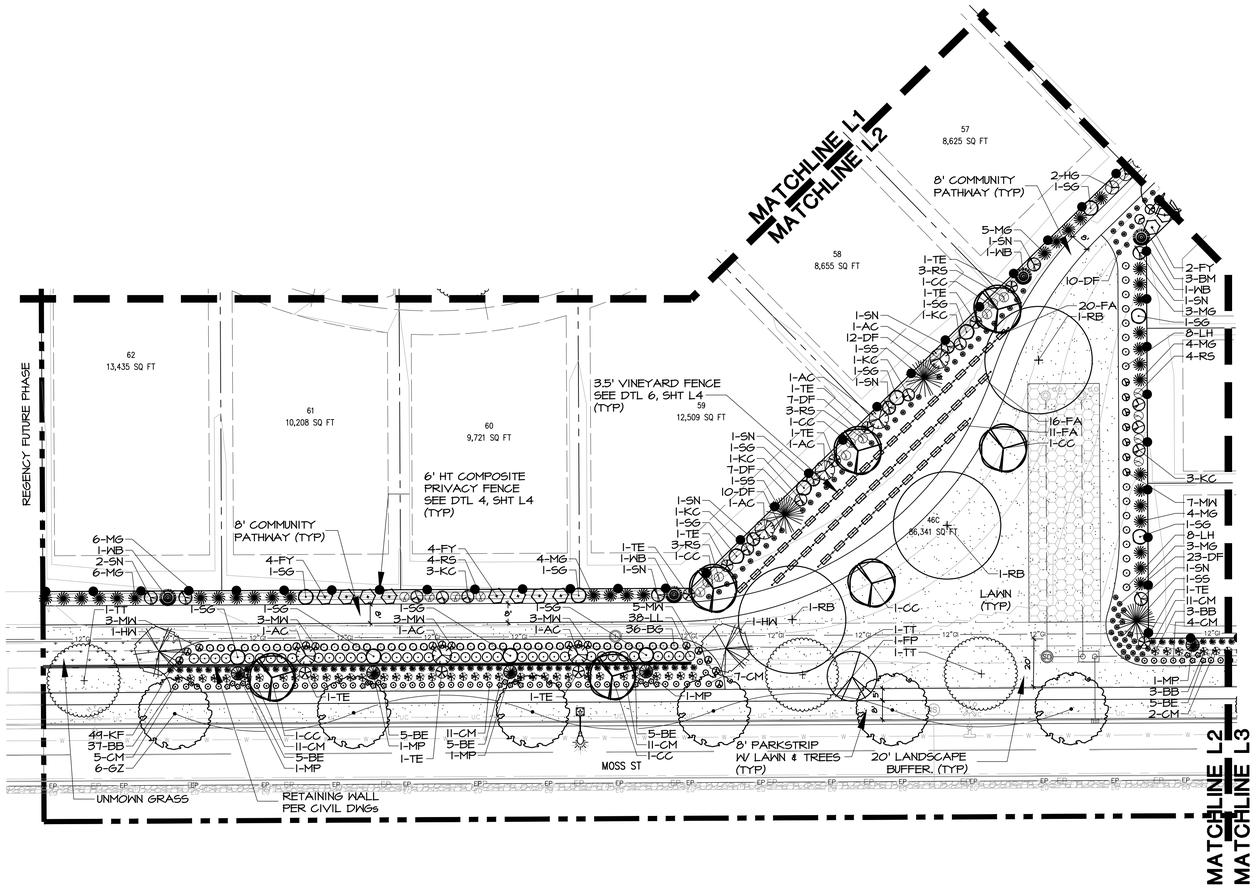
Job Number 2517

Drawn	Checked
JJN	KCS
Scale	AS SHOWN

Sheet Title: **LANDSCAPE PLAN**

Sheet Number: **L1**

2 of 6 Sheets



PLANT SCHEDULE

(REFERENCE SHEET L4)

SYM	COMMON NAME
EVERGREEN TREES	
AC	COLUMNAR BLUE ATLAS CEDAR
BS	MOREHEIM BLUE SPRUCE
KC	KARL FUCHS CEDAR
SS	SERBIAN SPRUCE
VP	VANDERWOLF PINE
WB	WICHITA BLUE JUNIPER
SHADE TREES (CLASS III)	
SO	SWAMP OAK
SHADE/STREET TREES (CLASS II)	
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CO	CRIMSON SPIRE OAK
GZ	GREEN VASE ZELKOVA
HL	SKYLINE HONEYLOCUST
PS	PACIFIC SUNSET MAPLE
RB	HERITAGE RIVER BIRCH
SG	SLENDER SILHOUETTE SWEETGUM
TT	EMERALD CITY TULIP TREE
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SC	SPRING SNOW CRABAPPLE
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BB	SUNJOY ORANGE PILLAR BARBERRY
BE	BLACK EYED SUSAN
BG	BLOND AMBITION BLUE GRAMMA GRASS
BM	BLUE MIST SPIREA
BO	BLUE OAT GRASS
CM	WALKER'S DEEP BLUE CATMINT
DF	DWARF FOUNTAIN GRASS
FA	FIVELEAF AKEBIA
FL	FINE LINE BUCKTHORN
FY	SHOWOFF FORSYTHIA
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6' COMPOSITE FENCE AT PERIMETER PROPERTY LINES & LANDSCAPE BUFFERS (TYP). SEE DTL 4, SHT L4.

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NOTES

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Name: Martin Gergen

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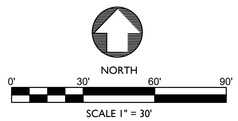

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REGENCY AT VERBENA RANCH PHASE 2 CALDWELL, IDAHO

FINAL PLAT LANDSCAPE PLAN

Job Number 2517

Drawn	Checked
JJN	KCS
Scale	AS SHOWN

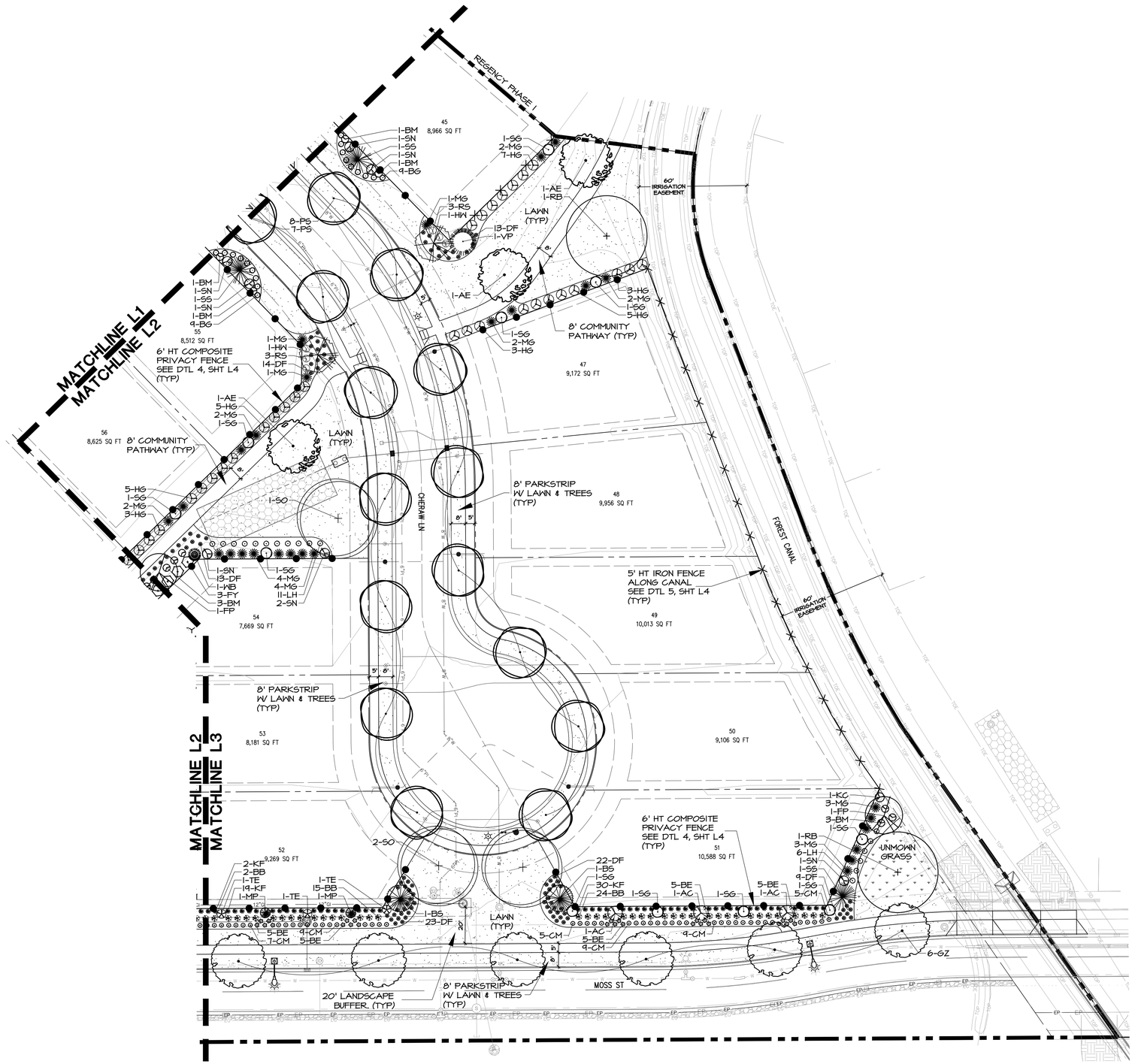
Sheet Title

LANDSCAPE PLAN

Sheet Number

L2

3 of 6 Sheets



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Sheet Title

LANDSCAPE PLAN

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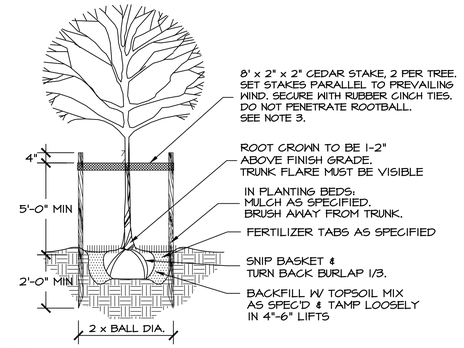
L3

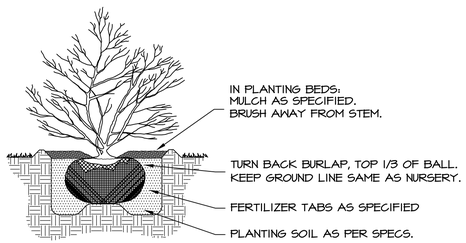
4 of 6 Sheets



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

(1) TREE PLANTING/STAKING

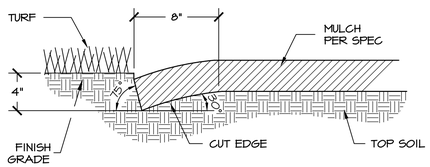
NOT TO SCALE



NOTE: DIG HOLE TWICE THE SIZE OF ROOTBALL.

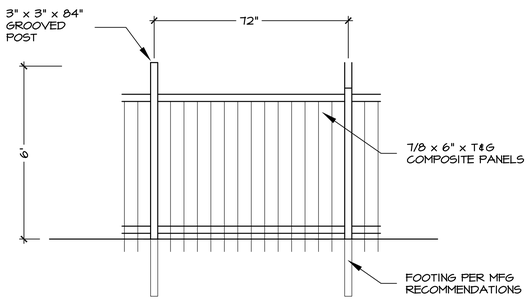
(2) SHRUB PLANTING

NOT TO SCALE



(3) PLANTER CUT BED EDGE

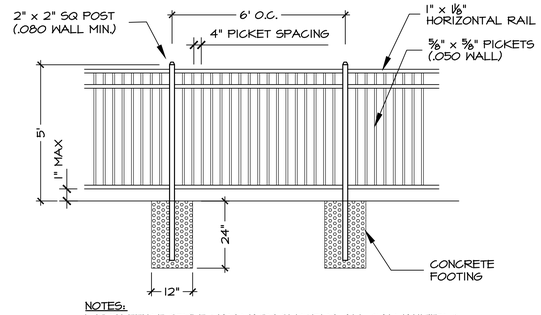
NOT TO SCALE



NOTES:
1. INSTALL PER MANUFACTURERS RECOMMENDATIONS/REQUIREMENTS.
2. FENCE TO STEP DOWN TO 3' HEIGHT 20' FROM ROW.
3. COLOR TO BE BROWN.

(4) 6' SOLID COMPOSITE FENCE

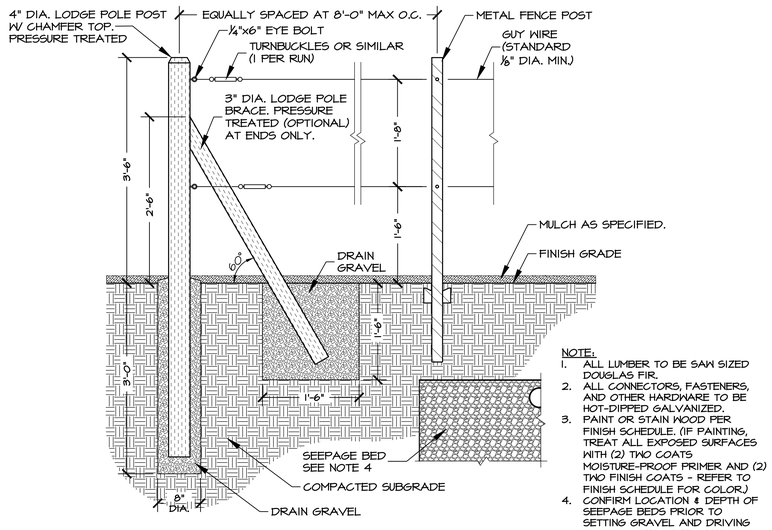
NOT TO SCALE



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

(5) IRON FENCE

NOT TO SCALE



NOTE:
1. ALL LUMBER TO BE SAW SIZED DOUGLAS FIR.
2. ALL CONNECTORS, FASTENERS, AND OTHER HARDWARE TO BE HOT-DIPPED GALVANIZED.
3. PAINT OR STAIN WOOD PER FINISH SCHEDULE. (IF PAINTING, TREAT ALL EXPOSED SURFACES WITH (2) TWO COATS MOISTURE-PROOF PRIMER AND (2) TWO FINISH COATS - REFER TO FINISH SCHEDULE FOR COLOR.)
4. CONFIRM LOCATION & DEPTH OF SEEPAGE BEDS PRIOR TO SETTING GRAVEL AND DRIVING POSTS. DO NOT PUNCTURE.

(6) VINEYARD FENCE

NOT TO SCALE

LANDSCAPE CALCULATIONS

LANDSCAPE BUFFER TREES:

LOCATION	BUFFER WIDTH	LENGTH	PROVIDED
MOSS ST.	20'	915'	23 CLASS II TREES x 35' = 805' 5 CLASS I TREES x 25' = 125' 930' (+6 EVERGREENS)

LANDSCAPE BUFFER SHRUBS:

LOCATION	REQUIRED	PROVIDED
MOSS ST.	915'/4' = 229 SHRUBS	489 SHRUBS TO BE PROVIDED IN LANDSCAPE BUFFER

LANDSCAPE BUFFER LAWN:

LOCATION	TOTAL BUFFER AREA	LAWN % PROVIDED
MOSS ST.	17,240 SF	8,300 SF/17,240 SF = 48% LAWN

COMMUNITY PATHWAY TREES & SHRUBS:

WIDTH	LENGTH	REQUIRED	PROVIDED
8'	1,720'	1,720'/40' = 43 TREES 1,720'/100' x 15 = 258 SHRUBS	44 TREES 533 SHRUBS (+37 EVERGREENS)

COMMON OPEN SPACE:

	REQUIRED	PROVIDED
	115,840 SF / 5,000 = 23 TREES	45 TREES
NUMBER OF TREES PROVIDED ON BUFFER:		34 TREES
NUMBER OF TREES PROVIDED ALONG COMMUNITY PATHWAY:		81 TREES
NUMBER OF TREES PROVIDED WITHIN RESIDENTIAL PARKSTRIPS:		34 TREES
NUMBER OF TREES PROVIDED ON COMMON LOTS:		45 TREES
TOTAL NUMBER OF TREES:		194 TREES

PLANT SCHEDULE

SYM	COMMON NAME	BOTANICAL NAME	SIZE
EVERGREEN TREES			
AC	COLUMNAR BLUE ATLAS CEDAR	CEDRUS ATLANTICA 'FASTIGIATA'	6-8' HT B&B
BS	MOREHEIM BLUE SPRUCE	PICEA PUNGENS 'MOERHEIM'	6-8' HT B&B
KC	KARL FUCHS CEDAR	CEDRUS DEODARA 'KARL FUCHS'	6-8' HT B&B
SS	SERBIAN SPRUCE	PICEA OMORIKA	6-8' HT B&B
VP	VANDERWOLF PINE	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID'	6-8' HT B&B
WB	WICHITA BLUE JUNIPER	JUNIPERUS SCOPULORUM 'WICHITA BLUE'	6-8' HT B&B
SHADE TREES (CLASS III)			
SO	SWAMP OAK	QUERCUS BICOLOR	2" CAL B&B
SHADE/STREET TREES (CLASS II)			
AE	ACCOLADE ELM	ULMUS DAVIDIANA 'MORTON'	2" CAL B&B
CO	CRIMSON SPIRE OAK	QUERCUS ROBUR x Q. ALBA 'CRIMSCHMIDT'	2" CAL B&B
GZ	GREEN VASE ZELKOVA	ZELKOVA SERRATA 'GREEN VASE'	2" CAL B&B
HL	SKYLINE HONEYLOCUST	GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE'	2" CAL B&B
PS	PACIFIC SUNSET MAPLE	ACER TRUNCATUM x PLAT. 'WARRENRED'	2" CAL B&B
RB	HERITAGE RIVER BIRCH	BETULA NIGRA 'CULLY'	2" CLUMP
SG	SLENDER SILHOUETTE SWEETGUM	LIQUIDAMBER STYRACIFLUA 'SLENDER SIHOUETTE'	2" CAL B&B
TT	EMERALD CITY TULIP TREE	LIRIODENDRON TULIPIFERA 'LFS-Oz'	2" CAL B&B
ORNAMENTAL TREES (CLASS I)			
CC	CENTURION CRABAPPLE	MALUS sp. 'CENTZAM'	2" CAL B&B
HW	HOTWINGS MAPLE	ACER TATARICUM 'GARANN'	6-8' HT. MULTI-STEM
JL	IVORY SILK JAPANESE TREE LILAC	SYRINGA RETICULATA 'IVORY SILK'	2" CAL B&B
FP	FOREST PANSY REDBUD	CERCIS CANADENSIS 'FOREST PANSY'	2" CAL B&B
SC	SPRING SNOW CRABAPPLE	MALUS 'SPRINGSNOW'	2" CAL B&B
SHRUBS/ORNAMENTAL GRASSES/PERENNIALS			
BB	SUNJOY ORANGE PILLAR BARBERRY	BERBERIS THUNBERGII 'NCBT3'	3 GAL
BE	BLACK EYED SUSAN	RUDBECKIA FULGIDA 'GOLDSTRUM'	1 GAL
BG	BLOND AMBITION BLUE GRAMMA GRASS	BOUTELOUA GRACILIS 'BLONDE AMBITION'	1 GAL
BM	BLUE MIST SPIREA	CARYOPTERIS x CLANDONENSIS 'BLUE MIST'	3 GAL
BO	BLUE OAT GRASS	HELICTOTRICHON SEMPERVIRENS	1 GAL
CM	WALKER'S DEEP BLUE CATMINT	NEPETA x 'WALKER'S DEEP BLUE'	1 GAL
DF	DWARF FOUNTAIN GRASS	PENNISETUM ALOPECUROIDES 'HAMELN'	1 GAL
FA	FIVELEAF AKEBIA	AKEBIA QUINATA	2 GAL
FL	FINE LINE BUCKTHORN	RHAMNUS FRAGULA 'RON WILLIAMS'	5 GAL
FY	SHOWOFF FORSYTHIA	FORSYTHIA x INTERMEDIA 'MINDOR'	5 GAL
HG	HENRY'S GARNET SWEETSPIRE	ITEA VIRGINICA 'HENRY'S GARNET'	5 GAL
IH	IVORY HALO DOGWOOD	CORNUS ALBA 'BAILHALO'	5 GAL
KF	KARL FOERSTER REED GRASS	CALAMAGROSTIS ARUNDINACEA 'K.F.'	1 GAL
LH	LITTLE HENRY SWEETSPIRE	ITEA VIRGINICA 'SPRICH'	3 GAL
LL	LITTLE LIME HYDRANGEA	HYDRANGEA PANICULATA 'JANE'	5 GAL
MG	MAIDEN GRASS	MISCANTHUS SINENSIS 'GRACILLIMUS'	1 GAL
MP	DWARF MUGO PINE	PINUS MUGO var. PUMILIO	5 GAL
MW	MIDNIGHT SUN WEIGELA	WEIGLEA FLORIDA 'VERWEIG9'	2 GAL
RS	RUSSIAN SAGE	PEROVSKIA ATRIPLICIFOLIA	2 GAL
SN	SUMMERWINE NINEBARK	PHYSOCARPUS OPULIFOLIA 'SEWARD'	5 GAL
TE	TIGER EYE SUMAC	RHUS TYPHINA 'BAILTIGER'	5 GAL

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3.5' VINEYARD FENCE (TYP) SEE DTL. 6, THIS SHT.

NOTES

1. ALL PLANTING AREAS SHALL BE INSTALLED BE IN ACCORDANCE WITH CITY OF CALDWELL CODE. REFER TO SHEET L5 - SPEC SECTION 32 90 00 - LANDSCAPE SPECIFICATIONS.
2. ALL PLANTING AREAS TO BE WATERED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. REFER TO SHEET L5 - SPEC SECTION 32 84 00 - IRRIGATION PERFORMANCE SPECIFICATIONS.
3. LOCATE AND PROTECT ALL UTILITIES DURING CONSTRUCTION.
4. TREES SHALL NOT BE PLANTED WITHIN THE 10-FOOT CLEAR ZONE OF ALL STORM DRAIN PIPE, STRUCTURES, OR FACILITIES. ACCESS TO INLETS AND OUTLETS OF DRAINAGE AREAS SHALL NOT BE PLANTED WITH TREES, SHRUBS, OR ANY LANDSCAPING THAT WOULD IMPEDE HEAVY EQUIPMENT VEHICLE ACCESS. SEEPAGE BEDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM. ALL SHRUBS PLANTED OVER OR ADJACENT TO SEEPAGE BEDS TO HAVE A ROOT BALL THAT DOES NOT EXCEED 18" IN DIAMETER. NO LAWN SOD TO BE PLACED OVER DRAINAGE SWALE SAND WINDOWS. LANDSCAPING WITHIN
5. NO TREES SHALL IMPEDE THE 40' VISION TRIANGLE AT ALL INTERSECTIONS. NO CONIFEROUS TREES OR SHRUBS OVER 3' HIGH AT MATURITY WILL BE LOCATED WITHIN SIGHT TRIANGLE OR ROW. AS TREES MATURE, THE OWNER SHALL BE RESPONSIBLE FOR PRUNING TREE CANOPIES TO MEET REQUIREMENTS FOR MAINTAINING CLEAR VISIBILITY WITHIN 40' STREET VISION TRIANGLE.
6. TREES SHALL BE PLANTED NO CLOSER THAN 50' FROM INTERSECTION STOP SIGNS.
7. CLASS II TREES AND LANDSCAPE IN FRONT OF BUILDING LOTS ON INTERIOR STREETS TO BE COMPLETED DURING CONSTRUCTION ON THESE LOTS. TREE LOCATIONS MAY BE ALTERED TO ACCOMMODATE DRIVEWAYS AND UTILITIES. TREES MUST BE CLASS II AND SHALL NOT BE PLANTED WITHIN 5' OF WATER METERS OR UNDERGROUND UTILITY LINES.
8. AMENITIES ARE SHOWN SCHEMATICALLY. FINAL DESIGN BY OTHERS. AMENITIES MAY VARY SLIGHTLY IN FINAL DESIGN FOR AMENITY CONFIGURATIONS AND ADA COMPLIANCE.
9. PLANT LIST IS SUBJECT TO SUBSTITUTIONS OF SIMILAR SPECIES DUE TO PLANT MATERIAL AVAILABILITY. BURLAP AND WIRE BASKETS TO BE REMOVED FROM ROOT BALL AS MUCH AS POSSIBLE WITHOUT DISTURBING DOWN THE BALL OF THE TREE. ALL NYLON ROPES TO BE COMPLETELY REMOVED FROM ALL TREES.
10. THERE ARE NO EXISTING TREES ON SITE.

OPEN SPACE CALCULATIONS

(PER CIVIL OPEN SPACE EXHIBIT 2/12/2026)

COMMON OPEN SPACE	2.68 ACRES (116,935 SF)
GROSS LAND AREA	12.27 ACRES
PERCENT COMMON OPEN SPACE	21.84 %

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DEVELOPER/PLANNER

TOLL SOUTHWEST LLC

Name: Martin Gerger

8200 N. VISTA DR., STE. 100
MERIDIAN, ID 83642
Phone (208) 713-3847

ENGINEER

ESE CONSULTANTS, INC.
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REGENCY AT VERBENA RANCH
PHASE 2
CALDWELL, IDAHO

FINAL PLAT LANDSCAPE PLAN

Job Number 2517

Drawn	Checked
JJN	KCS
Scale	AS SHOWN

Sheet Title

LANDSCAPE DETAILS

Sheet Number

L4

5 of 6 Sheets

SECTION 32 90 00 - LANDSCAPE WORK

PART 1 - GENERAL

1.1 RELATED DOCUMENTS
A. Drawings and general provisions of Contract, including General and Supplementary Conditions and Division 1 Specification Sections.

1.2 SUMMARY
A. This Section includes provisions for the following items:
1. Trees.
2. Shrubs; Ground cover.
3. Lawns.
4. Topsoil and Soil Amendments.
5. Miscellaneous Landscape Elements.
6. Initial maintenance of landscape materials.
B. Related Sections: The following sections contain requirements.
1. Underground sprinkler system is specified in Section 32 84 00 - Irrigation

1.3 QUALITY ASSURANCE
A. Subcontract landscape work to a single firm specializing in landscape work.
B. Source Quality Control:
1. General: Ship landscape materials with certificates of inspection required by governing authorities. Comply with regulations applicable to landscape materials.
2. Do not make substitutions. If specified landscape material is not obtainable, submit proof of non-availability to Architect, with proposal for use of equivalent material.
3. Analysis and Standards: Package standard products with manufacturer's certified analysis. For other materials, provide analysis by recognized laboratory made in accordance with methods established by the Association of Official Agriculture Chemists, wherever applicable.
4. Trees, Shrubs and Groundcovers: Provide trees, shrubs, and groundcovers of quantity, size, genus, species, and variety shown and scheduled for work complying with recommendations and requirements of ANSI Z60.1 "American Standard for Nursery Stock". Provide healthy, vigorous stock, grown in recognized nursery in accordance with good horticultural practice and free of disease, insects, eggs, larvae, and defects such as knots, sun-scald, injuries, abrasions, or disfigurement.
5. Label at least one tree and one shrub of each variety with attached waterproof tag with legible designation of botanical and common name.
a. Where formal arrangements or consecutive order of trees or shrubs are shown, select stock for uniform height and spread.
6. Inspection: The Architect may inspect trees and shrubs either at place of growth or at site before planting, for compliance with requirements for genus, species, variety, size, and quality. Architect retains right to further inspect trees and shrubs for size and condition of balls and root systems, insects, injuries and latent defects, and to reject unsatisfactory or defective material at any time during progress of work. Remove rejected trees or shrubs immediately from project site.

1.4 SUBMITTALS
A. General: Submit the following in accordance with Conditions of Contract and Division 1 Specification Sections.
B. Plant and Material Certifications:
1. Certificates of inspection as required by governmental authorities.
2. Manufacturer's or vendor's certified analysis for soil amendments and fertilizer materials.
3. Label data substantiating that plants, trees, shrubs and planting materials comply specified requirements.
4. Seed vendor's certified statement for each grass seed mixture required, stating botanical and common name, percentages by weight, and percentages of purity, germination, and weed seed for each grass seed species.
C. Mulch: Submit 1 gal bag of mulch sample for approval.

1.5 DELIVERY, STORAGE AND HANDLING
A. Seed shall be delivered to site in unopened container, with seed and inert material content clearly marked on outside of container. Container shall be stored on site for tally.
B. Sod: Time delivery so that sod will be placed within 24 hours after stripping. Protect sod against drying and breaking of rolled strips.
C. Trees and Shrubs: Provide freshly dug trees and shrubs. Do not prune prior to delivery unless otherwise approved by Architect. Do not bend or bind-tie trees or shrubs in such manner as to damage bark, break branches, or destroy natural shape. Provide protective covering during delivery. Do not drop balled and burlapped stock during delivery.
D. Deliver trees and shrubs after preparations for planting have been completed and plant immediately. If planting is delayed more than 6 hours after delivery, set trees and shrubs in shade, protect from weather and mechanical damage, and keep roots moist by covering with mulch, burlap or other acceptable means of retaining moisture.
E. Do not remove container-grown stock from containers until planting time.
F. Do not drop or dump materials from vehicles during delivery or handling. Avoid any damage to rootballs during deliver, storage and handling.

1.6 JOB CONDITIONS
A. Utilities: Determine location of underground utilities and work in a manner which will avoid possible damage. Hand excavate, as required. Maintain grade stakes until removal is mutually agreed upon by parties concerned.
B. Excavation: When conditions detrimental to plant growth are encountered, such rubble fill, adverse drainage conditions, or obstructions, notify Architect before planting.
C. Adjacent Landscape: Protect planted areas adjacent to construction area. Replace or recondition to prior conditions at project completion.

1.7 SEQUENCING AND SCHEDULING
A. Planting Time: Proceed with, and complete landscape work as rapidly as portions of site become available, working within seasonal limitations for each kind of landscape work required.
1. Plant or install all plant materials during normal planting seasons from 15 March to 15 November.
2. Correlate planting with specified maintenance periods to provide maintenance from date of substantial completion.
B. Coordination with Lawns: Plant trees and shrubs after final grades are established and prior to planting of lawns, unless otherwise acceptable to Architect. If planting of trees and shrubs occurs after lawn work, protect lawn areas and promptly repair damage to lawns resulting from planting operations.

1.8 SPECIAL PROJECT WARRANTY
A. Warranty lawns through specified lawn maintenance period, until Final Project Acceptance.
B. Warranty trees and shrubs, for a period of one year after date of substantial completion, against defects including death and unsatisfactory growth, except for defects resulting from neglect by Owner, abuse or damage by others, or unusual phenomena or incidents beyond Landscape Installer's control.
C. Remove and replace trees, shrubs, or other plants dead or in unhealthy condition during warranty period. Make replacements during growth season following end of warranty period. Replace trees and shrubs which are in doubtful condition at end of warranty period; unless, in opinion of Architect, it is advisable to extend warranty period for a full growing season.

PART 2 - PRODUCTS

2.1 TOPSOIL
A. If deemed usable, native topsoil shall be stockpiled for re-use in landscape work. Topsoil shall be fertile, friable, natural loam, surface soil, reasonable free of subsoil, clay lumps, brush, weeds, roots, stumps, stones larger than 1 inch in any dimension, and other extraneous or toxic matter harmful to plant growth.
1. Contractor shall send a minimum of three (3) representative topsoil samples for testing. See testing requirements below. Contractor is responsible for whatever soil additives are recommended by the tests. Submit to Architect for approval. Compost will be added to other additives and added regardless of test results.
B. If quantity of stockpiled topsoil is insufficient, contractor to provide imported topsoil that is fertile, friable, natural loam, surface soil, reasonably free of subsoil, clay lumps, brush, weeds and other litter, and free of roots, stumps, stones larger than 1 inches in any dimension, and other extraneous or toxic matter harmful to plant growth.
1. Obtain topsoil from local sources or areas with similar soil characteristics to that of project site. Obtain topsoil only from naturally well-drained sites where topsoil occurs in a depth of not less than 4 inches. Do not obtain from bogs or marshes.
2. Composition: Topsoil shall contain from 1 to 20% organic matter as determined by the Organic Carbon, 6A, Chemical Analysis Method described in USDA Soil Survey Investigation Report No. 1. Maximum particle size, 3/4-inch, with maximum 3% retained on 1/4-inch screen.
Other components shall conform to the following limits:

pH	6.5 to 7.5
Soluble Salts	600 ppm maximum
Silt	25-50%
Clay	10-30%
Sand	20-50%

3. Contractor shall submit representative soil report on imported topsoil proposed for use for approval. Report shall meet standards below. Contractor is responsible for whatever soil additives are recommended by the test. Compost will be in addition to other additives and added regardless of test results.
C. Soil Testing
1. Soil tests are required for this project (see above for requirements). Test shall be provided as follows:
a. Provide certified analysis at time of sample submitted (three samples imported topsoil). Amend soils per chemist's recommendations and as herein specified unless otherwise approved by Architect.
2. Test shall include, but not limited to recommendations on chemical distributions, organic contents, pH factors, and sieve analysis as necessary. Test #1T by Western Laboratories (1-800-658-3858) is required.
3. Contractor is responsible for whatever soil additives are recommended by the soil testing laboratory.
4. Contractor shall coordinate, obtain and pay for all soil tests.
5. If regenerative noxious weeds are present in the soil, remove all resultant growth including roots throughout one-year period after acceptance of work, at no cost to Owner.

2.2 pH ADJUSTERS
A. When pH does not comply with this specification, commercial grade aluminum sulfate shall be used to adjust soil pH.

2.3 SOIL AMENDMENTS
A. Compost: Compost: "Cascade Compost" from Cloverdale Nursery (208) 375-5262 and NuSoil Compost (208) 629-6912 or approved equal in equal amounts by volume.
B. Commercial Fertilizer: Fertilizer shall be complete, standard commercial brand fertilizer. It shall be free-flowing and packaged in new waterproof, non-overlaid bags clearly labeled as to weight, manufacturer, and content. Protect materials from deterioration during delivery and while stored at site.
1. Commercial fertilizer "A" for trees and shrubs during planting; slow release Agriform Planting 5-gram tablets 20-10-5 type or equal.
2. Commercial fertilizer "B" for lawn areas, applied to bed prior to seeding or sodding, to be 16-16-17 applied at the rate of ten pounds per acre.
3. Commercial fertilizer "C" for lawn areas three to four weeks after planting (sod) or after first mowing (seed). Organic Fertilizer Milorganite (6-0-2) type or equal.
C. Herbicide: Pre-emergent for topical application in planting beds. Oxiadiazon 2G brand or pre-approved equal. Use in accordance with manufacturer's recommendation on all planting beds.

2.4 PLANT MATERIALS
A. Quality: Provide trees, shrubs, and other plants of size, genus, species, and variety shown for landscape work and complying with recommendations and requirements of ANSI Z60.1 "American Standard for Nursery Stock".
B. Deciduous Trees: Provide trees of height and caliper scheduled or shown with branching configuration recommended by ANSI Z60.1 for type and species required. Single stem trees except where special forms are shown or listed.
C. Deciduous Shrubs: Provide shrubs of the height shown or listed, not less than minimum number of canes required by ANSI Z60.1 for type and height of shrub.
D. Coniferous and Broadleafed Evergreens: Provide evergreens of sizes shown or listed. Dimensions indicate minimum spread for spreading and semi-spreading type evergreens and height for other types, such as globe, dwarf, cone, pyramidal, broad upright, and columnar. Provide normal quality evergreens with well balanced form complying with requirements for other size relationships to the primary dimension shown.

2.5 GRASS MATERIALS
A. Lawn sod: Provide strongly rooted sod, not less than 1 growing season old, and free of weeds and undesirable native grasses. Provide only sod capable of growth and development when planted (viable, not dormant).
1. Provide sod of uniform pad sizes with maximum 5% deviation in either length or width. Broken pads or pads with uneven ends will not be acceptable. Sod pads incapable of supporting their own weight when suspended vertically with a firm grasp on upper 10% of pad will be rejected.
B. Provide sod composed of: Rhizomatous Tall Fescue (RTF) from the The Turf Company, Meridian, ID (208) 888-3760 or approved equal.
C. Unmown Grass Seed or Sod

Festuca rubra communtata	Chewing Fescue	33%
Festuca ovina 'Covar'	Covar Sheep Fescue	33%
Festuca longifolia	Hard Fescue	33%
Total		4.00 - 6.0lbs/1000 sq ft

2.6 MISCELLANEOUS LANDSCAPE MATERIALS
A. Anti-Desiccant: Emulsion type, film-forming agent designed to permit transpiration, but retard excessive loss of moisture from plants. Deliver in manufacturer's fully identified containers and mix in accordance with manufacturer's instructions.
B. Mulch: Mulch for planting beds shall be medium ground bark mulch, free of splinters, consistent in appearance, and shall contain no toxic substance detrimental to plant life.
C. Stakes and Guys: Provide stakes and deadmen of sound new hardwood, treated softwood, or redwood, free of knot holes and other defects. Provide wire ties and guys of 2-strand, twisted, pliable galvanized iron wire, not lighter than 12 ga. with zinc-coated turnbuckles. Provide not less than 2 inch diameter rubber or plastic hose, cut to required lengths and of uniform color, material, and size to protect tree trunks from damage by wires.

PART 3 - EXECUTION

3.1 PREPARATION - GENERAL
A. General Contractor shall be responsible for excavating planting areas to appropriate depths for placement of topsoil as specified herein.
B. Lay out individual tree and shrub locations and areas for multiple plantings. Stake locations and outline areas and secure Architect's acceptance before start of planting work. Make minor adjustments as may be required.

3.2 PREPARATION OF PLANTING SOIL
A. Before mixing, clean topsoil of roots, plants, sod, stones, clay lumps, and other extraneous materials harmful or toxic to plant growth.
B. Mix specified compost and fertilizers with topsoil at rates specified. Delay mixing fertilizer if planting will not follow placing of planting soil in a few days.
Compost: Lawn Areas: 1/4 compost, : 3/4 topsoil.
Shrub Areas: 1/3 compost, 2/3 topsoil.
Fertilizer: Per soil test and manufacture's recommendations.
C. For shrub and lawn area, mix planting soil either prior to planting or apply on surface of topsoil and mix thoroughly before planting.

3.3 PREPARATION FOR PLANTING LAWNS
A. After excavating and removing surface material to proper depth, loosen subgrade of lawn areas to a minimum depth of 4 inches. Remove stones measuring over 1-1/2 inches in any dimension. Remove sticks, roots, rubbish, and other extraneous matter. Limit preparation to areas which will be planted promptly after preparation.
1. Spread topsoil mix to minimum depth of 4 inches for sodded lawns as required to meet lines, grades, and elevations shown, after light rolling, addition of amendments, and natural settlement. Place approximately 1/2 of total amount of topsoil required. Work into top of loosened subgrade to create a transition layer and then place remainder of planting soil. Add specified soil amendments as required and mix thoroughly into upper 4 inches of topsoil.

3.4 PREPARATION FOR SEEDING
A. Loosen subgrade of areas stripped of topsoil to a minimum depth of 4 inches. Remove stones measuring over 1-1/2 inches in any dimension. Remove sticks, roots, rubbish, and other extraneous matter. Limit preparation to areas which will be planted promptly after preparation.
1. Spread topsoil mix to required depth to meet lines, grades, and elevations shown, after light rolling and natural settlement (where required). Topsoil shall be 6" deep minimum in all seeded areas.
2. Place approximately ½ of total amount of topsoil required. Work into top of loosened subgrade to create a transition layer and then place remainder of planting soil. Add recommended nutrients, fertilizers and 1-1/2" thickness of specified compost over entire area and mix thoroughly into upper 4 inches of topsoil.
B. Fine grade areas to smooth, even surface with loose, uniformly fine texture. Roll, rake, and drag areas, remove ridges and fill depressions, as required to meet finish grades. Limit fine grading to areas which can be planted immediately after grading.
C. Moisten prepared areas before planting if soil is dry. Water thoroughly and allow surface moisture to dry before planting. Do not create a muddy soil condition.
D. Restore areas to specified condition, if eroded or otherwise disturbed, after fine grading and prior to planting.
E. Maintain and protect all surfaces from wind and water erosion until final acceptance.

3.5 PREPARATION OF PLANTING BEDS
A. Loosen subgrade of planting areas to a minimum depth of 6 inches using a culti-mulcher or similar equipment. Remove stones measuring over 1 1/2 inches in any dimension. Remove stocks, stones, rubbish, and other extraneous matter.
B. Spread planting soil mixture to minimum 12 inch depth required to meet lines, grades, and elevations shown, after light rolling and natural settlement. Add 1 1/2 inches of specified compost over entire planting area and mix thoroughly into upper 6 inches of topsoil. Place approximately 1/2 of total amount of planting soil required. Work into top of loosened subgrade to create a transition layer, then place remainder of the planting soil.
C. Apply Pre-Emergent per manufacturer's recommendation.

3.6 PLANTING TREES AND SHRUBS
A. Set balled and burlapped (B&B) stock on layer of compacted planting soil mixture, plumb and in center of pit or trench with top of ball at same elevation as adjacent finished landscape grades. Remove burlap from sides of balls; retain on bottoms. When set, place additional backfill around base and sides of ball, and work each layer to settle backfill and eliminate voids and air pockets. Place fertilizer tablets in excavated area per manufacture's written instructions. When excavation is approximately 2/3 full, water roughly before placing remainder of backfill. Repeat watering until no more is absorbed. Water again after placing final layer of backfill. Remove all ties from around base of trunk.
B. Set container grown stock, as specified, for balled burlapped stock, except cut cans on 2 sides with an approved can cutter and remove can; remove bottoms of wooden boxes after partial backfilling so as not to damage root balls.
C. Trees planted in turf area: Remove turf 3' dia around tree trunk. Dish top of backfill to allow for mulching.
D. Mulch pits, and planted areas. Provide not less than following thickness of mulch, and work into top of backfill and finish level with adjacent finish grades.
1. Provide 3 inches thickness of mulch.
E. If season and weather conditions dictate, apply anti-desiccant, using power spray, to provide an adequate film over trunks, branches, stems, twigs and foliage.
F. Prune, thin out, and shape trees and shrubs in accordance with standard horticultural practice. Prune trees to retain required height and spread. Unless otherwise directed by Architect, do not cut tree leaders, and remove only injured or dead branches from flowering trees, if any. Prune shrubs to retain natural character.
G. Remove and replace excessively pruned or misformed stock resulting from improper pruning.
H. Guy and stake trees immediately after planting, as indicated.
I. Apply approved herbicide to all shrub bed areas at manufacture specified rate. Re-apply as necessary for elimination of weeds.

3.7 SODDING NEW LAWNS
A. General: Install lawn sod in all areas designated on the drawings.
B. Soil Preparation
1. Any sod lawn areas that may have become compacted prior to sodding must be scarified to a depth of eight (8) inches by approved means, then finish graded as hereinbefore described.
C. Lay sod within 24 hours from time of stripping. Do not plant dormant sod or if ground is frozen.
D. Sod Placement
1. Sod will be brought onto lawn areas by wheeled means with proper protection of sod beds. Sod layers shall be experienced, or if inexperienced, shall be constantly supervised by an experienced foreman. The Contractor shall insure that the base immediately ahead of sod layer is moist. Sod shall be laid tight with not gaps. Allowance shall be made for shrinkage. Lay sod with long edges perpendicular to primary slope.
2. Lay to form a solid mass with tightly fitted joints. Butt ends and sides of strips; do not overlap. Stagger strips to offset joints in adjacent courses. Work on boards to avoid damage to subgrade or sod. Tamp or roll lightly to ensure contact with subgrade. Work sifted soil into minor cracks between pieces; remove excess to avoid smothering of adjacent grass.
3. Sod shall be rolled with a two hundred (200) pound roller after installation to insure proper contact between soil and sod. Final rolling must provide a uniform surface. After final rolling, the sod lawn shall be mowed and watered. Approval of sod lawns shall be based on uniform, healthy and vigorous growth with no dry or dead spots.
4. Add fertilizer "B" at the manufacturer's recommended application rate.
E. Water sod thoroughly with a fine spray immediately after planting.
F. Sodded Lawn Establishment
1. The Contractor shall be responsible for first mowing, subsequent mowings and fertilizing of sod lawn areas until Final Acceptance of the project.
2. Mowing shall be done by an approved "reel" type mower. Mower blades shall be set at two (2) inches high for all mowings.
3. Subsequent fertilizing shall occur three to four weeks after installation. Apply fertilizer as per the Manufacturer's recommended application rate. Verify all methods of application. Contractor shall notify the Architect in writing that the fertilizer applications have occurred and on what dates.

3.8 SEEDING
A. General
1. Seeding for irrigated areas shall be accomplished in the spring (after March 15) or fall (before October 1) of the year and/or when weather conditions are favorable for proper working of the soil and seed germination.
2. Seed shall be spread by approved mechanical (hopper or culti-packer) or hydroseed methods only.
3. Seeding shall be done only after topsoil mix placement, finish grading, adjacent construction and plantings have been completed and approved by Architect.
B. Soil Preparation: Any seeded lawn area that has become compacted prior to seeding must be scarified to a depth of eight (8) inches by approved means, then finish graded as hereinbefore described.
C.Seeding - Mechanical Method
1. Apply fertilizer at the manufacturer's recommended application rate. Thoroughly mix six (6) inches deep, taking care not to incorporate subsoil into topsoil mix. After mixing is complete, remove any debris or rocks over one (1) inch in size. Rake to true grade and roll for firmness. If soil is dry, lightly sprinkle prior to rolling. Grades after rolling to be approved by Architect prior to seeding.
2. Seed Application Rate: See "Products".
3. Seed Application Method
a. Using a hopper type seeder, seeding shall be done on a still day, with one-half (2) of the seed to reach area being sown in a direction at right angles to the other half. After seeding, the surface shall be lightly raked parallel to the contours such that half or more of the seed is lightly covered by soil, then rolled once with a roller weighing not less than one hundred (100) pounds per lineal foot, and finally watered with a fine spray.
b. A culti-packer or approved similar equipment may be used to drill, cover, and firm the seed bed in one operation.
4. After seeding, raking and rolling, lawn areas shall be covered with a one (1) inch loose layer of clean wheat or oat straw. Straw shall be kept moist until the lawn is established. Remove loose straw from site.
D. Seeding - Hydroseed Method
1. No hydroseeding after a rain or when the wind exceeds five (5) miles per hour.
2. Use only where slopes exceed 5:1.
3. Spray the mixture of water, seed, mulch and commercial fertilizer evenly over the planting area.
E. Seeding Areas Establishment
1. The Contractor shall be responsible for the first mowing and subsequent mowings, watering and fertilizing of seeded areas until Final Acceptance of the project. Subsequent mowings shall be the Owner's responsibility.
2. First mowing shall be done when lawn areas are well established; when germination approaches ninety percent and height exceeds two and one-half (2 1/2) inches as approved by the Architect. Set mower height at two (2) inches high for first and subsequent mowings.
3. Fertilizing shall occur after the first mowing. Apply fertilizer as per the manufacturer's recommended application rate.
4. Seed beds must achieve ninety (90) percent germination and be uniform in appearance, free of weeds and/or other undesirable plant species as approved by the Architect.
5. Check for barren areas in seed bed approximately twenty-one (21) days after seeding and overseed as originally specified at the time or at such time as weather and season permit for seed germination or as approved by the Architect. The Architect shall determine and approve the necessity and extent of overseeding in order to achieve the ninety (90) percent germination uniformity throughout the seed bed areas necessary for Final Acceptance.
6. Seeded areas shall be established as specified above at time of substantial completion.

3.9 MAINTENANCE
A. Begin landscape maintenance immediately after planting. Maintenance shall continue until Project Final Acceptance.
B. Maintain trees, shrubs, and other plants by pruning, cultivating, and weeding as required for healthy growth. Restore planting saucers. Tighten and repair stake and guy supports and reset trees and shrubs to proper grades or vertical position as required. Restore or replace damaged wrappings. Spray as required to keep trees and shrubs free of insects and disease.
C. Maintain lawns by watering, fertilizing, weeding, mowing, trimming, and other operations such as tolling, regrading and replanting as required to establish a smooth, acceptable lawn, free of eroded or bare areas.
D. Maintain lawns for no less than period stated above, or longer as required to establish acceptable lawn. If seeded in fall and not given full 60 days of maintenance before Final Acceptance, or if not considered acceptable at that time, continue maintenance the following spring until acceptable lawn is established.

3.10 CLEANUP AND PROTECTION
A. During landscape work, keep pavements clean and work area in an orderly condition.
B. Protect landscape work and materials from damage due to landscape operations, operations by other contractors and trades, and trespassers. Maintain protection during installation and maintenance periods. Treat, repair, or replace damaged landscape work as directed.

3.11 INSPECTION AND ACCEPTANCE
A. When landscape work is completed, including maintenance, Architect will, upon request, make an inspection to determine acceptability.
B. When inspected landscape work does not comply with requirements, replace rejected work and continue specified maintenance until reinspected by Architect and found to be acceptable. Remove rejected plants and materials promptly from project site.

END OF SECTION

SECTION 32 84 00 - IRRIGATION (PERFORMANCE)

PART 1 - GENERAL

1.1 CONDITIONS AND REQUIREMENTS:
A. General and Supplementary Conditions, and Division 1 General Requirements.

1.2 SUMMARY
A. Work included:
1. Provide and install a complete and operating automatic irrigation system for all lawn and planting areas.
2. Connect to main water supply at existing site stubout as provided.
3. Sleeving under paved areas (by others)
4. Obtain and pay for all permits and fees for the work of this section.
5. Perform work on a design/construct basis, subject to the requirements of the Contract Documents, applicable codes, and good design practice.
6. Winterization of system.

1.3 SUBMITTALS
A. Within 30 days after Contractor's receipt of Owner's Notice to Proceed, submit:
1. Manufacturer's printed product information and catalog cut sheets for all system components; five copies.
B. Shop Drawings: Submit shop drawings for underground irrigation system including plan layout and details illustrating location and type of head, type and size of valve, piping circuits, circuit GPM, pipe size, controls, and accessories.
C. Record Drawings: At completion of this work, submit to the Contractor:
1. Record Drawings; reproducible and five prints.
2. Operations and Maintenance information (2 copies), including:
a. Information including descriptive details, parts list, specifications, maintenance schedules and procedures for system components.
b. Operation, adjustment of system and components instructions.
c. Winterization procedures.
d. Schedule indicating required open valve time to produce given precipitation amounts and seasonal adjustments.
e. Warranties and guarantees.
f. Submit five copies.

1.4 GUARANTEE
A. Guarantee in writing all materials, equipment and workmanship furnished to be free of all defects of workmanship and materials. Within one year after date of Substantial Completion repair or replace all defective parts or workmanship that may be found at no additional cost to Owner.
B. Fill and repair all depressions and replace all necessary lawn and planting which result from the settlement of irrigation trenches for one year after date of Substantial Completion.
C. Supply all manufacturer's printed guarantees.

1.5 QUALITY ASSURANCE
A. Contractor shall be licensed in the State in which this work is being performed.
B. Contractor shall have at least two years prior experience in projects of equal or larger scope. Provide minimum of three references and list of similar projects with owners' names, addresses, and phone numbers, when requested by Owner.
C. Contractor shall employ on site at all times a foreman who is thoroughly experienced and competent in all phases of the work of this Section.

1.6 SYSTEM DESCRIPTION
A. Design requirements:
1. Minimum water coverage: Planting areas - 85%, Lawn areas - 100%
2. Layout system to obtain optimum coverage using manufacturer's standard heads. Spray on walks, walls or paved areas is not acceptable.
3. Zoning shall be designed for optimum use of available pressure and efficient distribution for types of plantings and shapes of planting areas.
4. Design pressures: Install pressure regulating equipment as necessary.
5. Provide/install approved fixed tee or coupling device for air blow winterization. Location shall be on main supply line downstream from main shut off valve.
6. Install approved backflow prevention device in conformance with local or prevailing codes, and in approved site location. Provide for drainage without erosive damage.

1.7 EXTRA EQUIPMENT
A. In addition to installed system, furnish owner with the following:
1. Valve operating key and marker key.
2. Wrench for each sprinkler head cover type.
3. Two (2) sprinkler head bodies of each size and type.
4. Two (2) nozzles for each size and type used.
B. Store above items safely until Substantial Completion.
C. Deliver above items at Substantial Completion.

PART 2 - PRODUCTS

2.1 PIPE AND FITTINGS
A. PVC 1120, ASTM D-1784, permanently marked with manufacturer's name, schedule rating, size, type. Solvent-weld type:
1. Pipe:
a. Pressure lines: Schedule 40 solvent weld.
b. Lateral lines: Class 200 pvc.
c. Sleeving: Class 200 pvc.
2. Fittings: Schedule 40 PVC, solvent-weld type. Install threaded joints where required at valves, risers, etc.
3. Risers: Lawn and shrub heads - flexible and damage-resistant plastic "polypipe" riser.
4. Solvent: NSF approved solvent for Type I & II PVC.
B. Polyethylene Pipe
1. Pipe: Class 100, 3/4" lateral line, for use on drip irrigation zone(s) where drip tubing is not otherwise used.
2. Fittings: Schedule 80 PVC.
3. Clamps: Stainless Steel.
C. Drip Line: Netafim Techline Dripperline, with .6 GPH drippers at 18" spacing.

2.2 SPRINKLER HEADS
A. Description: Appropriate for application in throw, pressure and discharge. Each type of head shall be of a single manufacturer.
1. Lawn heads: pop-up type.
B. Manufacturer: Rainbird, Hunter, Weathermatic Irrigation Company.

2.3 AUTOMATIC CONTROL SYSTEM
A. General; Furnish low voltage system manufactured expressly for control of automatic circuit valves of underground irrigation systems. Provide unit of capacity to suit number of circuits as indicated.
B. Control Enclosure: Manufacturer's standard wall mount with locking cover, complying with NFPA 70.
C. Circuit Control: each circuit variable from approximately 5 to 60 minutes. Including switch for manual or automatic operation of each circuit.
D. Timing Device: Adjustable 24-hour and 7 or 14 day clocks to operate any time of day and skip any day in a 7 or 14 day period.
E. Wiring: Solid or stranded direct-burial type as recommended by manufacturer of control unit; type AWG-UF, UL approved.

2.4 VALVING
A. Manual valves: brass or bronze for direct burial, gate valves, 150 pound class, threaded connection with cross type handle designed to receive operating key.
B. Automatic circuit valves: high impact plastic with corrosion-resistant internal parts. Low power solenoid control, normally closed, with manual flow adjustment; same manufacturer as control unit.
1. Standard sprinkler valve shall be Rainbird PEB-PRS-B. Use scrubber valve if not connected to potable water.
2. Drip Control Zone Kit: Hunter PCZ-101.
C. Quick coupler valve: brass or bronze construction with hinged top. One per zone or valve grouping.
D. Manual drain valves:
1. Bronze construction, straight type, 150 pound class, threaded connections, with cross type operating handle designed to receive operating key. Calco, Champion 100, or approved equal.
2. Size: 3/4 inch.
E. Pressure Regulator: Netafim Model PRV075HF35, 3/4", one per zones.
F. Flushing Valve: Netafim Model TLFV-1, two per zone (each end).
G. Filter: Netafim Model DF075-120, 3/4" filter; one per drip zone.
H. Air Relief Valve: Netafim Model TLAVRV,

2.5 MISCELLANEOUS
A. Chemicals: primer and solvent glue as required by pipe manufacturer.
B. Valve box - high impact plastic, green in color.
C. Valve cover and frame - compatible with valve box with provision for locking.
D. Drainage backfill - clean gravel or crushed stone, graded from 3" maximum to 3/4" minimum.

PART 3 - EXECUTION

3.1 GENERAL
A. Install system to provide for adequate protection against freeze damage.
B. Install system in accordance with approved Contractor design drawings. All deviations from the plans must be approved, and clearly recorded on record drawing.
C. Install system and components in strict accordance with manufacturer's recommendations.
D. Install quick coupler(s) on main supply line, approximately equal spacing, at valve box locations or intervals of approximately 200 feet, whichever is greater. Locate adjacent to paved surfaces, at valve boxes where practical.

3.2 SURFACE CONDITIONS
A. Examine the areas and conditions under which work will be performed. Notify Contractor of conditions detrimental to timely and proper completion of Section work. Do not proceed until unsatisfactory conditions are corrected.
B. Locate all underground utilities and structures and notify Architect of any conflict with Section work. Protect structures and utilities. Repair or replace said structures or utilities damaged by this work at no cost to the Owner.

3.3 SLEEVING
A. Sleeving installed by others. Coordinate with other trades.

3.4 TRENCHING AND BACKFILLING
A. Trenching and backfilling shall be per applicable ISPWC Section.
B. Cut trenches straight and without abrupt grade changes to allow the following minimum cover:
1. Main Lines and Sleeving: 18 inches.
2. PVC Laterals: 12 inches.
C. Surround lines with 2 inches of clean rock-free material on all sides.

3.5 MISCELLANEOUS VALVES
A. Install manual drain valves up stream. Install devise at mainline tap in accordance with manufacturer requirements for complete operation. Install backflow provision and connect to controller.

3.6 CIRCUIT VALVES
A. Install in valve box, arranged for easy adjustment and removal.
1. Provide union on downstream side.
2. Adjust automatic control valves to provide flow rate of rated operating pressure required for each sprinkler circuit.

3.7 PIPE INSTALLATION
A. Lay PVC pipe in accordance with standard and acceptable practice. Thrust blocks to be used at points of intersection and change of direction in main line pipe as per manufacturer's recommended specifications. Install manual drains.
B. PVC pipe joints, solvent welded except as indicated. Cut pipe square, deburr, wipe from surface all saw chips, dust, dirt, moisture and any foreign matter which may contaminate the cemented joint. Apply cleaner/primer and solvent cement, make joints in accordance with manufacturer's recommendations. Use Teflon thread sealant (tape) at all threaded joints.
C.Contractor shall size pipe according to schedule provided. Flow velocities shall not exceed 5 feet/second in all cases. Lateral lines shall be laid out and installed per zone to balance the pressure loss and provide minimum fluctuation in system operating pressures.

Pipe Size	Pipe Section	Pipe Size	Pipe Section
3/4"	0-9 GPM	1 1/2"	26-34 GPM
1"	10-17 GPM	2"	35-50 GPM
1 1/4"	18-25 GPM	2 1/2"	51-80 GPM

D. Techline Drip Line: Place in shallow furrow at 1"-2" below finish topsoil grade, below layer of specified mulch. Lay in uniform grid pattern in groundcover/shrub areas (rows 18"-24" apart max). Coil 20 linear feet at each balled and burlapped tree around base and to allow for tree removal if required. Staple drip line every 36" max. Flush all lines with full head of water prior to installation of flush valves at end of circuit runs.
E. Flush Valves: Install flush valve at end of each drip line run.

3.8 SPRINKLER HEADS
A. Flush circuit lines with full head of water prior to head installation.
1. Install heads at level with mulch
2. Locate part-circle shrubbery heads to maintain a minimum distance of six inches (6") from walls and four inches (4") from other boundaries unless otherwise indicated. Keep overspray to a minimum.

3.9 CONTROL WIRE INSTALLATION
A. Bury wires beside or below main line pipe in same trench.
B. Bundle multiple wires together with tape at ten feet (10') maximum intervals.
C. Provide 36 inch loop in wires at each valve where controls are connected and at 100' maximum intervals between.
D. Make all electrical joints (splices) in boxes only. Make electrical joints waterproof. Scotch-Lock connectors, or approved.

3.10 AUTOMATIC CONTROLLER
A. Install on site as approved. Verify location with Owner Representative.
B. Install typewritten legend inside controller door.

3.11 TESTING
A. Do not allow or cause any work of this Section to be covered up or enclosed until it has been inspected and tested.
B. Pressure testing:
1. Make necessary provision for thoroughly blowing line free of air and debris.
2. Before testing, cap all risers, and install all valves.
3. Fill all main supply lines with water. Pressurize to 100 psi. Close air supply and test for leakage. Test shall be approved if no greater than 5 psi loss occurs in 15 minutes.
4. Fill all zone lines with water to static pressure. Hold for 15 minutes. Inspect for leakage.
5. Contractor shall provide all required testing equipment and personnel. This shall be performed in presence of Architect or his representative.
6. Provide required testing equipment and personnel.
7. Repair leaks, and retest until acceptable results are obtained.
C. Coverage inspection: upon completion of installation, observe operation of system to determine if coverage of water affords adequate moisture to all areas and is uniform. Change heads, nozzles, orifices and/or adjust valves as required to provide uniform coverage.
D. Final inspection:
1. Clean, adjust, and balance all systems. Verify that:
a. Remote control valves are properly balanced;
b. Heads are properly adjusted for radius and arc of coverage;
c. The installed system is workable, clean and efficient.
E. Winterization: Winterize system at the end of first season of system operation. Review procedures with Owner Representative.

END OF SECTION

Issue Description	Date
ISSUE	2-18-26
CITY COMMENTS	4-16-26

JENSENBELTS ASSOCIATES

Site Planning
Landscape Architecture

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

www.jensenbelts.com

City of Caldwell
APPROVED FOR CONSTRUCTION

These plans and/or specifications have been reviewed for conformance with the City of Caldwell Ordinances. It is the responsibility of the contractor of the responsibility to design and/or construct these facilities in compliance with all current applicable federal, state, and local laws, codes, ordinances, orders of decisions, standards by the Architect or specifications. Inconsistencies not noted by the City and approved as approved unless specifically addressed at a variance and granted by the City. All areas is accepted or approved. The City shall have the right to enforce these and all requirement and discrepancies if inconsistencies are not noted by the City. Any revisions of these approved plans will require a resubmittal for a full review and approval.

Name: Martin Gergen

REGENCY AT VERBENA RANCH
PHASE 2
CALDWELL, IDAHO
FINAL PLAT LANDSCAPE PLAN

Job Number 2517

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

Sheet Number
L5
6 of 6 Sheets

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

Approve Partnership Agreement between the City of Caldwell, Destination Caldwell, and Select Basketball for the BAM JAM 3-on-3 Basketball Tournament scheduled for August 7th, 8th, and 9th in Downtown Caldwell

Summary Statement:

The BAM JAM Basketball Tournament is an outdoor 3-on-3 tournament played on City streets and the Nancolas Center parking lot in Downtown Caldwell. The partnership agreement spells out specific responsibilities of each entity for the event, and will become part of the special event permit issued for the event.

Recommended Action:

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. 2026 Partnership Agreement--City of Caldwell, Destination Caldwell, BAM JAM
2. Bam Jam Site Plan
3. TCP Nancolas parking lot complete closure

Destination Caldwell/Indian Creek Plaza/City of Caldwell BAM Jam Basketball Agreement

Parking Lot and Space Closure: Thursday, August 6th 8 pm until Sunday August 9, 2026 5:00 pm
Event: Friday, August 7th at 5:00 pm – Sunday, August 9th at 3:00 pm

This partnership agreement is between Destination Caldwell/Indian Creek Plaza (the host), BAM Jam Basketball (the event organizer) and The City of Caldwell for the 2026 Summer BAM Jam Basketball Tournament.

BAM Jam and the City of Caldwell understand that this contract is binding and non-cancellable. BAM Jam and The City of Caldwell also agrees to hold harmless and indemnify Indian Creek Plaza and Destination Caldwell from all damages, costs, claims, and expenses for which the organization may become liable by reason of its publication of the sponsor's advertising or from matters arising from its appearance at, sponsorship of, or promotional efforts at Indian Creek Plaza. All parties agree that there is a dynamic nature to this agreement and that while the commitment over the one-year period shall not change materially; the promotional and program particulars may change and evolve at the mutual agreement of the parties.

In return for the aforementioned consideration, **BAM Jam** will provide the following:

1. All tournament equipment (Basketball hoops, weights for baskets, basketballs, scoring equipment, registration and bracket software, court tape, etc.)
2. Staff/Volunteers for referee, registration, set up and tear down of courts, score keepers, and clean-up of the event.
3. Joint marketing for the event; social media, website, newsletters.
4. Provide onsite medical support during the event.
5. Team registration fees will be kept by BAM Jam.
6. Security for Friday, Saturday, and Sunday of the tournament and overnight security Friday and Saturday night.
7. Transportation of baskets and equipment between Garden City to Indian Creek Plaza before and after the tournament (Clint reaching out to United Hauling).
8. Responsible for volunteer recruitment.
9. Joint effort in set-up and tear-down.
10. Secure sponsorships for the event, will be kept by Bam Jam.
11. Provide certificate of liability insurance showing the City of Caldwell as the certificate holder (address PO Box 1179, Caldwell ID 83606), and additional insured as the City and Destination Caldwell.

12. Responsible for all announcements and run of show program.

13. Disseminate rules out to all involved and enforce rules during the event.

Indian Creek Plaza/Destination Caldwell will provide the following:

1. 10'x10' Tents, weights, tables and chairs, including information & registration booth (total TBD).

2. Road closures and all required permits and approval from the City of Caldwell.

3. Joint marketing for the event; social media, website, newsletters with materials provided by Bam Jam.

4. ICP team will provide trash service throughout the event on the Plaza, 7th and Arthur and Noncolas Parking Lot.

5. Joint effort in set-up and tear-down.

6. Use of the plaza from 8 pm Thursday, August 6th until 5 pm Sunday, August 9th at no charge. Keeping public and business access maintained at all times.

7. DC/ICP will arrange vendors and food trucks, proceeds will be kept by DC/ICP.

8. ICP may provide the bar with alcohol and nonalcoholic beverage options, ICP will keep all proceeds.

9. Patrol, maintain and cleaning of the ICP restrooms throughout the event.

10. DC will block off TVCC parking lot with barricades provided by the city Thursday night at 8 pm.

The City of Caldwell will provide the following:

1. Two (2) Golf Carts from Fairview Golf Course (secured 3 weeks in advance) and arrange transportation to the plaza.

2. Secure grandstands and arrange transportation of the grandstands from events center to ICP

3. Joint marketing for the event; social media, website, newsletters.

4. City of Caldwell Parks and Rec will provide trash service in areas along the creek outside of the event (Plaza, 7th and Arthur and Nancolas Parking Lot).

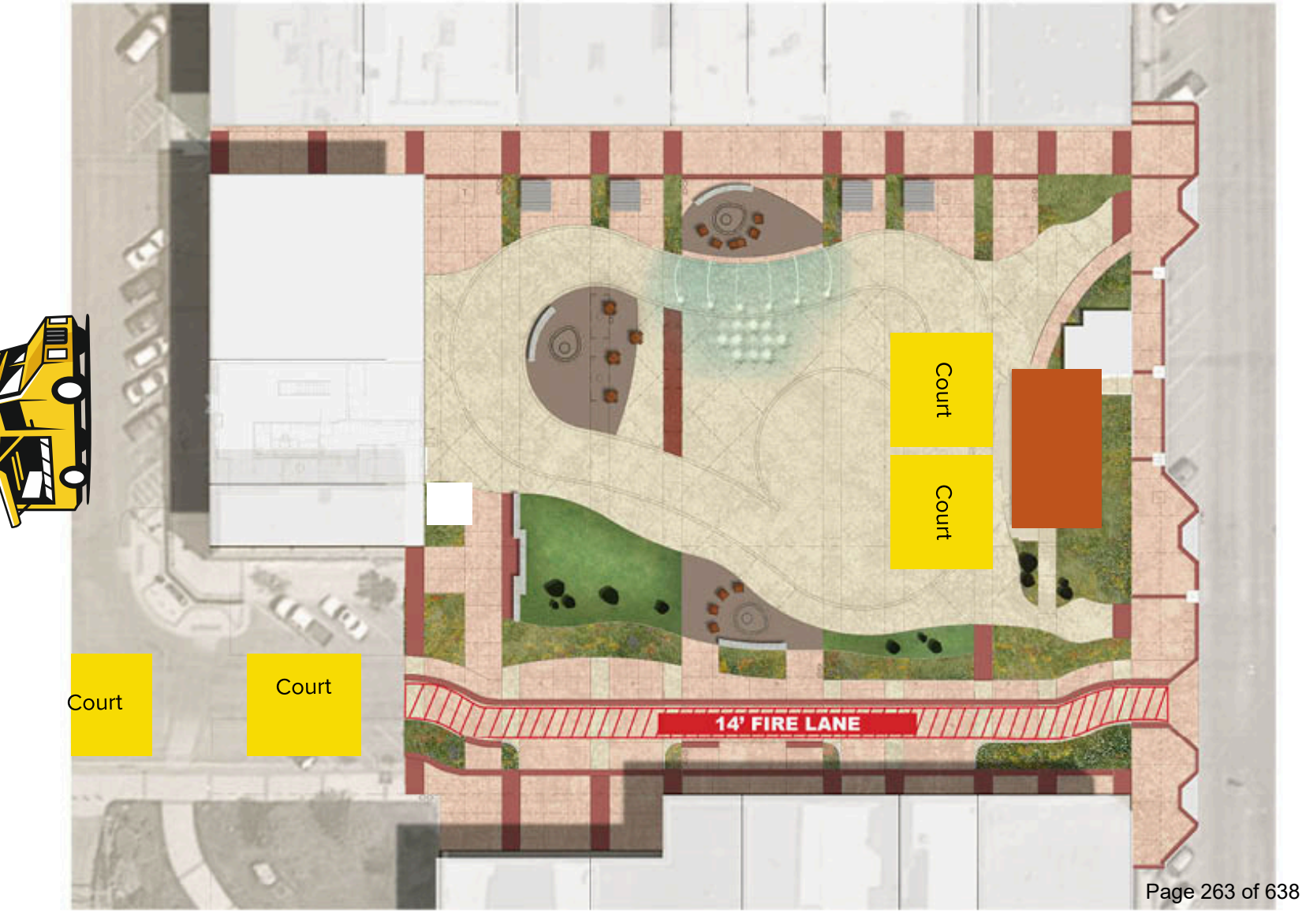
5. Secure the entirety of the TVCC parking lot to be used for the event and provide road closure signs and barricades. (Notify City staff that all cars need to be removed from Nancolas parking area.) Barricades and road closure signs for Nancolas closure should be dropped before noon on Thursday August 6th.

6. Turn-off of the lawn sprinklers around Nancolas parking from 7 a.m. Friday, August 1st – Sunday, August 3rd at 6:00 pm

7. The City of Caldwell will have external City Hall restrooms open and available along with cleaning, monitoring and stocking supplies.

This three-page document constitutes the entire agreement between said parties and cannot be changed except in writing signed by all parties.

Vince Hordemann, BAM Jam	Date
Marci Blandford, Destination Caldwell	Date
Mayor Phillips, City of Caldwell	Date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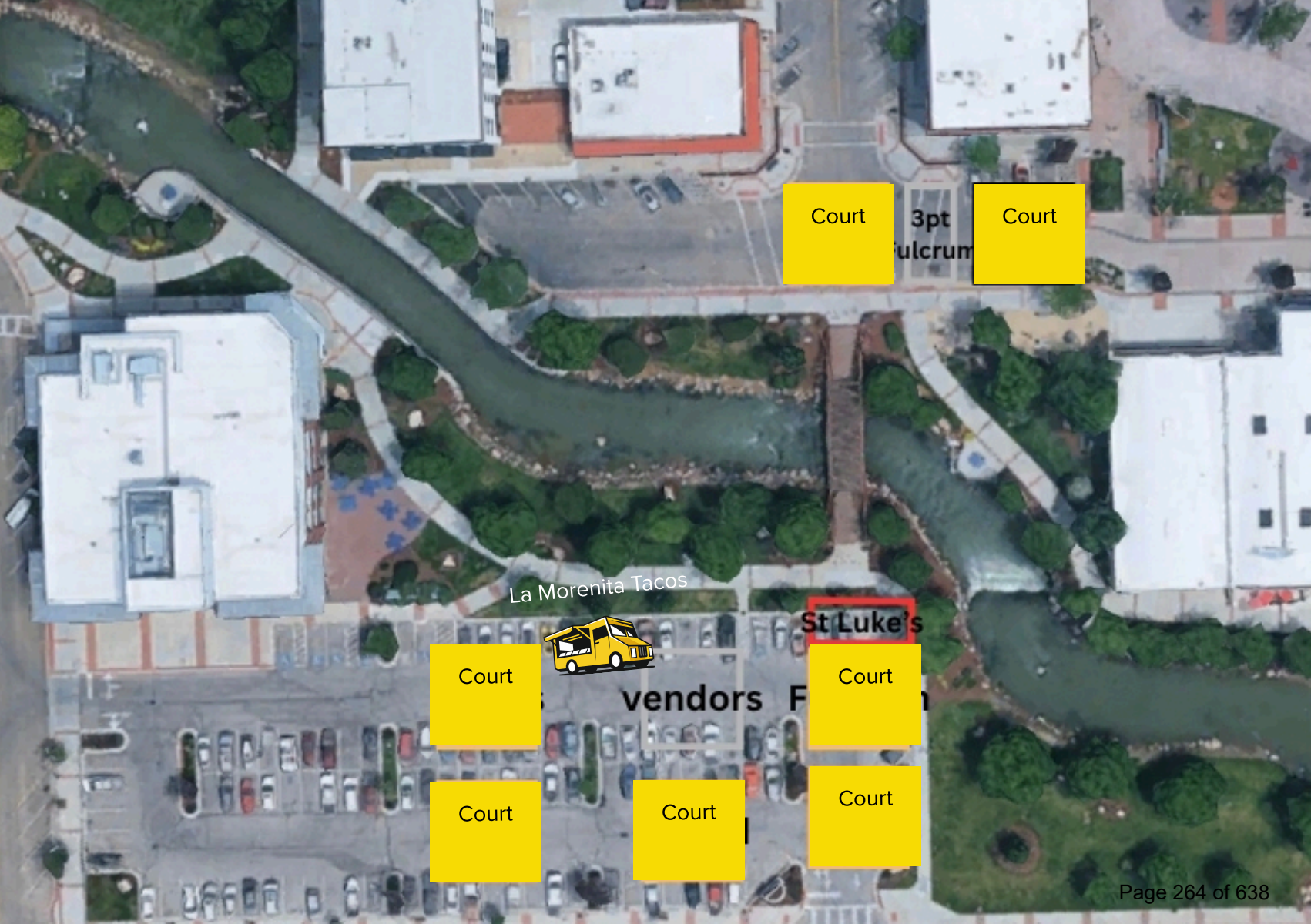
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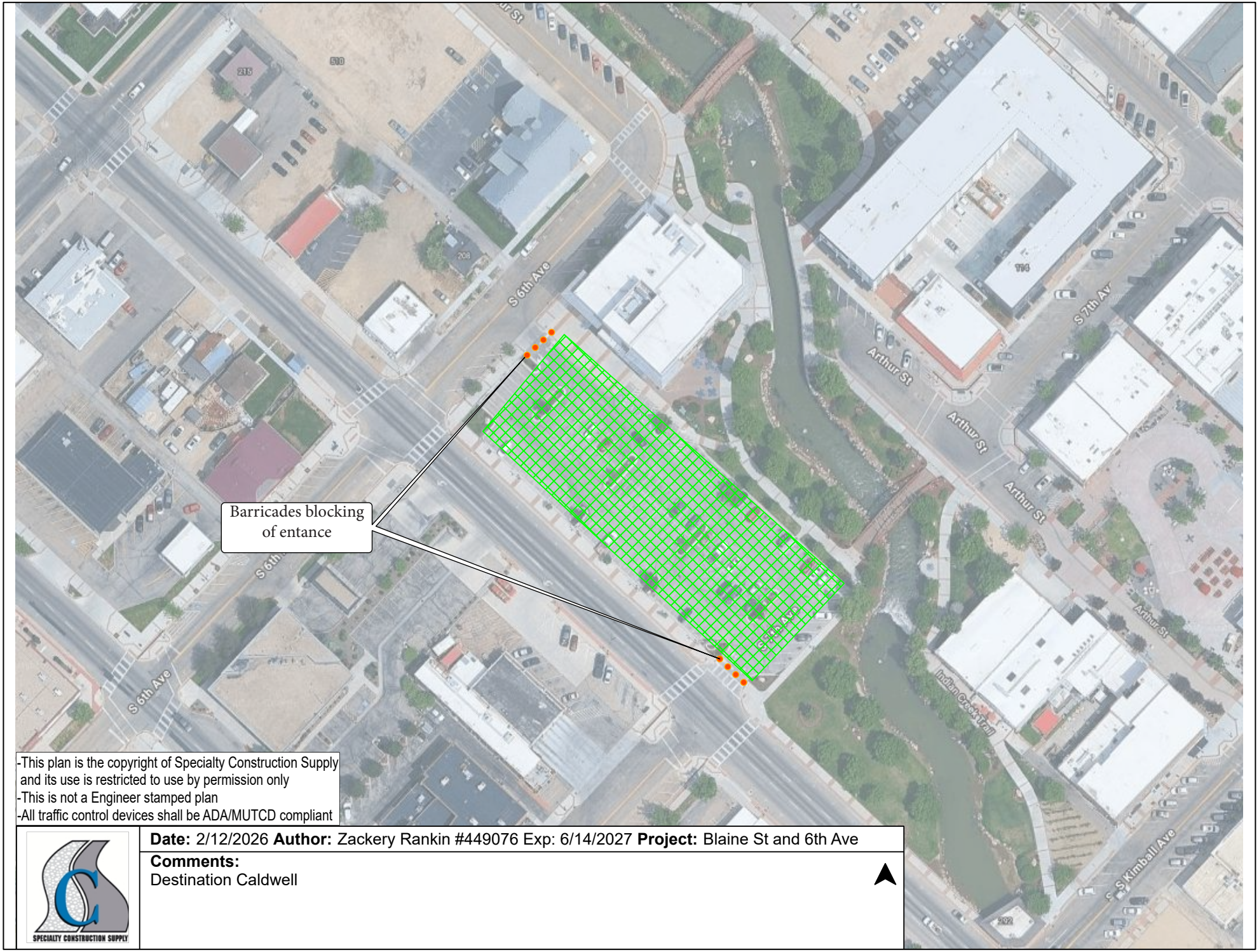


-This plan is the copyright of Specialty Construction Supply and its use is restricted to use by permission only
-This is not a Engineer stamped plan
-All traffic control devices shall be ADA/MUTCD compliant

Date: 2/12/2026 **Author:** Zackery Rankin #449076 Exp: 6/14/2027 **Project:** Blaine St and 6th Ave

Comments:
Destination Caldwell

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

Approve Resolution authorizing CMID to Utilize Jacobs for a Grant Application at a NTE $50,000

Summary Statement:

Caldwell Municipal Irrigation District would like to complete SCADA improvements at all pump houses to add efficiency in operations and maintenance. To fund this project, CMID wishes to submit a grant application. A 30% design is required as part of the grant application. CMID requests to hire Jacobs to complete this design and grant application at a not-to-exceed amount of $50K. This grant was unknown at the time of budget season last year and was therefore not budgeted. Public Works has worked with Finance and determined this money is available due to another project not proceeding this fiscal year.

Recommended Action:

Budget: Not Budgeted

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. CMID SCADA Grant - Resolution

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF CALDWELL, IDAHO, AN IDAHO MUNICIPAL CORPORATION, AUTHORIZING JACOBS TO COMPLETE THE GRANT APPLICATION FOR CMID SCADA IMPROVEMENTS, AND AUTHORIZING THE MAYOR TO EXECUTE THE RESOLUTION.

WHEREAS, Caldwell Municipal Irrigation District is desirous to complete SCADA improvements at all pump houses; and

WHEREAS, a grant is available to complete said improvements with the submission requiring 30% design.; and

WHEREAS, Jacobs may complete the design and application for a not to exceed amount of $50,000.

NOW, THEREFORE BE IT HEREBY RESOLVED by the Mayor and Council of the City of Caldwell, Idaho, to authorize CMID to utilize Jacobs for a Grant Application as a not to exceed fifty-thousand dollars and hereby authorize the Deputy Director of Water Quality to sign the contract.

PASSED BY THE COUNCIL of the City of Caldwell, Idaho this 20th day of July, 2026.

APPROVED BY THE MAYOR of the City of Caldwell, Idaho this 20th day of July, 2026.

Approved

_____
Eric Phillips, Mayor

ATTEST:

_____
City Clerk

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

Consent to authorize the City Attorney's Office to draft a response to Canyon County.

Summary Statement:

Recommended Action:

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

None

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

Approve the Agreement with Elevate Academy for School Resource Officer services for the 2026-2027 School Year

Summary Statement:

Recommended Action:

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. Elevate SRO

ELEVATE ACADEMY CHARTER SCHOOL
SCHOOL RESOURCE OFFICER PROGRAM AGREEMENT

This Agreement between Elevate Academy Charter School, a non-profit corporation public charter school of the State of Idaho ("EACS") and the City of Caldwell, a municipal corporation of the state of Idaho ("City") by and through the Caldwell Police Department ("CPD") (collectively, "the Parties") is for the purpose of formalizing the terms and conditions of participation in the CPD School Resource Officer Program ("SRO Program"), effective on the date it is fully executed by both Parties.

RECITALS

- EACS and the City desire to provide a law enforcement presence within the schools and facilities of EACS by assigning specific CPD officers as a school resource officers ("SRO") within the designated schools; and

- CPD has proposed an SRO Program for EACS as set forth below; and

- EACS and the City recognize the potential outstanding benefits of the SRO Program for the community of Caldwell and to the students, their families, faculty, staff, of EACS in particular; and

- It is in the best interests of EACS, the City, and the citizens of Caldwell, Canyon County, Idaho to establish this program; and

- The Parties wish to exercise their authority and power, if necessary, to effectuate the purposes of this Agreement in accordance with the authority of Idaho law as a Joint Exercise of Power Agreement in accordance with the provisions of Idaho Code § 67-2328 and an interagency contract in accordance with the provisions of Idaho Code § 67-2332.

Therefore, the Parties agree as follows:

I. SRO PROGRAM SERVICES AND EXPECTATIONS

1. The purpose of the SRO Program is to provide a law enforcement presence within the schools and facilities of EACS.

2. CPD will assign specific CPD officers as school resource officers ("SRO") within the designated schools.

3. The primary responsibility of the SRO is as a first responder and law enforcement officer. The duty to enforce applicable Idaho laws and investigate possible crime shall take precedence over all other SRO Program duties and responsibilities. The SRO may only enforce EACS's policies, procedures, rules, and regulations to the extent that such violations constitute a violation of law enforceable by CPD, including breach of the peace, or a threat

to public health or safety. All other EACS policy is solely EACS's responsibility to enforce and is not part of the SRO Program.

4. SROs will maintain open and regular communication with the assigned school principal. The SRO and the school principal will meet regularly to discuss the expectations for the SRO Program at that school and any concerns.

5. To the extent possible, SROs will coordinate SRO program activities with the principals and staff members concerned and will seek permission, advice and guidance prior to enacting any program within the school.

6. EACS may request CPD reassign an SRO for good cause. EACS and CPD shall meet to discuss the request and possible resolutions prior to any decisions. If an agreement cannot be reached, EACS may elect to terminate this Agreement for the particular school through the termination clause in this Agreement.

7. EACS shall provide to each SRO access to a private workspace that includes a desk, chairs, computer and/or network access, and access to facilities at the school so that the SRO can write reports, conduct interviews, make phone calls, and complete administrative tasks without leaving the school, including access to the EACS student database enabling the SRO only to access Directory Information pursuant to EACS's definition under the Family Educational Rights and Privacy Act absent specific pre-authorization by the EACS's Administration to otherwise access additional information, and a copy of EACS's current policies, procedures, rules, and regulations and any updates as made.

8. EACS shall implement policies as required by Idaho Code § 33-210(1) specifying how EACS's personnel will respond when a student discloses or is reasonably suspected of using or being under the influence of alcohol or any controlled substance defined by Idaho Code § 37-2732C(l).

9. EACS and the City agree to share and maintain the confidentiality of information as required and permitted by Idaho Code §§ 33-202, 33-205, 33-207(2), 33-207(3), 33-210, 16-1605, 74-105(1), 74-124, and 20 U.S.C. § 1232g and any other state or federal law or regulation, as such may be amended from time to time and notice is provided by EACS of any such amendments.

10. Under no circumstances is the SRO authorized or responsible for supervising any of EACS's students or EACS's elected officials, officers, employees, volunteers, interns, externs, representatives, or agents.

11. There is no obligation for the SRO to coordinate the SRO Program services with school security guards. School security guards will not have any oversight or authority over the SRO. The principal shall coordinate with the SRO regarding whether security guards are necessary and the number and attire of school security guards, if any. CPD and EACS will determine together the need and extent for joint training with school security guards.

II. SRO PROGRAM HOURS

1. Excluding school holidays and vacations, the City will provide an average of 80 hours of SRO services every two-week pay period for EACS ("SRO Program Hours"), beginning the week before students start school until school is no longer in session for the summer break, subject to the conditions listed below.

2. The general expectation is that SROs are expected to be present at the assigned school during normal classroom hours when students are at the school during the school year (7:30 a.m. to 3:30 p.m. Monday through Friday) as much as possible, unless other arrangements are requested by the school principal.

3. EACS may request SROs attend events outside of normal school days and times for extracurricular events or EACS functions. Such requests will be made by the school principal to the SRO. Any hours worked by the SRO at an after-school activity shall be counted as SRO Program Hours. The SRO will modify hours of SRO services provided during the remainder of the two-week period to accommodate hours spent at after-school activities so that the SRO Program Hours remain at the appropriate level.

4. SRO Program Hours include services that arise directly out of services rendered under this Agreement, even if not performed on EACS's property (e.g., writing reports, packaging evidence, transporting suspects, attendance at mandatory CPD training at least once per month as scheduled by CPD). CPD does not have any obligation to assign personnel to work overtime as part of the SRO Program.

5. SRO Program Hours do not include time when an SRO is required to respond to a call as a CPD law enforcement officer in emergency situations. Such time will not be counted toward the eighty (80) hours of work during every two-week period of service.

6. CPD is not obligated to provide coverage/substitutes for SROs for absences less than one week. If the SRO is sick or otherwise on leave, no replacement SRO will be provided unless such leave is anticipated to be for a week or longer. If possible, the SRO will adjust scheduling to meet the SRO Program Hours. Notice will be given to school administrators prior to SRO absence with contact information for the alternate SRO. EACS will be entitled to cost adjustment if CPD is unable to provide an SRO for more than ten non-consecutive school days in a calendar month. EACS may contact CPD with any concerns regarding SRO absence from the school and possible price adjustments related to absences as the need arises.

7. CPD agrees to coordinate occasional trainings with EACS staff and administrators within school facilities in order improve the efficiency of response, school safety, and knowledge of the local schools in the CPD jurisdiction. Time spent on these trainings will be considered SRO Service Hours.

III. INDEPENDENT CONTRACTOR & RIGHT OF CONTROL

1. The City, through CPD, is an independent contractor for the purposes of this Agreement and in the provision of all services provided in the SRO Program.

2. CPD shall retain full control of the SRO and the day-to-day operations of the SRO Program. Responsibility for the SRO shall remain solely with the CPD. CPD alone has the sole discretion to make all decisions regarding filling the SRO position, although CPD may consider input from EACS.

3. CPD retains and exercises complete discretion over law enforcement decisions, including, but not limited to, decisions about whether to cite or arrest individuals, as well as decisions about the type, nature, extent, and result of any response or activity undertaken by the SRO or CPD. The SRO must comport with all applicable policies and procedures of the City and CPD. The SRO will abide by EACS's policies and procedures to the extent that they do not conflict with law or the City's policies.

4. EACS agrees that it will have no right to control or direct the details, manner, or means by which CPD accomplishes the results of the services performed as part of the SRO Program, other than as specified herein. The SRO is not a school disciplinarian and shall not act, or be expected to act, as such. CPD has no obligation to schedule an SRO to work any particular hours or days or any particular number of hours or days except as otherwise set forth in this Agreement.

5. CPD is an independent contractor and is not an employee, servant, agent, partner, or joint venturer of EACS. EACS shall determine the work to be done by CPD, but CPD shall determine the legal means by which it accomplishes the work specified by EACS. Neither federal, state or local income taxes, nor payroll taxes of any kind shall be withheld and paid by EACS on behalf of the City or the employees of the City. The SRO shall not be treated as an employee concerning the services performed hereunder for federal or state tax purposes.

6. As an independent contractor, the City shall secure and maintain appropriate insurance coverage for CPD employees participating in the SRO program, including worker's compensation insurance, commercial general liability insurance, and business auto liability insurance. The City shall not be required to secure any additional insurance other than what is required for the usual law enforcement services of CPD.

IV. COSTS & PAYMENT

1. **Exhibit "1"** to this Agreement is the *Cost and Payment Schedule* for the Agreement which lists the schools to be assigned an SRO, the expected average hours per week for each school, the annual payment amount, and the installment payment amounts and due dates.

2. The Cost and Payment Schedule does not include SRO overtime pay, or SRO Program services for summer school, which will be billed separately by the City.

3. All scheduled overtime for the SRO Program must be pre-approved by SRO's supervisor and will be billed at a cost of 1.5 times the hourly rate applicable for the SRO. Overtime costs will be invoiced separately by the City, payment will be due with next monthly installment payment or 45 days from invoice date, whichever is sooner.

4. Payment for summer school sessions will be billed in four week increments in the amount equal to a monthly installment payment for the particular agreement year and will not be subject to prorating.

5. The City/CPD reserves the right to waive these additional payments requirements at its own discretion. A waiver of one payment does not constitute waiver of any other payments.

V. NOTIFICATIONS REQUIRED BY IDAHO CODE § 33-6001(6)

1. Pursuant to Idaho Code § 33-6001(6), EACS must "notify a student's parent or legal guardian if a student has been or may be questioned by a school resource officer or other law enforcement official, unless the child is a victim or suspected victim of physical child abuse."

2. To comply with this reporting requirement, the SRO will inform the school principal of any questioning of a student that may trigger the notification requirements of Idaho Code § 33-6001(6) as soon as practicable, ideally no later than the end of the school day or within 2 hours of completion of the questioning if conducted after the school day.

3. The term "questioned by a [SRO] or other law enforcement official" in the statute is vague and not defined. To address this inadequacy for the purposes of this Agreement, the Parties agree that "questioned by a SRO or other law enforcement official" means when a law enforcement official formally questions a student while at the school in direct connection to a criminal investigation. Any questioning that does not fit this definition will not trigger the reporting requirement of Idaho Code § 33-6001(6).

4. To comply with Idaho Code § 33-6001(6), EACS must provide notification to parents/guardians that the questioning will or did take place. Nothing more is required to be disclosed to comply with statute. Over-disclosure may interfere with a law enforcement investigation. The SRO/CPD is not obligated under this Agreement to share any information or details other than the name of the student who was "questioned" and will only share more information at CPD's discretion or if compelled by applicable law.

5. There is no requirement for the SRO or CPD to notify EACS of questioning that triggers a reporting requirement under this section by another law enforcement agency if the SRO/CPD is unaware that the questioning took place.

6. EACS will create its own policy to ensure compliance with Idaho Code § 33-6001(6) that will incorporate the provisions contained in this section of the Agreement.

VI. RECORDS

1. All records written and maintained by an SRO in the performance of this Agreement are the records of CPD and the City and shall be considered law enforcement records.

2. CPD shall, in the performance of this agreement, maintain its SRO records in a manner that protects the privacy of students so that confidential student information is protected as provided by federal law and the state laws of Idaho, including the Family Educational Rights and Privacy Act ("FERPA") and the Idaho Data Accountability Act, Idaho Code § 33-133.

VII. TERMS, RENEWAL, AND TERMINATION

1. Initial Term. The initial term of this Agreement shall be for thirty-six (36) months encompassing three (3) school years. The initial term commences on August 1, 2026, and shall remain in effect until July 31, 2029.

2. Renewal. After the expiration of the initial term, the Agreement may be renewed for single year or multi-year extensions by the written consent of both Parties.

3. Termination. Either Party may terminate this Agreement as set forth below.

   - For Cause. This Agreement may be terminated by either Party upon forty-five (45) days written notice that the other Party has failed to substantially perform in accordance with the terms and conditions of the Agreement. The non-terminating Party shall have fifteen (15) days to remedy the failure to perform to avoid termination for cause.

   - Without Cause. A Party may terminate this Agreement without cause upon ninety (90) days written notice. Termination may be limited to a particular school(s) or the entire EACS.

   In the event of termination, the EACS will still be responsible to pay in full for all services rendered by CPD up to the date of termination in accordance with the provisions of this Agreement. CPD will not be entitled to any compensation for SRO services performed after the date of termination, unless agreed upon by the Parties.

VIII. INDEMNIFICATION

1. Each party shall be solely responsible for its own wrongful acts or inactions and shall not bear any responsibility or liability for the wrongful acts of the other. In the event that one Party is alleged to be liable solely as a result of wrongful acts, omissions, or negligence of the other Party or its employees, the negligent Party shall indemnify, defend, and hold harmless the other Party and its employees from and against all liability, claims, loss, costs, and expenses arising out of, or resulting from, the actions of the Party. This duty shall extend only to the extent that there are no allegations of wrongful acts, omissions or negligence of the Party seeking indemnification. Indemnification is only available to the extent allowed by

Idaho law, including Article VIII, Section 4 of the Idaho Constitution and the Idaho Tort Claims Act, Idaho Code § 6-901, *et seq.*

2. Services provided by CPD as part of the SRO Program are not intended in any way to replace or fulfill any of EACS's responsibilities or duties. CPD makes no representation of any kind that SRO services provided under this Agreement would satisfy any of EACS's duties imposed by statute or common law, including, but not limited to, its duty of care, its duty to warn, its duty to investigate, its duty to supervise, and its duty to prevent foreseeable harm. Nothing in this Agreement transfers any statutory or common law duties from EACS to the City. To the extent allowed by Idaho law, each Party shall indemnify, defend, and hold harmless the other Party and its employees from and against all liability, claims, loss, costs, and expenses arising out of, or resulting from, a failure to satisfy statutory and common law duties solely of the other Party.

IX. NOTICE

Notice may be sent electronically or by U.S. mail to the individuals in the positions listed below. Notice will be considered effective on the date sent.

EACS	CPD
EACS Administrator Elevate Academy Charter School 114 W. Chicago St. Caldwell, Idaho 83605	Chief of Police Caldwell Police Department 110 S. 5th Ave. Caldwell, Idaho 83605

X. MODIFICATION

1. This Agreement may be modified only upon the written consent of both parties. Modification agreements shall be attached to this Agreement as an exhibit and effective on the date executed by both Parties.

XI. MISCELLANEOUS

1. Final Expression, Merger, and Non-Assignability. This document constitutes the complete, exclusive, and a final written expression of the full understanding of the Parties. No terms, conditions, understandings or agreement purporting to modify terms of this document or to assign any rights or obligations arising under the contract shall be binding unless made in writing and signed by both Parties.

2. Choice of Law. This Agreement shall be interpreted in accordance with the laws of the State of Idaho, with venue in the District Court for Canyon County, Idaho.

3. Good Faith. The Parties agree to cooperate in good faith in fulfilling the terms of this Agreement. Unforeseen difficulties or questions will be resolved by informal negotiation between EACS and CPD.

4. Severability. If any part of this Agreement is held to be invalid or unenforceable, such holding will not affect the validity of enforceability of any other part of this Agreement so long as the remainder of the Agreement is reasonably capable of completion.

5. Counterparts. This Agreement, and any amendments or modifications, may be executed in two or more counterparts, each of which shall be deemed to be an original but all of which, taken together, constitute one and the same agreement.

The Parties have executed this Agreement by the respective duly authorized representatives.

For Elevate Academy Charter School:

Matthew S. Strauss — May 11, 2026

Elevate Academy Administrator — Date

For the City and CPD:

_____ — _____

Eric Phillips, Mayor — Date

ATTEST:

_____ — _____

City Clerk — Date

_____ — 05/18/2026

Rex Ingram, Chief of Police — Date

EXHIBIT 1

ELEVATE ACADEMY CHARTER SCHOOL
SRO PROGRAM
COSTS AND PAYMENT SCHEDULE

Pursuant to the provisions of the Agreement between Elevate Academy Charter School ("EACS") and the City of Caldwell ("City") through the Caldwell Police Department ("CPD") the District and the City agree to the following schedule for costs and payments for the Student Resource Officer ("SRO") Program.

ELEVATE ACADEMY CHARTER SCHOOL

Elevate Academy Charter School will be assigned one (1) SRO for 80 hours of SRO Program Time per two weeks. Payments will be made in ten (10) equal monthly installments, due on the 15th of the month commencing on the 15th of September each year. EACS shall make payments in the amounts listed in the table below.

School Year	Annual SRO Cost	Payment Amount
2026/27	$97,279.89	$9,727.99
2027/28	$100,794.56	$10,079.46
2028/29	$103,818.40	$10,381.84

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

Approve the Resolution authorizing the submission of the 2026 Past Due Weed abatements/special assessments

Summary Statement:

Recommended Action:

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. Memo to Council_Weed Abatement_FY26
2. Weed Abatement_Sent to County_FY26
3. 2026 Weed Abatement for Tax Assessments Resolution

MEMORANDUM

TO: Caldwell City Council

Meeting Date July 20 **, 20** 26

AGENDA ITEM INFORMATION

SUBJECT:

2026 Past Due Weed abatements/special assessments have been identified. These are to be included in the county tax rolls for collection.

Department Submittals	***X to mark***	***Initials***
Building Department		
CDBG		
Clerk		
City Attorney		
Finance Department	X	RC
Human Resources		
Planning & Zoning	X	RC
Fire Department		
Police Department		
Public Works		
Street Department		
Water Department		
WWTP		
Engineering		
Mapping		
Parks and Recreation		
Airport		
Information Systems		
Golf Course		
OTHER:		

COST IMPACT:	125.00
FUNDING SOURCE:	01-8-23-100-64240
TIMELINE:	September 2026

SUMMARY STATEMENT:

Each year past due weed abatement assessments are sent to the county to be included and collected on the county tax rolls. Attached is a list of assessments that are past due for FY2026. The county charges a 5.00 processing fee to add them to the county tax rolls.

RECOMMENDED ACTION:

It is requested that the special assessments be approved and added to the county's tax rolls for collection in FY2026.

SPECIAL TAX ASSESMENTS - CITY OF CALDWELL

FY2026

Weed Abatments

Address:			Owner	Amount Due	Parcel#
4912 Laster	Acct.	0010556	Armando, Elizondo	$2,150.00	R3246500000
11742 Cambria	Acct.	0010585	Aldrich, Michael & Ashley	$659.50	R3432615700
1301 Cleveland	Acct.	0010648	Soberanes, Joahana	$1,182.00	R0129000000
5619 Hargrove	Acct.	0010658	Macomber, Charles	$797.00	R3248033800
508 E Ash	Acct.	0010661	Baber, William & Kate	$1,039.00	R0023300000
507 E Chicago	Acct.	0010662	Pontifex Capital LLC,	$742.00	R0208901100
405 N 5th	Acct.	0010663	Pontifex Capital LLC,	$742.00	R0208901000
616 E Elgin St	Acct.	0010667	Bureau, Tara & Joe	$769.50	R0214600200
0 Cleveland	Acct.	0010695	Caldwell Commercial LLC,	$660.78	R3089901200
0 Cleveland	Acct.	0010696	Caldwell Commercial LLC,	$1,193.00	R30899012A0
2103 Cleveland	Acct.	0010716	Sarah's Bagel Business,	$577.00	R0037600000
0 E Freeport	Acct.	0010718	Homecrest Realty Group LLC,	$1,314.00	R0199801000
507 E Chicago	Acct.	0010720	Pontifex Capital LLC,	$742.00	R0208901100
405 N 5th	Acct.	0010721	Pontifex Capital LLC,	$742.00	R0208901000
0 Lake Ave	Acct.	0010740	RYR Homes LLC,	$1,017.00	R3272601000
508 E Ash	Acct.	0010741	Baber, William & Kate	$745.00	R0023300000
17847 Stony Ridge	Acct.	0010758	Lian , Daniel	$1,072.00	R3086720300
0 Cleveland	Acct.	0010760	Caldwell Commercial LLC,	$1,732.00	R3089901200
0 Cleveland	Acct.	0010761	Caldwell Commercial LLC,	$1,226.00	R30899012A0
420 Fillmore	Acct.	0010805	Mitchell, Phaedra	$340.50	R0664700000
415 Denver	Acct.	0010806	Sandoval, Salvador	$1,050.00	R0189900000
15446 Hogback	Acct.	0010871	Olivas Bajos , Yaxel	$560.50	R3282430300
2702 Colorado	Acct.	0010872	Winters, Mark	$643.00	R0366900000
0 Desperado	Acct.	0010875	EL Monterrey Development,	$1,979.50	R35117100A0
616 E Elgin	Acct.	0010876	Bureau, Tara & Joe	$687.00	R0214600200

Fee for filing the above special tax assessments with the Auditor's Office in the amount of $125.00 (25 assessments @ $5.00 each)

All unpaid accounts are being sent to the county 7/2026

RESOLUTION NO. _____

RESOLUTION BY THE CITY COUNCIL OF THE CITY OF CALDWELL, IDAHO, AN IDAHO MUNICIPAL CORPORATION, AUTHORIZING THE SUBMITTAL OF SPECIAL TAX ASSESSMENTS TO THE CANYON COUNTY AUDITOR'S OFFICE FOR WEED ABATEMENTS WITHIN FY2026.

BE IT HEREBY RESOLVED by the Mayor and Council of the City of Caldwell, Idaho, that the Caldwell City Council has authorized the submittal of special tax assessments for weed abatements to the Canyon County Auditor's Office for delinquencies within FY2026 as attached hereto.

PASSED BY THE COUNCIL of the City of Caldwell, Idaho this 20th day of July, 2026.

APPROVED BY THE MAYOR of the City of Caldwell, Idaho this 20th day of July, 2026.

APPROVED:

By _____
Mayor

ATTEST:

By _____
City Clerk

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

ACTION ITEM: Consider Authorizing the Caldwell Fire Department to seek out and hire consultants for the review and analysis of establishing a Fire District in an amount not to exceed $80,000.

Summary Statement:

Approve funding, in an amount not to exceed $80,000, to retain professional consulting and legal services to develop a comprehensive implementation plan, financial analysis, governance framework, public engagement strategy, and statutory process necessary to prepare for the potential formation of an independent Caldwell Fire District and a possible May 2027 ballot measure.

Recommended Action:

Approve the Fire Department's request to retain consulting and legal services, in an amount not to exceed $80,000, to evaluate the feasibility of establishing an independent Caldwell Fire District and report the findings and recommendations back to the City Council.

Budget: Not Budgeted
Finance Review

Cost:	80000
GL Account:	General Fund
Timeline:	On approval - FY2026
Department:	
Project Manager:	

Attachments:

1. Rural and City Progress

CALDWELL FIRE DEPARTMENT
OFFICE OF THE FIRE CHIEF

July 15, 2026

Mayor Phillips, Members of the Caldwell City Council, and Caldwell Rural Fire District Commissioners,

Following last Thursday's workshop and additional discussions this week with the Caldwell Rural Fire District Commissioners, I wanted to summarize where we are and offer my recommendation for the path forward.

Over the past several weeks, we have collectively evaluated the possibility of annexing the City of Caldwell into the existing Caldwell Rural Fire District. Those discussions have been thoughtful, productive, and centered on one common objective: establishing a sustainable funding model that will support fire services for our communities for decades to come.

After reviewing the financial realities facing the City, the operational needs of the Caldwell Fire Department, and the long-term health of both organizations, the Caldwell Rural Fire District Commissioners have expressed that they do not believe it is appropriate to annex the City Fire Department into the existing Caldwell Rural Fire District at this time. Their position is based on the concern that asking Rural District taxpayers to assume responsibility for an underfunded municipal fire department creates unnecessary financial risk for both organizations.

Based on these discussions, I believe the City should now focus its efforts on one of two policy options.

The first is to pursue a City public safety levy. If approved by the required two-thirds majority of the voters (or as low as 60%), this option could provide additional funding beginning in January 2027. Whether that levy is dedicated solely to fire services or includes police services remains a policy decision for the City Council.

The second, and the option I believe deserves our full attention, is the formation of a new fire district for the City of Caldwell. Under Idaho law, this process requires approval by a simple majority of the voters (50% plus one) and allows a newly formed district to establish an operating levy and budget that appropriately funds the organization from its first day of operation.

Unlike annexation into the existing Rural Fire District, this approach does not require either organization to begin the transition at a financial disadvantage. Instead, it allows the new district to be built around the actual service demands of our community and provides a stable financial foundation to staff Station 4, prepare for future Station 5 planning, maintain apparatus and equipment, invest in our personnel, and continue delivering the level of service our citizens

expect as Caldwell continues to grow. In my opinion, this is something a public safety levy alone is unlikely to accomplish.

This approach also aligns with the timeline we originally discussed. While the formation of a new district would likely place implementation into 2028, it provides adequate time to complete the statutory process, educate our community, prepare an orderly transition, and ensure that the organization begins operations on solid financial footing.

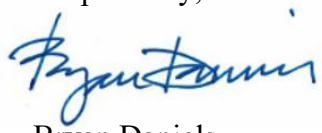
The Caldwell Rural Fire District Commissioners have also indicated that, once the City Fire Department has transitioned into an independent fire district, they would be willing to revisit discussions regarding future consolidation or other governance opportunities if doing so benefits both districts. I believe that is the appropriate sequence. It allows each organization to become financially stable before evaluating whether combining resources makes sense in the future.

To assist with this effort, I have requested a proposal and scope of work from TischlerBise to assist the City in evaluating the formation of a new fire district. Their proposal is attached for your review. Additionally, District legal counsel Bill Gigray has expressed his willingness to assist us throughout the legal and statutory formation process should the City choose to move in this direction. Together, these resources will help us evaluate the financial, legal, and governance considerations while ensuring our elected officials and the public receive accurate and transparent information throughout the process.

Ultimately, this discussion is about much more than funding next year's budget. It is about creating a governance and funding model that positions the Caldwell Fire Department to serve this community for the next fifty years. I believe the formation of a new fire district offers the strongest long-term solution for our city, our firefighters, our citizens, and both governing bodies.

I appreciate the thoughtful dialogue and partnership that have brought us to this point. I look forward to continuing these discussions as we determine the best path forward for the future of fire services in Caldwell.

Respectfully,



Bryan Daniels
Fire Chief
Caldwell Fire Department

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

ACTION ITEM: Canyon County Ballot Measure for Registration Fee

Summary Statement:

A local option vehicle registration fee in Canyon County is proposed to help offset an approximately $49M annual transportation shortfall. A proposed fee of $20/vehicle ($19/motorcyle) would be collected in Canyon County and distributed between cities and highway districts. The agenda item is to request the Canyon County Board of Commissioners to place this ballot measure on November's ballot for the voters to decide on implementation.

Recommended Action:

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. Resolution Requesting Ballot Measure for Registration Fee

RESOLUTION NO. _____

OF THE CITY OF CALDWELL IDAHO

A RESOLUTION OF THE CITY OF NAMPA IDAHO REQUESTING A BALLOT MEASURE TO IMPLEMENT A LOCAL OPTION REGISTRATION FEE IN CANYON COUNTY, IDAHO, PER IDAHO CODE §40-827 BE PLACED UPON THE BALLOT BY THE CANYON COUNTY BOARD OF COMMISSIONERS.

RECITALS

WHEREAS, the cities and highway districts in Canyon County face an estimated $49 million annual transportation funding shortfall; and

WHEREAS, there are few options available to address this shortfall at the local level; and

WHEREAS, one option that is available to local jurisdictions is a voter-approved local option registration fee; and

WHEREAS, a local option registration fee is an additional per-vehicle registration fee paid by the residents of a county for use only on local roadway projects within that county; and

WHEREAS, the elected officials and staff have discussed a potential local option registration fee for Canyon County at a whole; and

WHEREAS, in conjunction with other Canyon County jurisdictions including Canyon County, the incorporated cities within Canyon County, and the four highway districts in Canyon County have determined an acceptable fee amount and apportionment formula to ultimately bring to voters in Canyon County to approve or deny a local option registration fee increase; and

WHEREAS, the proposed fee amount is $20 per vehicle (except for motorcycles, which will be $19) ("Additional Fee"), which would be collected in addition to the State of Idaho's annual registration fee; and,

WHEREAS, the jurisdictions in Canyon County have reached a consensus that the appropriate apportionment of the net collected Additional Fee would be, in general, as follows:

> Fifty percent (50%) of the total collected Additional Fees apportioned among the highway districts, divided among them based upon total lane miles.
>
> Fifty percent (50%) of the total collected Additional Fees apportioned among the cities based on the proportional number of vehicles registered in each city, with a minimum $60,000 distribution per city regardless of proportional vehicle registrations.

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF CALDWELL, STATE OF IDAHO, AS FOLLOWS:

1. The City of Caldwell officially requests that the Canyon County Board of Commissioners place a local option registration fee ordinance for voter approval on the November 2026 ballot, as further described below.

2. The Mayor is authorized to execute the Request for a Ballot Measure to Implement a Local Option Registration Fee in Canyon County, Idaho ("Ballot Measure"), as authorized under Idaho Code § 40-827. A copy of the Ballot Measure is attached hereto as **Exhibit A.**

3. That the Ballot Measure provide that the amount of fee to be collected for each non-exempt motor vehicle shall be $20 per annum (except motorcycles, which shall be $19 per annum), in addition to the State of Idaho's annual registration fee.

4. That the Ballot Measure and/or the agreement between the jurisdictions and counties for fee collection provide for the following apportionment of the Additional Fees:

   That the resulting funds, after all required statutory deductions have been duly accounted for as well as a one-percent (1%) administrative services fee to Canyon County set forth in Section 5 below, shall be divided equally between the cities and the highway districts within Canyon County, with fifty percent (50%) of the fees being distributed to the cities and fifty percent (50%) of the fees being paid to the highway districts.

   The highway districts' apportionment will be divided among the four highway districts in Canyon County based on each district's proportion of locally owned lane miles.

   The cities' apportionment will be divided among the nine incorporated cities in Canyon County based upon the proportional number of vehicle registrations within each city, with a minimum $60,000 total annual distribution per city, regardless of number of vehicle registrations. Upon determining which cities will receive the minimum distribution, the amount apportioned to those cities will be subtracted from the total amount allocated to the cities, then the remaining amount will be re-apportioned among the remaining cities.

5. That an agreement for the administration of the fee be entered into between the highway districts and cities within Canyon County and with Canyon County to provide that fees will be collected and administered by Canyon County in exchange for one percent (1%) of net Additional Fees and in consideration that the County will receive fees collected on a monthly basis from the Idaho Transportation Department and subsequently distribute those funds to each jurisdiction following the agreed-upon apportionment described above.

6. That the ballot measure provide that the Additional Fee shall be in effect for twenty (20) years.

APPROVED THIS ___ DAY OF _____, 2026, BY THE CITY COUNCIL OF THE CITY OF CALDWELL, IDAHO.

EXECUTED THIS ___DAY OF_____, 2026, BY THE MAYOR OF THE CITY OF CALDWELL, IDAHO.

_____

Mayor

ATTEST:

_____

City Clerk

Exhibit A

REQUEST FOR A BALLOT MEASURE TO IMPLEMENT A LOCAL OPTION REGISTRATION FEE IN CANYON COUNTY, IDAHO, PER IDAHO CODE § 40-827

The cities and highway districts in Canyon County face an estimated $49 million annual transportation funding shortfall and have few options available to address it at a local level. One option that is available to local jurisdictions is a voter-approved local option registration fee.

A local option registration fee is an additional per-vehicle registration fee paid by the residents of a county for use only on local roadway projects within that county. Elected officials and senior staff from Canyon County jurisdictions have met on multiple occasions to discuss a potential local option registration fee for Canyon County and to determine an acceptable fee amount and apportionment formula to ultimately bring to voters in Canyon County to approve or deny.

Based on this significant need and in-depth discussions, the undersigned agencies request that the Canyon County Board of Commissioners place a local option registration fee ordinance for voter approval on the November 2026 ballot as described below.

1. Amount of fee. Each non-exempt motor vehicle shall be charged an annual local $20 registration fee (except motorcycles, which shall be charged $19), in addition to the State of Idaho's annual registration fee.

2. Apportionment. Prior to distribution, all required statutory deductions shall be expensed and Canyon County shall receive one percent (1%) of revenue generated by the additional fees to offset costs to the County for collecting and distributing the funds.

The remaining resulting funds shall be divided equally between the cities and the highway districts within Canyon County, with fifty percent (50%) of the fees being distributed to the cities and fifty percent (50%) of the fees being paid to the highway districts.

The highway districts' apportionment will be divided among the four highway districts in Canyon County based on each district's proportion of locally owned lane miles.

The cities' apportionment will be divided among the incorporated cities in Canyon County based upon the proportional number of vehicle registrations within each city for each collection and distribution period (monthly), with a minimum $60,000 annual distribution per city, regardless of number of vehicle registrations. Upon determining which cities will likely receive no more than the minimum distribution, the amount apportioned to those cities will be subtracted from the total amount allocated to the cities, then the remaining amount will be re-apportioned among the remaining cities.

The minimum $60,000 annual distribution is limited to the nine incorporated cities located fully or partially within Canyon County at the time of this agreement: City of Caldwell, City of Greenleaf, City of Melba, City of Middleton, City of Nampa, City of Notus, City of Parma, City of Star, and City of Wilder.

If a city in an adjacent county annexes into Canyon County midway through the period of a locally approved registration fee, the agency with roadway jurisdiction for the portion of said city in Canyon County shall receive a proportional allocation based on either roadway miles (if the roadway jurisdiction is a highway district) or proportional vehicle registrations (if the roadway jurisdiction is the city), unless otherwise specified by state law.

3. Authorized Uses. Per Idaho Code § 40-827, authorized uses are limited to the construction, repair, maintenance, and traffic supervision of roadways within each jurisdiction. Each governing body will have the authority to select its own projects.

4. Administration: Fees will be collected and administered by Canyon County. The county will receive fees collected on a monthly basis from the Idaho Transportation Department and subsequently distribute those funds to each jurisdiction following the agreed-upon apportionment described above. As noted above, Canyon County will receive one percent (1%) of revenue to defray its administrative costs.

5. Exemptions. Exemptions from the local option registration fee shall match exemptions to the statewide registration fees as listed in Idaho Code § 49-426. Should the exemptions listed in Idaho Code § 49-426 change during the lifecycle of the local option registration fee, local exemptions will automatically update to remain in alignment with statewide exemptions.

6. Term. The fee shall be in effect for 20 years. Reauthorization of the fee shall require approval of the voters in Canyon County.

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

ACTION ITEM: Public Hearing (Quasi-Judicial): Case Number SPP25-000009, ZON25-000005: The applicant, ALC Architecture, on behalf of Bennett Forest Industries INC., is requesting a rezone of a portion of parcel(s) R3258200000 and R325810000, from C-2 to R-2 to include a Development Agreement, as well as approval of a preliminary plat for Ambrosa Subdivision of parcels R3258200000 and R3258100000, a mixed use subdivision with 8.42 acres of commercial fronting on Ustick Rd. and S. 10th Ave. The subdivision will also include 5.03 acres of single family residential (47 single family detached lots) with a density of 5.32 units per acre. The subject site is located on the south side of E. Ustick Rd., approximately 275 feet west of the intersection with S. 10th Ave. *The application was recommended for denial by the Hearing Examiner on Tuesday, February 24, 2026.*

Summary Statement:

Recommended Action:

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. SR_CC_Ambrosa_2026-07-20

COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division

COVER SHEET

Staff Planner: Katie Wright, Senior Planner

DOCKET NUMBER/CASE NUMBER	PROJECT NAME / TITLE
ZON25-000005/SPP25-000009	Ambrosa Subdivision
PUBLIC HEARING DATE	**PROPERTY /LOCATION**
7/20/2026 City Council Hearing	SWC 10th Avenue and Ustick Road

BRIEF SUMMARY OF APPLICATION REQUESTS:

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

IMPACT ANALYSIS SUMMARY

This cover sheet summarizes potential development impacts that may result in the completion of the proposed development. This analysis does not consider the timing or phasing of such development and does constitute a complete assessment. The official staff report should be reviewed for a complete and comprehensive analysis of the project and findings for the project.

PROPOSED LAND USE AND ESTIMATED RESIDENT POPULATION INCREASE				
# Proposed Single Family Units:	47		Population = (DU * 3):	47 * 3 = 141
# Proposed Duplex & Multifamily Units:	-		Population = (DU * 2):	-
Proposed Commercial Acreage:	6.3 AC		***TOTAL estimated population increase:**	141
*Population projects are based on the average numbers of persons per household listed within Census.				

FIRE SERVICES	
Fire Dept Travel Response Time Goals:	90% within 4 min.
Closest Fire Station (in miles):	Station 2, 0.4 miles
Est. Response Time to Site:	2 minutes
Will this development have other significant impacts on the ability to provide services:	☒ Yes ☐ No
Will this development necessitate additional fire resources and/or equipment beyond current levels:	☒ Yes ☐ No
Will the development pay development impact fees?	☒ Yes ☐ No
Overall Comments, Recommendations & Fiscal Impact:	At this time, any additional rooftop developments or community growth directly impact our ability to effectively manage with the current, limited fire department resources. Until staffing and resources align with the existing population, any further expansion will continue to strain our operational capabilities.

POLICE SERVICES

Calls for Service in Area (YTD):	Nearby adjacent reporting districts have an average of 209.25 calls for service each year to date. The nearby RD's (3D, 3E, 3G, 3H) have a combined total of 837 reactive CFS from January 1st to March 2nd, 2026.
Call Types within Area:	**Top 20 Reactive Calls for Service in the Area**

Nature	#	%
Follow Up	22	8.06%
Welfare Check	17	6.23%
Suspicious	14	5.13%
Citizen Assist	12	4.40%
AC Animal at Large	12	4.40%
Agency Assist	10	3.66%
911 Disconnect Cell	8	2.93%
PD Accident	8	2.93%
Abandoned Vehicle	8	2.93%
AC Barking Dog	8	2.93%
Noise Complaint	7	2.56%
Attempt to Locate	7	2.56%
911 Cell Open Line	6	2.20%
Juvenile Problem	6	2.20%
Disturbance	6	2.20%
Threatening	5	1.83%
Extra Patrol	4	1.47%
AC Welfare Check	4	1.47%
Alarm-Commercial	4	1.47%
Parking Problem	4	1.47%

Workload Saturation (%):	Reporting districts 3D, 3E, 3G, 3H account for 837 (year to date) reactive CFS compared to a total of 4,027 total YTD. These RD's account for 5.20% of all reactive CFS YTD.
Traffic Crash Data:	**See Exhibits**
Will this development have other significant impacts on the ability to provide services?	☐ Yes ☒ No
Will this development necessitate additional police resources and/or equipment beyond current levels?	☒ Yes ☐ No
Overall Comments, Recommendations & Fiscal Impact:	Currently the city of Caldwell keeps a 1.2 sworn personnel to 1000 citizen ratio. With the addition of 156 citizens, it would necessitate an increase of sworn personnel by 0.18 personnel to maintain the current ratio.

PUBLIC SCHOOLS

School District	Caldwell
Capacity to Serve *(Based on Response from District)*	☐Yes ☐No ☐ School was not specific in their response ☒No response received from District
Schools that will Serve Development Vallivue Map Caldwell Nampa	Caldwell High School Lewis and Clark Elementary Syringa Middle School

UTILITIES AND INFRASTRUCTURE	
Adequate public utilities and services, including water, wastewater, stormwater, and other necessary infrastructure, are available or can be reasonably extended to serve the proposed development. Utilities shall have sufficient capacity to accommodate the proposed development at building permit issuance. Where necessary, the applicant shall construct or extend required facilities in accordance with City standards as a condition of approval.	☒Yes ☐No
Traffic Impact Study Completed?	☐Yes ☒No ☐Not Required **Required prior to Construction Drawing plan review**
Are Traffic Improvements Required for Development?	☒Yes ☐No
Are All Traffic Improvements Listed as Conditions of Approval?	☒Yes ☐No

REQUIRED INFRASTRUCTURE IMPROVEMENTS
☒ Curb and Gutter ☒ Sidewalk ☒ Street Widening ☐ Construction of Roundabout ☐ Traffic Signals ☒ Turn Lanes ☐ Well ☐ Lift Station ☒ Utility Main Line Extensions ☐ Public Pathways ☒ Crosswalks ☐ School Crossing Beacons ☐ Transit Stop ☐ School Bus Stop ☐ Public Pathways ☒ Landscaping / Open Space ☒ Land Use Buffering / Screening ☐ Other:

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

OTHER SUBSTANTIAL ADVERSE AND DEMONSTRABLE IMPACTS

Caldwell Community Development Department
Planning and Zoning Division
STAFF REPORT / FINDINGS
Public Hearing Item | City Council | 7/20/2026

Staff Planner: Katie Wright

CASE NO(s): ZON25-000005 / SPP25-000009
Project Name: Ambrosa Subdivision

HEARING BODY RECOMMENDATION

The Hearing Examiner at the 2/24/2026 public hearing recommended DENIAL of the rezone and preliminary plat subject to the conditions listed herein.

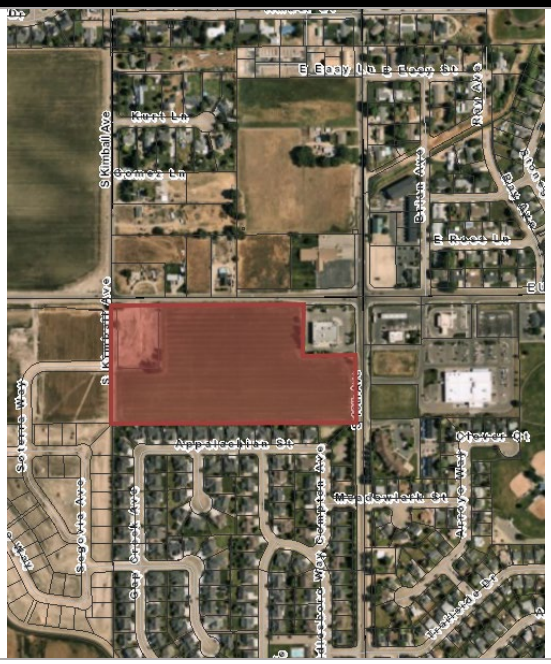
CITY COUNCIL DECISION

This will be updated once the City Council has made a decision and prior to final signature.

The City Council at the 7/20/2026 public hearing, APPROVED/DENIED Case No (s): ZON25-000005/SPP25-000009

APPLICATION SUMMARY & PROPOSED LAND USE REQUESTS

- Rezone of 8.84 acres from C-2 to R-2 with an associated Development Agreement.
- Preliminary Plat consisting of ~~63~~ 47 single family detached lots in the requested R-2 zone and 7 commercial lots (6.21 acres) in the C-2 zone, on a total of 16.57 acres.



Applicant:	Jeff Likes, ALC Architecture
Property Owner:	Bennett Forest Industries, INC
Parcel ID Number(s):	R3258200000 (14.95 AC) and R3258100000 (1.62 AC)
School District:	*Caldwell*
Staff Summary of Review:	*Staff thoroughly reviewed and analyzed the above-listed applications and finds that all applications and development proposals are:* ☒ **COMPLIANT** with all applicable city codes, regulations and policies, if all conditions of approval are met. ☐ **NOT COMPLIANT** with all applicable city codes, regulations, and polices.

DECISION BODY – REQUIRED FINDINGS & APPROVAL CRITERIA

Before the Council approves any application, the Council must find and conclude the proposed applications are compliant with **Caldwell City Code approval criteria as listed within section VI. PUBLIC HEARINGS.**

BEFORE THE CALDWELL CITY COUNCIL
CITY OF CALDWELL, CANYON COUNTY, IDAHO

IN THE MATTER OF APPLICATION FOR A REZONE OF 8.84 ACRES FROM C-2 TO R-2 AND A PRELIMIANRY PLAT CONSISTING OF 56 SINGLE FAMILY DETACHED LOTS IN THE REQUESTED R-2 ZONE AND 7 COMMERCIAL LOTS (6.21) IN THE C-2 ZONE WITH AN ASSOCIATED DEVELOPMENT AGREEMENT, ON A TOTAL OF 16.57 ACRES.

Property Owners: Bennett Forest Industries, INC.

FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION

Case No. ZON25-000005 / SPP25-000009

I. APPLICATION FACTS

Applicant:	Jeff Likes, ALC Architecture
Property Owner:	Bennett Forest Industries, INC
Application Requests and Development Proposals:	Application for a rezone of 8.84 acres from C-2 to R-2 with the associated Development Agreement; and Application for a Preliminary Plat for ~~63~~ 47 single family detached lots with ~~0.98~~ 0.93 acres of open space in the requested R-2 zone and 7 commercial lots (6.21 acres) in the C-2 zone, on a total of 16.57 acres.
Applicant Submission:	The applicant, Jeff Likes, on behalf of the property owner, Bennett Forest Industries, INC., submitted an application on 10/7/2025.
Proposed Site Location:	The subject site is located on the SWC of 10th Ave. and Ustick Rd., with a property address of 106 E USTICK RD and 0 10TH AVE, described as a portion of NE ¼ of Section 4, T3N, R3W, B.M.
Parcel Number(s):	R3258200000 (14.95 AC) and R3258100000 (1.62 AC)
Property Size:	Approximately 16.57 acres, more or less
Jurisdiction:	The property is currently located in the City of Caldwell
Applicable Regulations	Applications were thoroughly analyzed and reviewed for compliance with: a. City of Caldwell Zoning Ordinance No. 1451, as amended b. City of Caldwell Subdivision Ordinance, as amended

and Guiding Documents:

c. City of Caldwell Comprehensive Plan, as amended
d. Treasure Valley Tree Selection Guide
e. Bicycle and Pedestrian Master Plan
f. Caldwell Transportation Master Plan
g. Idaho Code

Public Notifications:

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

Neighborhood Meeting Held	9/15/2025
Public Agency Notification Sent (See attached exhibit for list of agencies notified)	1/2/2026
(500') Radius Notices Mailed - Hearing Examiner Hearing (Min. 15 days prior to hearing)	2/4/2026
Legal Ad Published - Hearing Examiner Hearing (Min. 15 days prior to hearing)	2/7/2026
Physical Site Posted - Hearing Examiner Hearing (Min. 10 days prior to hearing)	2/9/2026
Applicant Proof of Posting Received - Hearing Examiner Hearing	2/11/2026
Hearing Examiner Public Hearing	2/24/2026
(500') Radius Notices Mailed – City Council (Min. 15 days prior to hearing)	6/30/2026
Legal Ad Published – City Council (Min. 15 days prior to hearing)	7/2/2026
Physical Site Posted – City Council (Min. 10 days prior to hearing)	7/5/2026
Applicant Proof of Posting Received – City Council	7/8/2026
City Council Public Hearing	7/20/2026

Political Subdivisions Providing Services:

Fire:	Caldwell Fire
Police:	Caldwell Police
School District:	Caldwell
Water Services:	City of Caldwell (Municpal Water)
Sewer:	City of Caldwell (Municipal Sewer)
Trash:	Republic Services
Irrigation Services:	City of Caldwell (Pressurized Irrigation)
Irrigation District:	Pioneer Irrigation District
Others:	n/a

Political Subdivisions Notification and Comments:

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

1. Idaho Transportation Department – no comments or concerns at this time.
2. City of Caldwell Engineering Department – Provided general conditions for approval. Specific conditions are provided regarding the Traffic Impact Study and development timing. **See Exhibit 2 of this report for full comments from Engineering.**
3. City of Caldwell Fire Department – Stated the project can be approved and provided general conditions of approval.
4. City of Caldwell Mapping Department – Stated the project can be approved and provided general conditions of approval.
5. City of Caldwell Police Department – Provided data for the staff report.

Public Comments Received:

Public comments were received from the following and are included in their entirety as part of the official record and the exhibits attached hereto.

a. Letter received in opposition from Ray and Sherry Marsicola on December 22, 2025 stating concerns regarding the density, the residential being prioritized rather than the commercial, and the potential danger of the stub street leading to their backyard.
b. Letter received in opposition from Linda Davis on February 24, 2026 stating concerns regarding the density and that the homes would be two stories.
c. Letter received in opposition from Jeff Allen on April 3, 2026 stating desire to have the property remain commercial and if the rezone is approved, that the southern residential lots are limited to single story homes.
d. A letter received in opposition from Laura Shannon on April 7, 2026 stating that the homes shall be restricted to single story and a development agreement shall be put in place to ensure the uses that will be located on this property. She also wants the commercial uses to be built first and that adequate parking be provided. She requested that this letter replace her public comment submitted previously for the Hearing Examiner meeting. Her previous letter was also in opposition.
e. A letter was submitted prior to the 4/20/2026 Council Hearing from David Kroll stating he is in favor of the request with the restriction that all of the southern lots be single story.
f. A letter was submitted prior to the 4/20/2026 Council Hearing from Cher Travis Ellis, in opposition of the request due to the incompatibility with the Cumberland Subdivision.
g. Public testimony given at the public hearing will be included in the official minutes of the record.

Site / Project Background and History:

In 2001, Parcel R3258200000 was part of an application to annex 76.5 acres (ANN-50-01). The subject parcel was annexed with the initial zone C-2, along with the parcel where Walgreens is currently located. The rest of ANN-50-01 is not part of this application.

Also in 2001, Parcel R3258100000 was annexed into the City with the initial zone of C-2 (ANN-56-01). At the time, this parcel had a single-family home that has since been demolished.

Site Features:

Floodplain:	The property is not within a flood zone.
Mature Trees:	A handful of existing trees are located within the existing lots
Streams & Creeks:	None
Wildlife Habitat:	None
Riparian Habitat Area:	None
Steep Slopes & Hillsides:	None
Canals, Ditches, & Drains:	None
Other, Describe:	Outparcels – Walgreens on the SWC of 10th Ave and Ustick Rd. is not included in this application.

Site and Surrounding Zoning Classifications:

Site:	C-2 (Community Commercial) - City
North:	R-1 (Single Family Residential) – Canyon County
South:	R-1 (Neighborhood Residential) - City
East:	C-1 (Neighborhood Commercial) – City C-2 (Community Commercial) - City
West:	C-2 (Community Commercial) – City

Site and Surrounding Land Uses (existing):

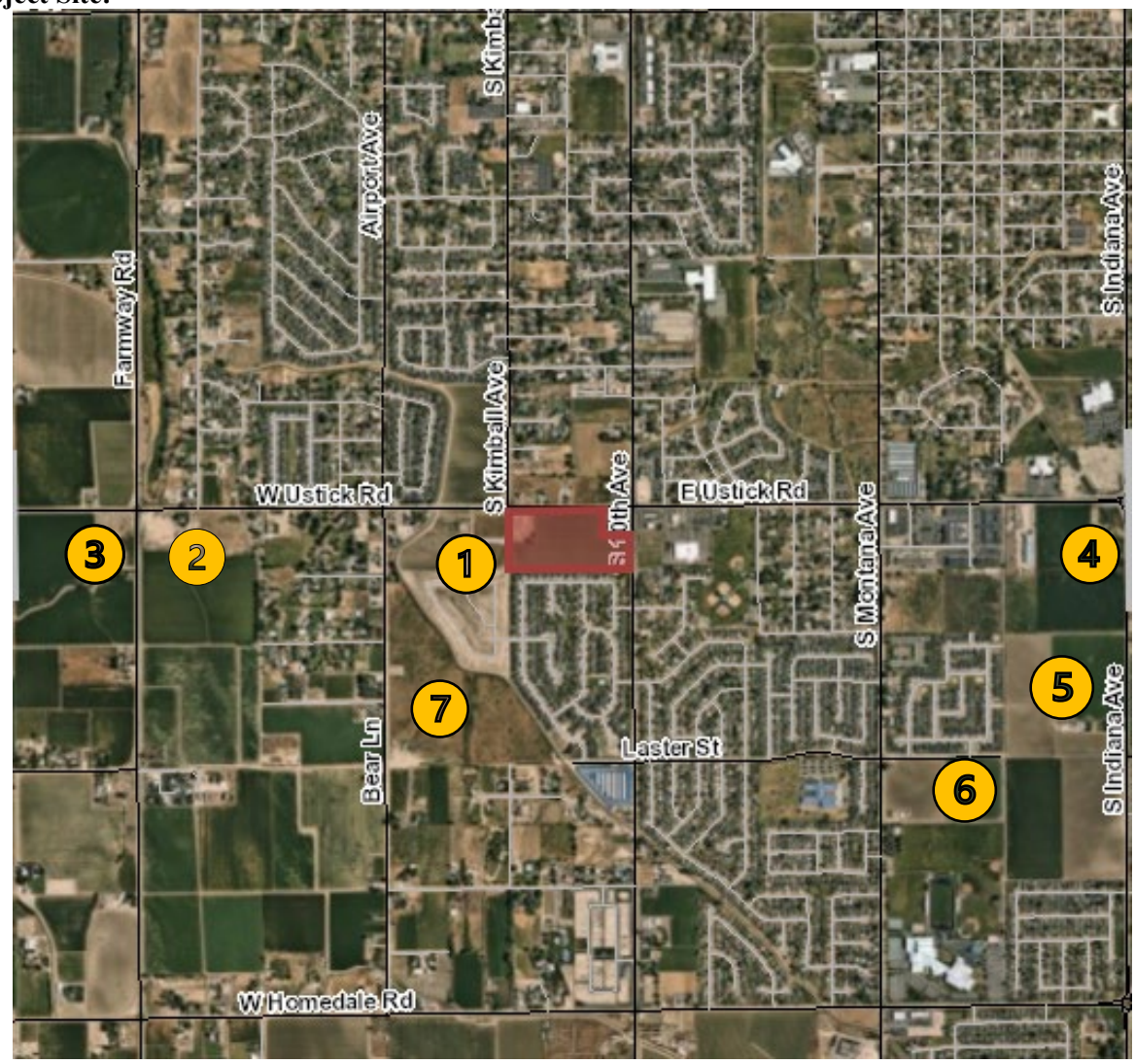
Site:	Vacant Land
North:	Single Family Homes
South:	Single Family Homes
East:	Walgreens Maverick Walmart
West:	Soterra Commercial (undeveloped, but entitled)

Site and Surrounding Comprehensive Plan Land Use Designations:

Site:	Community Center
North:	Community Center
South:	Neighborhood 2
East:	Community Center
West:	Community Center

Approved Developments within 1-Mile Radius of Subject Site:

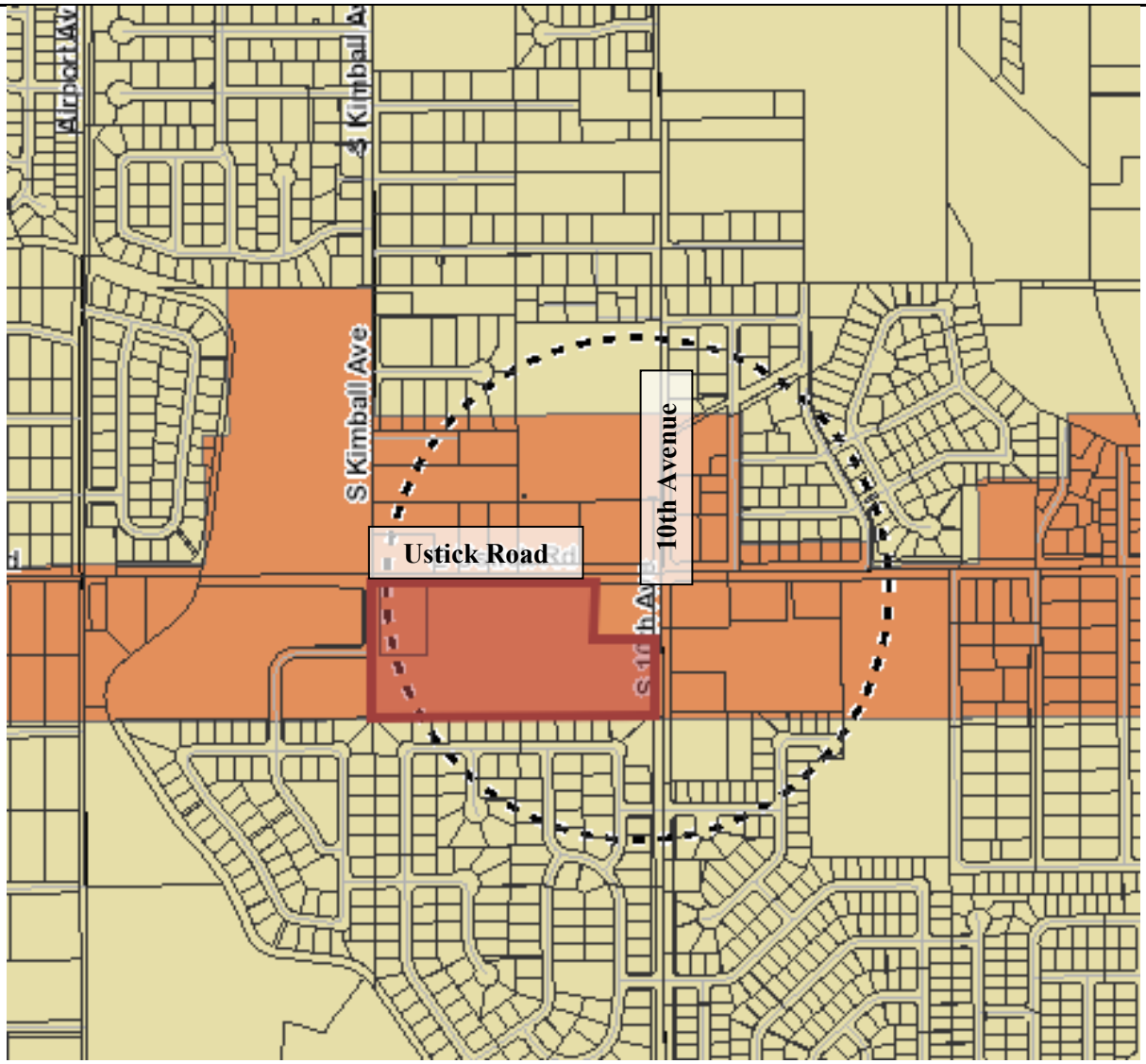
Within a one-mile radius of the subject site, the following entitlements have been approved and are actively being built or have the ability to be built in the future.



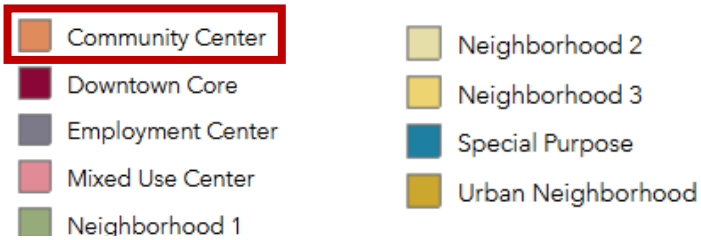
Map Exhibit #1 (Above): Approved Developments Surrounding Subject Site

Map Key	Description
1	Soterra – phase 1 complete, submitted phase 2 and 3 for modification.to add 55 single family homes and reduce commercial to 3.23 acres.
2	Mirandesa – 121 single family homes detached, 24 single family attached, and 3.35 acres of commercial; has not submitted any final plat at this time.
3	Farmway Crossing – 115 Single Family homes; phase 1 final plat submitted.
4	Greenmont – 70 single family homes and 13.65 acres of commercial; first and only plat has been approved and recorded and a number of building permits have been approved.
5	Greenmont South – 343 single family detached homes; phase 1 final plat approved but not recorded.
6	Lenity Living II – 180 multi-family units, 2 duplex units, and 9 tri-plex units; construction drawings/final plat are under review
7	Prairie Creek – 119 single family homes; TE approved, no final plat submitted

II. STAFF REVIEW AND ANALYSIS – COMPREHENSIVE PLAN MAP ANALYSIS



Map Exhibit (Above): City of Caldwell Comprehensive Plan Map



CCC 10-03-03 and Caldwell Comprehensive Plan (2025) Analysis:

The Comprehensive Plan Land Use Map depicts the subject site **(outlined in red).** The subject site is designated within the future land use map as Community Center. Surrounding parcels are designated as Community Center to the North, East, and West, with Neighborhood 2 to the South.

The Comprehensive Plan calls out this location as an "Area Hub" which encourages larger scaled buildings and more intense uses with higher density. The Comprehensive Plan also mentions a public gathering place. The commercial buildings will be required to submit for Design Review and staff will review the commercial

elevations at that time. The large scaling of the building is not codified, so this is not required by code. The Comprehensive Plan also mentions that 10th Avenue and Ustick Road are "Key Corridors" which require Design Review prior to building permit approval for all new structures (commercial or residential) that directly abut said corridors.

The Community Center Placetype is a low to mid intensity commercial place type that focuses on creating a destination for residents. The Community Center provides a focal point where people can connect. They are easily accessible and provide commercial services that serve the needs of the community. For projects that include residential uses, the residential density shall be a minimum of 8 dwelling units per acres and shall not exceed 15 dwelling units per acre.

The Community Center Placetype describes this area should have two to five story buildings with parks and plazas that provide as public gathering spaces. At this time, commercial elevations have not been reviewed at this time; staff will review these at time of building permit for conformance to City code. The applicant is proposing a lower intensity for the commercial uses, which doesn't comply with what the comprehensive plan is proposing for this area.

The applicant is proposing a residential density of ~~7.13~~ 5.32 dwelling units per gross acre, which is below the required density for the Community Center Placetype, making it noncompliant with the Comprehensive Plan. The proposed site plan has the residential development along the southern boundary, providing a transition from the Neighborhood 2 Placetype directly to the south, which has a density of 2-8du/acre.

Staff Comment:

This location is called out in the Comprehensive Plan as an "Area Hub", yet the applicant is not proposing the 3-5 story buildings nor the large gathering area focus. ***Staff has conditioned that at the time of Design Review, the applicant shall propose a large gathering area/public plaza.***

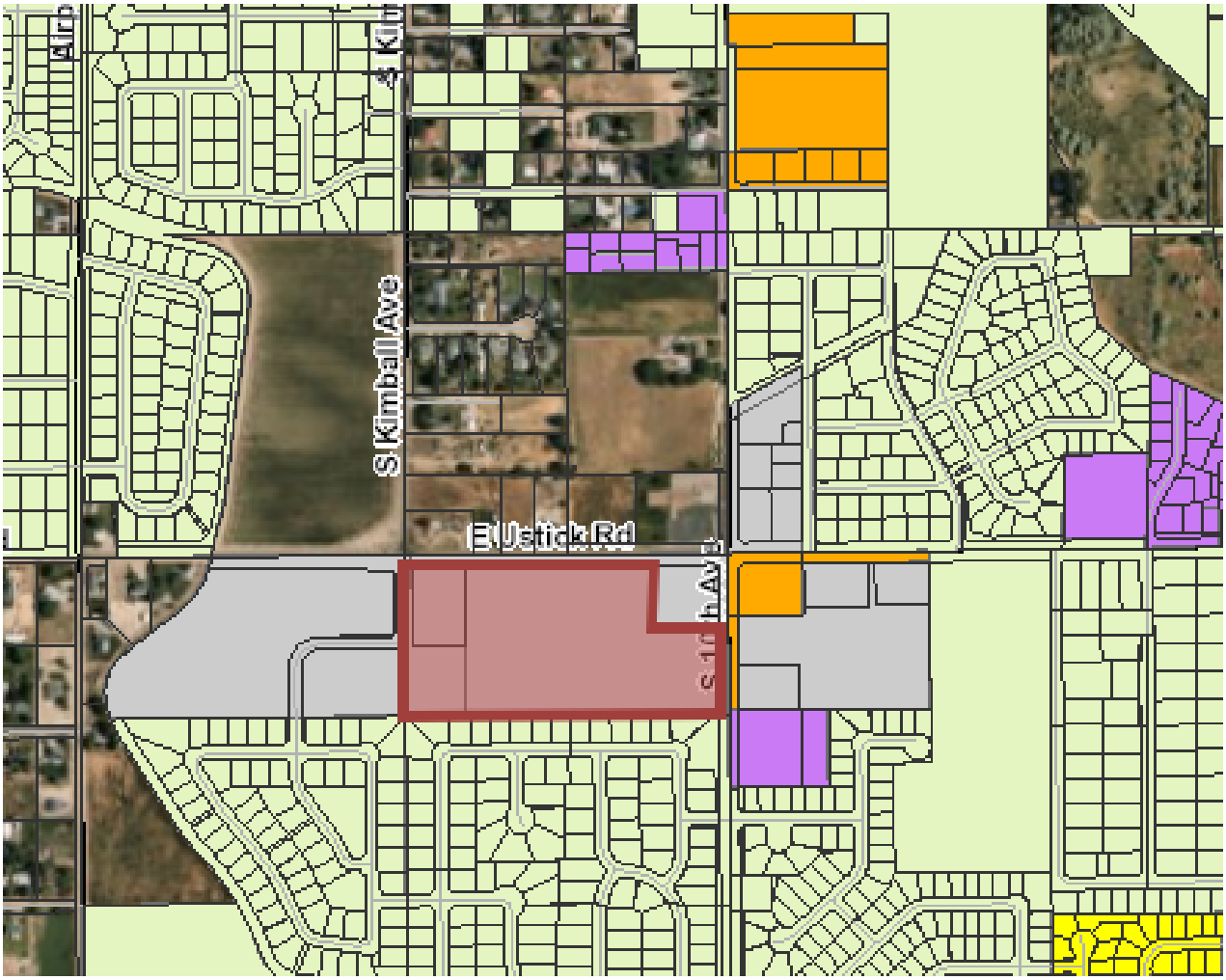
Staff finds the scaling and density provide a smoother transition from the larger lot single family development to the south. To be in compliance with the density, lots would need to either be reduced in size to no longer meet the zone or a more intense land use would be required. City Council may determine to allow the reduced density and the reduced scaling for an Area Hub through approval of the development agreement. At the request of the neighboring residents, the applicant has proposed to increase all lots to have 50' of frontage, in turn increases the lot size.

Therefore, staff finds the overall proposed development plan is generally consistent with the goals and policies from the adopted Comprehensive Plan as listed in Table 1 below, based on the known factors at the time of publication of this staff report.

TABLE 1: CONSISTENT COMPREHENSIVE PLAN GOALS AND POLICIES	
CHAPTER 3: CONNECTED COMMUNITY	
Goal 3:	DEVELOP COMMERCIAL AND MIXED-USE CORRIDORS THAT CREATE A STRONG SENSE OF PLACE AND SUPPORT ALL MODES OF TRANSPORTATION.
Policy 3.3	Facilitate improvements and intensification of activity along major commercial corridors with mixed-use development oriented toward the corridor.
Goal 4:	ENSURE SAFE, COMFORTABLE, AND ACCESSIBLE PATHWAYS FOR PEDESTRIANS, CYCLISTS, AND OTHER NON-MOTORIZED USERS.
Policy 4.4	Close gaps in the sidewalk network to provide continuous and accessible pedestrian pathways throughout the city.
CHAPTER 6: QUALITY NEIGHBORHOODS TO CALL HOME	
Goal 2:	CREATE DISTINCT AND INCLUSIVE NEIGHBORHOODS WITH A FOCUS ON HIGH-QUALITY DESIGN, CONNECTIVITY, AND LIVABILITY.
Policy 2.4	Encourage neighborhood-serving services and retail businesses near residential neighborhoods to provide convenient access to daily needs.

Goal 3:	CONCENTRATE DEVELOPMENT CLOSER TO THE CITY'S CORE AND PRESERVE A RURAL TRANSITION AT THE CITY'S WESTERN AND NORTHERN BOUNDARIES.
Policy 3.1	Focus high-density residential development in areas with adequate services and near commercial centers.
CHAPTER 7: INTENTIONAL AND DISTICT CENTERS	
Goal 2:	ESTABLISH COMMUNITY CENTERS THAT SERVE CALDWELL NEIGHBORHOODS.
Policy 2.1	Expand daily services and retail opportunities for residents adjacent to neighborhoods.
Policy 2.2	Encourage a mix of commercial and residential uses in the Community Center place type to expand housing choices.
Goal 3:	DEVELOP AND ENHANCE A VARIETY OF MIXED-USE CENTERS TO BE UNIQUE, ATTRACTIVE, AND DYNAMIC PLACES TO LIVE, WORK, PLAY, SHOP, AND DINE.
Policy 3.3	Focus commercial development along corridors and at gateways to leverage access to public transit and local and regional vehicle trips.
Goal 4:	ENHANCE CALDWELL'S EMPLOYMENT CENTERS AND SPECIAL PURPOSE AREAS TO FURTHER GENERATE ECONOMIC AND EMPLOYMENT OPPORTUNITIES.
Policy 4.3	Ensure an adequate inventory of commercial and industrial property for new and growing businesses.

III. STAFF REVIEW AND ANALYSIS – ZONING MAP ANALYSIS AND AMENDMENT



Map Exhibit (Above): City of Caldwell Zoning Map

R-S-1 Semi-Rural Residential-1	C-1 Neighborhood Commercial	I-P Industrial and Business Park
R-S-2 Semi-Rural Residential-2	C-2 Community Commercial	M-1 General Industrial
R-1 Neighborhood Residential	C-3 General Commercial	M-2 Heavy Industrial
R-2 Community Residential	C-4 Service Commercial	A-D Airport District
R-3 Urban Residential	C-C Downtown Central Business	MXC Mixed-Use / Regional Comm.
H-D Healthcare District	Downtown City Center	T-N Downtown Transition Neighborhood
Public District	C-D College District	

In 2001, Parcel R3258200000 was part of an application to annex 76.5 acres (ANN-50-01). The subject parcel was annexed with the initial zone C-2, along with the parcel where Walgreens is currently located. The rest of ANN-50-01 is not included in this application.

Also in 2001, Parcel R3258100000 was annexed into the City with the initial zone of C-2 (ANN-56-01). At the time this parcel had a single family home that has since been demolished.

This applicant has requested for the southern 8.84 acres to be rezoned from C-2 (Community Center) to R-2 (Community Residential) for the purpose of constructing a mixed-use preliminary plat consisting of detached single-family lots and commercial lots.

Both the C-2 and R-2 zones are noted as compatible zoning districts within the Community Center Placetype in the Comprehensive Plan.

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

According to Caldwell City Code, the purpose of the C-2 Community Commercial zone is to "provide areas by zoning procedures in accordance with the comprehensive plan that accommodate businesses which provide convenient goods and services to a daytime work population as well as the residents of surrounding neighborhoods". The commercial uses shall be in compliance with the land use schedule for the C-2 zone at time of business license.

The code requires that all lots fronting an arterial within the Community Center Placetype shall be commercial uses, which this applicant is proposing. These buildings will be required to submit for Design Review as 10th Avenue and Ustick Road are called out in the code as "Key Corridors" which requires specific design guidelines for lots fronting these arterials.
Staff Comment: *The single-family residential use proposed is a permitted use within the R-2 zone; lot sizes, frontage, and density have been reviewed with this application and appear to meet code. The applicant is proposing a residential density of ~~7.13~~ 5.32 du/acre, which is below what the code requires due to this site being within the Community Center Placetype.* ***The gross density deviation is being requested through the Development Agreement. City Council shall determine if this density, intensity of uses proposed, and transition of uses fits this area and the neighborhood.***

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

The project proposes ~~sixty-three~~ forty-seven (47 ~~63~~) single family homes within the R-2 zone and 6.21 acres of commercial in the C-2 zone. The single-family homes are permitted within the R-2 zone. The development has a residential density of ~~7.13~~ 5.32 du/acre which is below the minimum density of 8 du/acre for this area, based on the Community Center Placetype. The single-family development to the south does have significantly larger lots with a lower density, which has led to the applicant requesting a lower residential density than in the Comprehensive Plan and the Code. The applicant is requesting this deviation through the Development Agreement to create a transition from the larger residential lots to the south of this development to the commercial along Ustick Rd. A proposal that would at least partially meet the comprehensive plan; higher density against the development to the south, may not be as compatible.
Many commercial uses are permitted within the C-2 zone and/or shall comply with the Caldwell City Code at time of building or business permit.

Detailed Breakdown of Phasing and Types of Land Uses:

A detailed breakdown of the phasing and types of land uses for the proposed project are as follows:

Phased Development?	☐ Yes ☒ No	How Many Phases?	-

Residential Type	# of Lots	# of Buildings	# of Dwelling Units
Single-Family Detached	~~63~~ 56	~~63~~ 56	~~63~~ 56
Common Lots	~~9~~ 8	n/a	n/a
TOTAL	~~72~~ **64**	~~63~~ **56**	~~63~~ **56**

Non-Residential Type	# of Lots	# of Buildings	# of Tenant Spaces
Commercial	7 (6.21 AC)	Unknown	unknown

Staff Comments*: Prior to the Hearing Examiner hearing, the applicant reduced the number of single family detached lots from 63 to 60 to provide additional open space. After the Hearing Examiner recommendation of denial due to a lack of transition, the applicant modified the plans to go from 60 to 47 single family detached lots to address the neighboring residents' and the Hearing Examiner's concerns about the lot sizes on the southern boundary. The reduction of the 13 residential lots allowed the applicant to increase the size of all of the single-family detached lots from 30' and 40' wide to 50' wide lots to provide a smoother transition from the larger lots to the south of this proposed development. The applicant has also agreed to conditions within the Development agreement to limit the single family homes along the southern boundary to either single story or single story with a second story bonus room not exceeding the height of 22' to peak and the windows may only be northern facing. The applicant has also agreed that Lot 17 Block 9 will have passive amenities only.*

Dimensional Standards Analysis:

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

The following are the required bulk requirements and dimensional standards for the **R-2 zone** in accordance with Caldwell City Code, and the dimensions proposed by the subject development:

Minimum Lot Size	Required	Proposed
Interior Lot Area (sq. ft.)	4,000sqft	~~4,191sqft~~ 5,249sqft
Corner Lot Area (sq. ft.)	5,000sqft	n/a
Minimum Lot Width / Frontage (ft.)	30'	~~40'~~ 50'
Setbacks	**Required**	**Proposed**
Front Yard Setback, Garage; Minimum (ft.)	22'	Shall comply with code at time of building permit
Front Yard Setback, Living Area; Minimum (ft.)	15'	
Interior Side Yard Setback (ft.) (Minimum)	5'	
Street Side Yard Setback (ft.) (Minimum)	15'	
Rear Yard Setback (ft.) (Minimum)	15'	
Alley (Garage/Parking) Setbacks: Minimum (ft.)	5'	
Scale and Massing	**Required**	**Proposed**
Maximum Building Height (ft.) *	30'	30'
Residential Density Range in Gross units /acre	8-15 du/acre	~~7.13~~ 5.32 du/acre Requesting reduced density through the DA

* Regardless of the zoning district, if a new mixed-use, multi-family, or non-residential structure is being built immediately adjacent to a single-family residence, the maximum height of the new structure shall be 30' unless allowed to exceed such maximum height by special use permit approval. For the purposes of this requirement, immediately adjacent to shall mean within one hundred fifty (150) feet, as measured from structure to structure.

The following are the required bulk requirements and dimensional standards for the **C-2 zone** in accordance with Caldwell City Code, and the dimensions proposed by the subject development:

Minimum Lot Size	Required	Proposed
Interior Lot Area (sq. ft.)	0sqft	42,253sqft
Corner Lot Area (sq. ft.)	0sqft	19,602sqft
Minimum Lot Width / Frontage (ft.)	0'	101'
Setbacks	**Required**	**Proposed**
Front Yard Setback, Garage; Minimum (ft.)	0'	Shall comply with code at time of building permit
Front Yard Setback, Living Area; Minimum (ft.)	0'	
Interior Side Yard Setback (ft.) (Minimum)	0'	
Street Side Yard Setback (ft.) (Minimum)	0'	
Rear Yard Setback (ft.) (Minimum)	0'	
Alley (Garage/Parking) Setbacks: Minimum (ft.)	0'	
Scale and Massing	**Required**	**Proposed**
Maximum Building Height (ft.) *	55'	55'
Residential Density Range in Gross units /acre	n/a	n/a

* Regardless of the zoning district, if a new mixed-use, multi-family, or non-residential structure is being built immediately adjacent to a single-family residence, the maximum height of the new structure shall be 30' unless allowed to exceed such maximum height by special use permit approval. For the purposes of this requirement, immediately adjacent to shall mean within one hundred fifty (150) feet, as measured from structure to structure.

Staff Comments: *Staff finds that the applicant is proposing lot sizes and frontages that comply with the standards for each respective zone. Setbacks for each individual building lot shall be reviewed for compliance at the time of building permit submittal. The proposed gross density is below the 8 du/ac noted within the comprehensive plan and City code for the Community Center Placetype, but the applicant is requesting this reduction through the Development Agreement, as it is the only avenue to request such a deviation from code standards. The applicant has increased the lot sizes of all residential lots to be a minimum of 50' wide since the previous hearing.*

CCC 10-02-05 Off-Street Parking Standards:

The Caldwell City Code has provisions addressing the minimum and maximum number of off-street parking spaces accessory to designated uses, shared parking lots, off-street loading, parking lot lighting, and bicycle parking.

The following provides an overview of the parking, loading and pedestrian amenity requirements for the proposed land uses, and the amount proposed by the subject development:

SINGLE FAMILY / TWO FAMILY DWELLINGS		
Off-Street Parking Spaces	**Required**	**Proposed**
Off-Street Parking Spaces (Minimum)	2.0 per DU	2 per DU

COMMERCIAL		
Off-Street Parking Spaces	**Required**	**Proposed**
Off-Street Parking Spaces (Minimum)	Based on uses – unknown at this time	Shall be required to comply with code at time of building permit
Off-Street Parking Spaces (Maximum)	Based on uses – unknown at this time	
ADA Accessible Parking Spaces	**Required**	**Proposed**
ADA Accessible Parking Spaces (Minimum)	Shall meet state and federal requirements	Shall be required to comply with code at time of building permit

Bicycle Parking Spaces	Required	Proposed
Bicycle Parking Spaces	Unknown at this time	Shall be required to comply with code at time of building permit
Commercial / Industrial Loading Spaces	**Required**	**Proposed**
Required # of Loading Spaces	Unknown at this time	n/a
Required Size (Feet)	12 x 50	n/a
Minimum Clearance (Feet)	14’	n/a

Staff Comments: *The project was reviewed for compliance with all parking requirements and was determined to be in compliance with city zoning ordinances. Parking compliance for the commercial uses will be determined at time of business permit*

Public Services, Utilities, and Facilities:

Sewer & Water: All utilities are available or will be available as outlined in the City of Caldwell Engineering staff report memo.

Irrigation Applicant is required to provide pressurized irrigation throughout the project in accordance with Caldwell City Code. The subject site is located within the Pioneer Irrigation District boundary. Any issues related to access to a pressurized irrigation system will be addressed in the City of Caldwell Engineering staff report memo.

Stormwater: The applicant proposes retaining storm water on site, per City Code.

Schools: The subject site is located within the Caldwell School District. Staff did not receive comments from CHS on this application.

Police: Emergency police services are provided by the City of Caldwell Police. The nearest police station is approximately 2.3 miles away from the furthest point of the development.

Fire: Emergency fire services are provided by the City of Caldwell Fire. The nearest fire station is Station #2 and is approximately 0.22 miles from the development.

Staff Comments: *Staff finds all utilities are available or will be available as outlined in the engineering staff report/ memo. Utilities are required to be designed and constructed in accordance with the City of Caldwell requirements for municipal facilities. All other public services and facilities are or will be provided to serve the site and any proposed land uses based upon the letters received from partner agencies.*

Transportation and Connectivity:

Street Frontage: The Ambrosa Subdivision has frontages on 10th Avenue, Kimball Avenue, and Ustick Road.

Street Classifications: Ustick Road – Major Arterial; 10th Avenue – Minor Arterial; Kimball Avenue – Local Road

Proposed Site Access: The development is proposing to build full access points to 10th Avenue and constructing an access to Kimball Avenue, which leads out to Ustick Road. The applicant is proposing a stub street to the south, which shall be removed as there is an existing single family home to the south of it.

Traffic Impact Study (TIS): A TIS is required for this application due to the number of lots and uses proposed. The TIS was done by Focus Consulting on July 9th, 2026 and was approved by the Engineering Department on July 10, 2026.

Traffic Impact Study – Project Build Out Trip Generation	
Daily Trips:	6,978
AM Peak Hour Trips:	561
PM Peak Hour Trips:	664
Traffic Impact Study - Project Build-Out Total Traffic Conditions	
Intersections	Kimball Ave and Ustick Rd. is projected to operate at a LOS F by 2030. 10th Ave and Laster Street is projected to operate at a LOS E by 2030.
Required Improvements noted within Engineering Memo:	The applicant shall construct: Full half street frontage improvements along 10th Ave, Ustick Rd., and Kimball Ave. Center median on 10th Ave from the intersection of Ustick Rd. south to the Walmart access. EB RTL on Ustick at 10th Ave intersection SB RTL on 10th Ave at Nettuno Rd intersection RIRO approach at Ustick Rd. located in the center of the site with a channelizing island

Safe Routes to Schools:

As required by 10-02-02 (3), residential and multi-family subdivisions and/or developments within the "walk zone" of a school or where no walk zone map exists (within a 1 ½ mile radius of a school) shall provide safe and well-designed routes and crossings for children to bike or walk from their home to school. Such routes shall include:

- The shortest and safest routes.
- Level, ADA accessible sidewalks with minimum cross slope where sidewalks cross driveways. Sidewalk widths shall be determined by the functional classification of the street.
- Curb ramps in accordance with the latest ADA design standards.
- Pathways that connect to schools where needed.
- Crosswalk and/or protected crosswalks, as required by the city.

Staff Comments: *As submitted, the proposed access points appear to be compliant with all city code requirements for transportation, access, and connectivity. In addition, the project will need to comply with all mitigation recommendations as specified within the future traffic impact study unless otherwise noted within the City of Caldwell Engineering staff memo and conditions.*
Staff finds the applicant is proposing sidewalks along all adjacent classified roadways to the development, as well as internally to the site. This proposal closes a large sidewalk gap along Ustick Road and 10th Avenue that will provide additional walkability to the schools in the area.

Landscaping, Open Space, Pathways and Amenities:

The Caldwell City Code specifies requirements for landscape street buffers, open space, land use buffers, and private and public pathways.

The following provides an overview of the city code requirements, and the proposal presented by the subject development:

Street Landscape Buffers	**Min. Required**	**Proposed**
10th Avenue – Arterial (355 LF):		
Buffer Width:	25’ wide	25’ wide
Sidewalk:	7’ detached	7’ detached
Berms:	Yes	Yes
Class I tree:	One per 25 LF No more than 50% of the trees 110’/25= 4 trees	8 trees (Exceeds required number of trees, so the 50% does not apply)
Class II tree:	One per 35 LF 245’/35= 7 trees	7 trees
Shrubs:	One per 4 LF 355’/4 = 89 shrubs	89 shrubs
Groundcover:	20-50% turf grass Min. 50% shrubs, flowers, and other vegetative groundcover (besides turf)	2,645sqft (30%) turf sod
Boulders:	May be required at time of Design Review	
Ustick Road – Arterial (1,012 LF):	**Min. Required**	**Proposed**
Buffer Width:	25’ wide	25’ wide
Sidewalk:	7’ detached	7’ detached
Berms:	Yes	Yes
Class I tree:	One per 25 LF No more than 50% of the trees	0 – not required as all trees proposed are Class II
Class II tree:	One per 35 LF 1,012’/35 = 29	29 trees
Shrubs:	One per 4 LF 1,012’/4 = 253 shrubs	253 shrubs
Groundcover:	20-50% turf grass Min. 50% shrubs, flowers, and other vegetative groundcover (besides turf)	8,553sqft (34%) turf sod
Boulders:	May be required at time of Design Review	
Kimball Avenue – Local (328 LF):	**Min. Required**	**Proposed**
Buffer Width:	10’ wide	15’ wide
Sidewalk:	5’ attached	5’ wide
Berms:	No	Yes
Class I tree:	One per 25 LF No more than 50% of the trees	0 – not required as all trees proposed are Class II
Class II tree:	One per 35 LF 328’/35 = 9 trees	9 trees
Shrubs:	One per 4 LF 328’/4 = 82 shrubs	82 shrubs
Groundcover:	20-50% turf grass Min. 50% shrubs, flowers, and other vegetative groundcover (besides turf)	1,021sqft (21%) turf sod
Boulders:	No	n/a

Marte Street – Local (760 LF):	Min. Required	Proposed
Buffer Width:	10’ wide	10’ wide
Sidewalk:	5’ wide attached	5’ wide attached
Berms:	No	Yes
Class I tree:	One per 25 LF No more than 50% of the trees	0 – not required as all trees proposed are Class II
Class II tree:	One per 35 LF 760’/35 = 21	21 trees
Shrubs:	One per 4 LF 760’/4 = 190 shrubs	190 shrubs
Groundcover:	20-50% turf grass Min. 50% shrubs, flowers, and other vegetative groundcover (besides turf)	3,467sqft (46%) turf sod
Boulders:	No	n/a
Open Space:	**Min. Required**	**Proposed**
Qualifying Open Space (Minimum):	10% (0.88 AC)	~~42,756~~ 42,822sqft (~~0.98~~ 0.98 AC) 11%

Buffers Between Land Uses:	Min. Required	Proposed
Commercial to Residential Uses:	20’	63’ total 10’ local street buffer along commercial lots and 53’ ROW count as buffer

Parking Lot Landscaping:	Min. Required	Proposed
Parking Islands:	Every 12 spaces	Shall be required at time of Building Permit for Commercial Uses
Planter Island Width:	8’ width for Class I trees 10’ width for Class II trees	
Planter Island Length:	At least equal length to the adjacent parking spaces	
Class 1 or 2 Trees (min. 2” caliper):	Min. of 1 for a single row Min. 2 for a double row	
Plantings:	A combination of low shrubs, flowers, native grasses or other vegetative groundcover. If island is less than 6’ wide, turf grass is prohibited. If island is greater than 6’, turf grass shall never exceed more than 50% of the planter area. Compliance with 10-02-09-8 is required.	
Perimeter Parking Lot Landscaping:		
Minimum Buffer Width:	5’	Shall be required at time of Building Permit for Commercial Uses
Class 1 or 2 Trees (min. 2” caliper):	1 per 40 LF	
Shrubs:	1 per 5 LF	

Other Groundcover Required:	Max. 20% turf; remaining groundcover shall be decorative rock, permabark, rock mulch, or additional shrubs/flowers above code requirements so that the entire buffer area is covered.	

Building Façade Landscaping:	**Min. Required**	**Proposed**
Planter Width:	3’ wide in all areas that will not impede pedestrian access	Shall be required at time of Building Permit for Commercial Uses
Shrubs:	One (1) three (3) gallon shrub per 3 LF of foundation	
Groundcover:	Additional groundcover plants shall cover the remainder of the landscaped area	

Pathways:	**Required**
(Public Pathways):	
Irrigation/Drain Pathways:	No
Regional Pathway (10’ multi-use):	No
Wayfinding and Directional Signage:	No
Fencing (Both Sides of Pathway):	No
(Other Pathways):	
Neighborhood Pathways (5’):	Yes
Community Pathways (8’):	No

Staff Comments (Landscaping, Buffers, & Common Open Space):

The applicant is in compliance with all landscaping buffer code and will be required to be in compliance with the code requirements for parking lot landscaping and building façade landscaping of the commercial lots at time of review of each building permit. Street buffers within the C-2 zone will be required to be within landscape easements at time of final plat.

Regional Pathways:

Staff notes the 2040 Bicycle and Pedestrian Master Plan does not identify any required public pathways at this location.

Neighborhood and Community Pathways:

Neighborhood Pathways (5’): The applicant is proposing five-foot (5’) wide micro pathways to provide pedestrian connectivity between common open space areas and a more convenient route around the long block of homes. The pathway will have a minimum five-foot (5’) wide landscape buffer along both sides with the appropriate number of shrubs.

Community Pathways (8'): This development does not have anywhere to connect a community pathway to nearby developments to provide additional community connectivity.

Fencing and Screening:

Code does not require fencing within this development.

Any future trash enclosures for the non-residential lots will be required to be screened with landscaping/fencing in accordance with the City Code. Any ground mechanical units shall be screened with landscaping/fencing in accordance with the City Code.

V. STAFF REVIEW AND ANALYSIS – AREAS OF SPECIAL CONCERN

The applicant is proposing a gross residential density that is below what the code and comprehensive plan require for the Community Center Placetype. The required gross residential density is 8-15 du/acre for this area, where the applicant is proposing ~~7.13~~ 5.3 du/acre. The Hearing Examiner recommended denial in hopes the applicant would provide larger lots along the southern boundary, providing a smoother transition to the smaller lots and the commercial on the northern portion of the property. The applicant reduced their lot count from 63 to 47 single family homes to increase all lots to be 50' wide in hopes to address the concerns of the Hearing Examiner and the neighbors. This also reduced the density further from 7.13 dwelling units per acre to 5.3 dwelling units per acre.

This is below the minimum density allowed, yet the applicant is wishing to provide a smoother transition between the larger lot single family homes to the south and the commercial along Ustick Rd.
This location is called out as an "Area Hub" in the Comprehensive plan, which calls for a large gathering space. Staff has conditioned that at the time of Design Review submittal, the applicant shall depict a public plaza and/or similar large gathering space on the plans to comply with the Comprehensive Plan and that the applicant shall work with the Planning and Zoning division to design said gathering space.

VI. PUBLIC HEARINGS

1. **HEARING EXAMINER PUBLIC HEARING**

A public hearing on the requests was held before the Hearing Examiner on 2/24/2026, at which time city staff presented a staff report along with an analysis of the application and all pertinent information on the case, followed by the applicant's presentation, and testimony in opposition, neutral, and in favor.

The Commission reviewed and considered all records, evidence, testimony, and facts presented, prior to making a recommendation for DENIAL to be forwarded to City Council.

2. **CITY COUNCIL PUBLIC HEARING**

A public hearing on the subject applications was held before the City Council on 7/20/2026, at which time city staff presented a staff report along with an analysis of the application and all pertinent information on the case, followed by the applicant's presentation, and testimony in opposition, neutral, and in favor.

The City Council reviewed and considered all records, evidence, testimony, facts presented, and recommendations in making their decision.

Based upon compliance with the conditions noted herein, the City Council found and concluded the following:

THE FINDINGS BELOW ARE WRITTEN IN BOTH APPROVAL AND DENIAL.

THE CITY COUNCIL WILL DECIDE IF THE INDIVIDUAL APPLICATIONS ARE COMPLIANT WITH THE CORRESPONDING CRITERIA AS LISTED BELOW.

NOTE: *The findings will be updated prior to signature to represent the decision made at the hearing.*

Zoning Ordinance MAP Amendment

REQUIRED APPROVAL CRITERIA		
The City of Caldwell 2040 Comprehensive Plan, Caldwell City Code Sections 10-01-05: Official Zoning Maps and the Comprehensive Plan, 10-01-07: Zoning Upon Annexation, and 10-03-02: Zoning Ordinance Text and Map Amendments - Rezones outlines the approval criteria pertinent to zoning ordinance text and/or map amendments. **The city council, prior to approving any ordinance map amendment request, shall find and conclude the requests have met the criteria identified below.**		
Criteria	**Findings and Conclusion**	
	Compliant	**Not Compliant**
The request has met compliance with all public notice and hearing requirements of the City Code and Idaho Code.		
The proposed zoning map amendment is consistent with the comprehensive plan's land use map, and the plan's established goals, objectives, and policies. If the request is not in accordance with the adopted comprehensive plan, the request for amendment shall not take place until after the comprehensive plan has been amended under notice and hearing procedures provided in this chapter and within section 67-6509, Idaho Code.		
The proposed map amendment is consistent with the purpose statement of the proposed zoning district.		
The intensity of development in the new zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood, or has proposed efforts to mitigate or minimize such adverse impacts		
The information provided from the agencies having jurisdiction over the public facilities needed for this site indicate that adequate public facilities exist, or are expected to be provided, to serve all uses allowed on this property under the proposed zone.		

Preliminary Plat

REQUIRED APPROVAL CRITERIA		
Caldwell City Code Section 11-02-03 (1) E2 (A) through (1) E2 (E) outlines the criteria for approving a preliminary plat. **The city council, prior to approving any Preliminary Plat request, shall find and conclude the requests have met the criteria identified below.**		
Criteria	**Findings and Conclusion**	
	Compliant	**Not Compliant**
The plat is in compliance with "city code"?		

The plat is consistent with the city comprehensive plan		
Public services and utilities are available or can be made available and are adequate to accommodate the proposed subdivision?		
The plat is consistent with the city transportation master plan?		
The subdivision preserves natural, scenic or historic features, if applicable of the site it is being developed on?		

VII. CONCLUSIONS OF LAW

1. The City of Caldwell has provided for the processing of Land Use permits authorized by Chapter 65, Title 67, Idaho Code, pursuant to Chapter 10 Zoning Regulations and Chapter 11 Subdivision Regulations.
2. Adequate notice of the public hearing was provided, pursuant to Section 67-6512, Idaho Code and Chapter 10, Article 3, Section 10-03-12 of Caldwell City Code.
3. The record includes, but is not limited to all files, application documents, public notices, public comments and testimony, staff reports and memos, presented evidence ands exhibits, public hearing written minutes and audio, and the signed Findings of Facts, Conclusions of Law, and Decision.
4. The Planning and Zoning Commission and Hearing Examiner are authorized to recommend approval, recommend approval with conditions, recommend approval with modifications, or recommend denial of specific land use applications in accordance with Section 10-01-02 (3) of Caldwell City Code.
5. The Planning and Zoning Commission and Hearing Examiner are authorized to approve, approve with conditions, approve with modifications, or deny special use permits and planned unit development requests, when said planned unit development requests are not part of a preliminary plat, in accordance with Section 10-01-02(3) of Caldwell City Code.
6. The City Council reviewed and considered all records, evidence, testimony, facts presented, applicable code standards, the Caldwell Comprehensive Plan, and approval criteria as specified within Caldwell City Code in making their findings and decision.

VIII. DECISION

NOTE: *THIS SECTION WILL BE MODIFIED PRIOR TO FINAL SIGNATURE TO REPRESENT THE ACTION OF THE DECIDING BODY*

Approval Decision Language

THEREFORE, the Caldwell City Council, hereby **approves** of the request for Zoning Map Amendments to rezone 8.84 acres from C-2 to R-2 and a Preliminary Plat for 47 single family lots and 6.21 acres of commercial, to include the associated Development Agreement;

OR

Denial Decision Language

THEREFORE, the Caldwell City Council, hereby **Denies** the request for Zoning Map Amendments to rezone 8.84 acres from C-2 to R-2 and a Preliminary Plat for 47 single family lots and 6.21 acres of commercial, to include the associated Development Agreement because**….*deciding body must state the reasons for denial***

IX. CONDITIONS OF APPROVAL

(This section is only applicable to approval decisions)

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

A. Site Specific Requirements:

1. Future development of the subject site shall be substantially consistent with the approved preliminary plat, landscape plans, open space exhibit, and Development Agreement associated with the requested Rezone.
2. Through the Development Agreement, the development is approved with a density of 5.32 dwelling units per acre, which is below what is required within the Caldwell City Code.
3. All buildable lots along the southern boundary of the development shall be limited to:
   a. single story homes; or
   b. single story homes that include a second story bonus room that has a height limitation of 22' to the peak and the second story windows may only be north facing
4. Common Lot 17 Block 9 will have passive amenities only. Amenities such as a dog park or playground shall not be located in this lot.
5. Prior to building permit submittal for each commercial building fronting Ustick Road and 10th Avenue, Design Review applications shall be submitted.
6. At the time of Design Review submittal, the applicant shall depict a public plaza and/or similar large gathering space on the plans to comply with the Comprehensive Plan. The applicant shall work with the Planning and Zoning division to design said gathering space.
7. At time of final plat, commercial landscape buffers shall be depicted within landscape easements and a plat note added that said buffers are to be maintained by the Business Owners Association.
8. At time of final plat, cross access easements shall be shown on the final plat with a plat note calling out the lots and blocks where this will be located, or a blanket cross access easement for all commercial lots.

B. General Requirements:

1. Development of the subject property shall be in conformance with all municipal codes, policies, standards, and regulations of the City of Caldwell, unless specifically stated otherwise in a Development Agreement or in the Order of Decision. **NOTE:** *Failure to identify a code violation during the review of the plans DOES NOT give the applicant the right or permission to violate any codes, policies, standards and/or regulations.*

2. If any term or provision of this decision, to any extent, is held invalid or unenforceable, the remaining terms and provisions hereof shall not be affected thereby, but each such remaining term and provision shall be valid and enforced to the fullest extent permitted by law.
3. Any nuisances existing on the property (weeds, trash, debris, etc) shall be resolved and in compliance with city codes prior to the approval of any construction drawings and/or issuance of building permits.
4. Any changes to the plans and specifications upon which this approval is based, other than those required by the above conditions, will require the submission of an application for modification and approval of that application prior to commencing any change.
5. All improvements and operations shall comply with applicable local, state and federal requirements and procedures whether specifically addressed in the analysis of this application or not.
6. Fencing: Fencing must comply with Caldwell City Code Section 10-02-07.
7. Approval: This approval is for the application(s) specified herein only. Additional permits, licenses and approvals may be necessary.
8. Solid Waste Disposal: All solid waste receptacles utilized during development and/or construction shall be provided by the same company with which the City of Caldwell has an exclusive contract.
9. Business Licensing: All businesses operating within the corporate limits of the city shall obtain a business permit license prior to commencing business operations.

C. Site Design and Development Standards:

1. General: All new construction shall comply with the current bulk and dimensional standards schedule in effect at the time the building permit is filed, excluding any deviations/modifications approved through a planned unit development, special use permit, and/or development agreement.
2. Concept Site Plan: The concept site plan **(Exhibit 1)** represents the Owner's current concept for completion of the Project. As the site layout evolves, the city understands and agrees that certain changes in that concept may occur or be required. If the City determines that any such changes require additional public comment due to potential impacts on surrounding property or the community, a public hearing shall be held on any proposed changes in the Concept Plan and notice shall be provided as may be required by the City. The Owner understands and agrees that any changes or modifications to the site plan must be submitted to the City for review and approval prior to development.
3. Building Elevations: The building elevations **(Exhibit 1)** represent the Owner's current concept for the style of architecture, architectural features, colors, finishes and materials, and surrounding landscaping for the project. As the building design evolves, the city understands and agrees that certain changes in that concept may occur or be required. If the City determines that any such changes require additional public comment due to potential impacts on surrounding property or the community, or that such change is a substantial enough change from the elevations presented to the public, a public hearing shall be held on the proposed changes and notice shall be provided as may be required by the City. The Owner understands and agrees that any changes or modifications to the building elevations must be submitted to the City for review and approval prior to construction of such.
4. Stormwater: Strict adherence to the "Caldwell Stormwater Management Manual", as adopted by the city council as well as any subsequent adopted updates, is required. **NOTE:** Any *modifications necessary to the original approved stormwater design where additional stormwater retention or detention facilities are required, or where the approved retention and detention facilities are required to be expanded, still requires adherence to the requirements for minimum open space, landscape buffers, lot sizes and setbacks.*

D. Fire Department Conditions of Approval:

1. Comply with all requirements of the City Fire Department as specified in their memo / email dated 11/17/2025 and shown in **Exhibit 2**. In addition, all fire code requirements for the following must be strictly adhered to:
    a. Access, turnarounds, emergency access, water supply, fire hydrants, etc. shall be met in the development and/or platting of the subject property.
    b. 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.

E. Engineering Department Conditions of Approval:

1. Comply with all requirements of the City Engineering Department as specified in their memo dated 1/30/2026 and shown in **Exhibit 2.**
2. Comply with all requirements of the City Mapping Department as specified in their memo / email dated 12/11/2025 and shown in **Exhibit 2.**

F. Landscaping Specific Requirements:

1. Compliance: The applicant shall comply with all landscaping requirements based on Caldwell City Code.
2. Landscape Plan: The Landscape Plan **(Exhibit 1)** represents the approved landscape plan. Any changes to the landscape plan must be submitted to the City for review and approval prior to installation.
3. If the City determines that any such changes require additional public comment due to potential impacts on surrounding property or the community, or that such change is a substantial enough change from the landscape plan presented to the public, a public hearing shall be held on the proposed changes and notice shall be provided as required by the City.
4. Landscape Maintenance: All landscaping and screening devices shall be maintained in an attractive, live, safe and healthy manner.
5. Subdivisions: The homeowner's association is responsible for maintaining all common area landscaping and screening devices within a subdivision, development, and/or the subject property.
6. Parking Lot Landscaping: Linear grouping of parking spaces shall not exceed twelve (12) in a row, without the installation of an interior landscape planter island. All off-street parking lots/parking areas, drive aisles, and other vehicular use areas shall install a perimeter landscape buffer along the property line and/or project boundary. Class 3 trees are prohibited in the interior planter islands and all parking lot landscaping shall comply with 10-02-09-8.
7. Street Landscape Buffers: The street landscape buffers shall comply with CCC 10-02-09-5 and shall contain a mixture of trees, shrubs, lawn, vegetative and nonvegetative ground cover so that the entire buffer area is covered. Plantings shall meet or exceed the minimum plant sizes as follows:

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

G. Annexation and Rezone Specific Requirements:

1. Development Agreement: The signed and notarized development agreement shall be submitted to the City prior to the recording of the ordinance of annexation or rezone. The development agreement shall be received within fourteen (14) days of the approval of such annexation or rezone by City Council. If the development agreement is not received within 14 days, the Ordinance of Annexation and/or Zoning may need to be reconsidered by the City Council and may result in a loss of the approved entitlements.

H. Subdivision Specific Requirements:

1. Cluster Mailboxes: The development shall utilize cluster mailboxes for delivery of mail. Individual mailboxes shall not be allowed. A cluster mailbox placement plan shall be submitted to the Planning and Zoning department showing coordination with the United States Postal Services prior to submitting the construction drawings.
2. Subdivision Construction Signage: At the time of development a "rules and regulations" sign shall be posted and maintained at the entryways to the project until it is fully developed and build out is complete. The signs would be intended for subcontractors performing work and should include: a) no dogs; b) no loud music; c) no alcohol or drugs; d) no abusive language; e) disposal of personal trash and site debris; f) daily cleanup of any mud and/or dirt that is deposited from the construction parcel onto streets; g) installation of a temporary construction fence that would keep debris from being blown off site by the wind; h) no burning of construction or other debris on the property.
3. Plat Expirations:
    a. Final plats must be submitted for approval within twenty-four (24) months of the date of signature on the approving order of decision for the preliminary plat;
    b. Final plats must be recorded for a single-phase development or for the first phase of a multi-phase development within twenty-four (24) months of the date of signature on the approving order of decision for the final plat. For phased subdivisions, see 11-02-02 (1).
4. Final Plat Submission: Final plat applications shall be submitted to the planning and zoning department at the same time as the application for review of construction drawings has been submitted to the engineering department.
5. Phased Subdivisions: The subdivider may file and obtain acceptance of successive final plats for continuous segments of the approved preliminary plat without reapplication for preliminary plat approval, provided that final plats are recorded in successive intervals of not more than two (2) years each, as measured from the date of recordation of the prior phase final plat, and provided that "city code", as herein defined, and any subsequent amendments as adopted by the city before, during or after preliminary plat approval, is followed in all design, engineering plans, construction and final plats for all phases, with the exception of lot sizes, lot dimensions, setbacks, number of lots and any exceptions approved at the time of preliminary platting, which shall remain as indicated in the preliminary plat order of decision and/or development agreement.
6. Approved Subdivision Name. No changes to an approved subdivision name shall occur unless a request is initiated through the filing of an application for a “Subdivision Name Change Request”, and subsequently reviewed and approved the Mapping and Planning and Zoning Department, at an administrative staff level. In making application, the application shall file a completed application with the Planning and Zoning Department on forms prescribed by the department accompanied by such data and information necessary to assure the fullest presentation of facts, as determined by the Planning Director.

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

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

c. *Name Change Requests; After Final Plat Recording:* If approved, an amended final plat drawing indicating the new subdivision name OR an Affidavit of Correction indicating that the plat is otherwise known as "insert the new approved subdivision name", shall be recorded at the county recorder's office. Once the plat or affidavit is recorded, a copy of the recorded plat or affidavit shall be provided to the Planning and Zoning Department.

7. Approved Street Names, Street Layout, Lot and Block Numbering, and Subdivision Phasing Plan: No changes to the original approved street names, street layout and configuration, lot and block numbering, or subdivision phasing plan shall occur without prior approval from the City of Caldwell Mapping Division. Any substantial changes from what was originally approved may require additional public hearings.

STANDARD LANGUAGE FOR DENIAL DECISION

(This section is applicable to all denial decisions except for OWNER CONSENTED ANNEXATIONS)

See below for language on owner consented annexations.

A. Request For Reconsideration By Affected Persons: On any application brought before the city council affecting the use, occupancy or development of real property, including, but not limited to, those matters governed by the Idaho Local Land Use Planning Act, found at Idaho Code section 67-6501 et seq., or the Caldwell Zoning Ordinance, found in this title, a party may request that the city council reconsider a decision pursuant to the terms of this section. Decisions and recommendations of the planning and zoning commission are not subject to reconsideration but may be appealed to the city council as provided in this title.

1. As required by Idaho Code section 67-6535(2)(b), any applicant or affected person who wishes to seek judicial review of compliance with the provisions of Idaho Code section 67-6535, must first seek reconsideration of the final decision within fourteen (14) days.

2. Such written request must be delivered to the city clerk within that time frame and must identify specific deficiencies in the decision for which reconsideration is sought. Upon reconsideration, the decision may be affirmed, reversed or modified after compliance with applicable procedural standards.

3. The city council shall review the petition for reconsideration at a regular meeting and decide whether to reconsider the matter.

4. The city council may consider its decision only if it finds any of the following:

   a) There was a clerical error in the decision;

   b) The decision resulted from fraud or mistake;

   c) There is new evidence for the record or a change in circumstances;

   d) There was a procedural error;

e) The council previously rejected the application by a tie vote; or

f) The decision was made in violation of substantive law.

5. If the city council chooses to reconsider the final decision, the city council shall provide the applicant or affected person a written decision on such action. If the city council grants reconsideration in whole or in part, a hearing before the city council will be scheduled to address the specific deficiencies identified by the applicant or affected person, which shall be conducted pursuant to the public notice procedures set forth in this section. The issues examined upon reconsideration shall be limited to issues raised by the petition for reconsideration and the record previously established, as well as the applicable law. The cost of all required notices shall be borne by the party(ies) seeking reconsideration of the decision and paid in advance.

6. Following the hearing on the reconsideration, the city council may affirm, reverse, or modify, in whole or in part, its' prior decision and shall provide a written decision to the applicant and the affected person(s) within sixty (60) days of receipt of the request for reconsideration. If the city council fails to timely decide, the request for reconsideration is deemed denied. A decision shall not be deemed final for purposes of judicial review unless the process required in this subsection has been followed. The twenty-eight (28) day time frame for seeking judicial review is tolled until the date of the written decision regarding reconsideration or the expiration of the sixty (60) day reconsideration period, whichever occurs first.

7. Once the council has reconsidered any of its decisions relating to a given application, as set forth hereinabove, it may not entertain any additional or subsequent request for reconsideration, whether by the same or any other interested party.

8. A failure to request reconsideration is a failure of the applicant or affected party to exhaust administrative remedies.

These Findings of Fact, Conclusions of Law and Decision are approved and adopted by the Caldwell City Council on this 20th day of July 2026.

_____

Eric Phillips, Caldwell Mayor

ATTEST:

_____

Kritina Buchan, Caldwell City Clerk

EXHIBITS

Exhibit 1: Application Documents

- Application(s) and Checklist(s)
- Project Narrative
- Vicinity Map
- Site Plan
- Subdivision Plat
- Open Space Exhibit and Landscape Plan
- Building Elevations
- TIS Executive Summary
- TIS Statement
- Neighborhood Meeting Letter
- Neighborhood Meeting Mailing List
- Neighborhood Meeting Sign-In Sheet

Exhibit 2: City Department Conditions of Approval and Comments

- City of Caldwell Engineering Department
- City of Caldwell Fire Department
- City of Caldwell Mapping Department
- City of Caldwell Police Department

Exhibit 3: Agency Notification and Comments

- Copy of Public Agency Notification Sent
- List of Public Agencies Notified
- Agency Comments Received
    - Idaho Department of Transportation

Exhibit 4: Public Comments

- Sherry Marsicola – opposed
- Linda Davis – opposed
- Jeff Allen – opposed
- Laura Shannon – opposed
- David Kroll – favor
- Cher Travis Ellis – opposed

Exhibit 5: Minutes of the Hearing Examiner Hearing

Exhibit 6: Draft Development Agreement

Exhibit 7: Ordinance and Summary

EXHIBIT 1:

APPLICATION DOCUMENTS

COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division
Caldwell City Hall: 205 S 6th Avenue | Mail: PO Box 1179 Caldwell, ID 83606 |Phone: 208-455-3024
https://www.cityofcaldwell.org/Departments/Community-Development/Building-Safety-Division
Robin Collins, PCED, CBO | Community Development Director & Building Official

Master Land Use Application

This Master Land Use Application and specific land use checklists must be completed, with all required supplemental documents provided, prescreening passed, and fees paid for an application to be considered complete and accepted.

Hearing dates and codes utilized for review are based on the date is "complete and accepted".

Failure to submit all requested items (in legible form) may delay the processing of your application.

APPLICATION LEGEND:

* = Public hearing(s) required
** = May require public hearing
*** = City Council consent agenda
All others are considered Administrative Staff Level Reviews

I. Application Requests (check all that apply)

☐ Admin Director Determination	☐ Lot Split (Administrative)	☑ Subdivision (Prelim) Plat*
☐ Administrative Development Review[2]	☐ Lot Split (Simple)	☐ Subdivision (Final) Plat***
☐ Alternative Method of Compliance	☐ Manufactured Home Community*	☐ Subdivision (Short) Plat*
☐ Annexation w/Zoning*	☐ Mobile Food Unit (Individual)	☐ Subdivision Plat Modification**
☐ Business License (Permit)	☐ Mobile Food Unit Park / Court	☐ Subdivision Plat (Time Extension)
☐ Certificate of Appropriateness*	☐ Modification to Conditions of Approval**	☐ Subdivision Plat (Renewal)
☐ Comprehensive Plan (Map) Amendment*	☐ Outdoor Dining Permit	☐ Temporary Use Permit
☐ Comprehensive Plan (Text) Amendment*	☐ Parcel Consolidation	☐ Traffic Impact Study Review
☐ Deannexation*	☐ Performance Bonding	☐ Vacation (Easement)*
☐ Design Review**	☐ Planned Unit Development (New)*	☐ Vacation (Plat Note) *
☐ Development Agreement (New)*	☐ Planned Unit Development (Modification)**	☐ Vacation (ROW) *
☐ Development Agreement (Modification)**	☐ Public Art / Mural	☐ Variance*
☐ Development Agreement (Termination)*	☑ Rezone* (Zoning Map Amendment)	☐ Zoning Ordinance Text Amendment*
☐ Home Occupation Permit (New)	☐ Signs[1]	
☐ Home Occupation Permit (Renewal)	☐ Special Use Permit (New)*	
☐ Lot Line / Boundary Line Adjustment	☐ Special Use Permit (Modification)**	

Footnotes:

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

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

II. General Project / Site Information

Project or Development Name: *(for business licensing, use business name)*	Ambrosa Subdivision
Site Address(s): *Upload separate attached sheet if more than six (6) site addresses*	Southwest Corner of Ustick and 10th 106 E Ustick
Suite #s:	
Parcel #s:	R32581 R32582
Total Acres:	16.56 acres
Prior Use of Property:	farming
Proposed Use of Property:	residential and commercial

Current Zoning of Subject Parcel(s): *(check all that apply)*

☐ RS-1	☐ C-1	☐ M-1	☐ D-CC	☐ A-D	☐ Property in County
☐ RS-2	☑ C-2	☐ M-2	☐ C-CB	☐ C-D	
☐ -1	☐ C-3	☐ I-P	☐ T-N	☐ H-D	List County Designation:
☐ R-2	☐ C-4			☐ P-D	
☐ R-3	☐ H-C				

Proposed Zoning of Subject Parcel(s): *(check all that apply)*	☐ No Change ☐ RS-1 ☐ RS-2 ☐ R-1 ☑ R-2 ☐ R-3	☐ C-1 ☑ C-2 ☐ C-3 ☐ C-4 ☐ H-C	☐ M-1 ☐ M-2 ☐ I-P		☐ D-CC ☐ C-CB ☐ T-N	☐ A-D ☐ C-D ☐ H-D ☐ P-D

Select the Overlay District for the Subject Parcel(s): *(check all that apply)*	☑ Not in Overlay Zone ☐ APO-1 ☐ APO-2	☐ ED-1	☐ FP-1	☐ HD-1 ☐ HD-2 ☐ HD-3	☐ SO-1 ☐ SO-2 ☐ SO-3	☐ UD-1 ☐ UD-2 ☐ UD-3

City of Caldwell Comprehensive Plan Designation of Subject Parcel(s): *(check all that apply)*	☐ Neighborhood 1 ☐ Neighborhood 2 ☐ Neighborhood 3 ☐ Urban Neighborhood	☐ Downtown ☐ Mixed Use Center ☑ Community Center ☐ Special Purpose

Is/Are Subject Parcel(s) located within an "Area Hub" as indicated within the City of Caldwell Comprehensive Plan?

☐ Yes ☑ No

III. Applicant Information

Note: If applicant is an LLC, proof of authorized signer will be required from the Secretary of State.

Name:	Jeff Likes
Company Name: *(if applicable)*	ALC Architecture
Mailing Address:	1119 E State St #120 Eagle, Idaho 83616

Phone:	208.514.2713	**Email:**	jeff@alcarchitecture.com

Email Address:	jeff@alcarchitecture.com

Applicants Relationship to Property Owner:	☐ Property Owner ☑ Authorized Agent/Representative ☐ Purchaser ☐ Petitioner *(vacation requests only)*

IV. Property Owners' Information *(if different from applicant)*

Name:	Bennett Forest Industries, INC
Mailing Address:	251 E Front St #202 Boise, Idaho 83702
Phone:	
Email:	

V. Contractor / Developer Information *(fill out, if applicable)*

Name:	Travis Stroud
Company Name: *(if applicable)*	Northwest Development Companies
Mailing Address:	1980 S Meridian Rd #140 Meridian, Idaho 83642
Phone:	208.412.1329
Email:	travis@nwdevco.com

VI. Architect Information *(fill out, if applicable)*

Name:	Jeff Likes
Company Name: *(if applicable)*	ALC Architecture
Mailing Address:	1119 E State St #120 Eagle, Idaho 83616
Phone:	208.514.2713
Email:	jeff@alcarchitecture.com

VII. Civil Engineer / Surveyor Information *(fill out, if applicable)*

Name:	Antonio Conti
Company Name: *(if applicable)*	Ackerman Estvold
Mailing Address:	7661 W Riverside Dr #201 Garden City, Idaho 83714

Phone:	208.853.6470	**Email:**	antonio.conti@ackerman-estvold.com

VIII. Landscape Architect Information *(fill out, if applicable)*

Name:	Carmen Weber
Company Name: *(if applicable)*	Ackerman Estvold
Mailing Address:	7661 W Riverside Dr #201 Garden City, Idaho 83714

Phone:	208.853.6470	**Email:**	carmen.weber@ackerman-estvold.com

IX. Applicant Acknowledgement

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

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

☑ I certify that failure to submit all required documents in compliance with the checklist could result in delayed acceptance, processing, and hearing date timelines; and

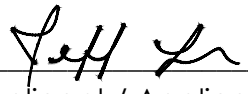
☑ I certify that the information furnished by me as part of this application is true and correct to the best of my knowledge.

I certify that I am the:

☐ Property Owner ☑ Authorized Agent / Representative ☐ Petitioner (Vacations Only)

Jeff Likes — 9.19.2025

Applicant / Applicant's Representative Printed Name — Date



Applicant / Applicant's Representative Signature

City of Caldwell
Community Development Department
Planning & Zoning Division
Phone: (208) 455-3021 | Web: www.cityofcaldwell.org

REZONE CHECKLIST

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

SECTION 1: Filing Requirements

☒ All applications, checklists, plans and supporting documents must be submitted through our Online Permit Center.

☒ Filing fees **(see Section 2 below)**

☒ PDF Documents shall be formatted in accordance with **Section 5** below.

☒ All documents shall follow the naming conventions as shown here.

SECTION 2: Filing Fees

Refer to the Department fee list for most current fees.

☒ Application / Permit fees. Fees will be required to be paid once the application has been submitted and received by the department.

SECTION 3: Submittal Documents

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

☒ ***Master Land Use Application.*** Copy of a completed and signed master land use application.

☒ ***Application Checklist.*** Copy of a completed and signed application checklist

☒ ***Copy of Deeds or Proof of Ownership.*** If the owner is a corporation or LLC, proof of the representative or agent for the LLC or corporation will be required.

☒ ***Property Owner Acknowledgement***. Signed Property Owner Acknowledgement form (if applicable)

☒ ***Neighborhood Meeting Information***, including;

- ☒ A copy of the letter sent to all owners, residents and associations within 500' of the property boundary
- ☒ A copy of the 500' mailing list
- ☒ A copy of the sign-in sheet, with your signature for certification

City of Caldwell
Community Development Department
Planning & Zoning Division
Phone: (208) 455-3021 | Web: www.cityofcaldwell.org

☒ ***Legal Description and Exhibit.*** Attach a legal description of the property including metes and bounds to the centerline of all adjacent rights of ways. All legal descriptions shall be stamped and certified by a land surveyor registered to the State of Idaho and shall be accompanied by an exhibit stamped and certified by a land surveyor registered in the State of Idaho. For multiple parcels with different zoning designations, the legal descriptions and exhibit shall indicate the area for each zone, along with the acreage and boundaries.

☒ ***Location / Vicinity Map.*** Showing the boundaries of the subject property with relation to nearby roadways and landmarks.

☒ ***Project Narrative.*** A detailed project narrative addressing the following:

- ☒ Description of overall proposed rezone and future development plan.
- ☒ Description of compliance with the City's Comprehensive Plan and Vision and compliance with zoning ordinances.
- ☒ Description of overall project benefits, the impacts on surrounding properties, and the mitigation of those impacts.

☒ ***Conceptual Development Plan*** (If the rezone request is not associated with a special use permit, planned unit development or subdivision plat request).

SECTION 4: Project Specific Details

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

SUBJECT SITE LAND USE AND LAND USE INFORMATION			
Existing Zoning Designation:	C2		
Proposed Zoning Designation:	C2 and R2		
Existing City Comprehensive Plan Future Land Use Designation:	community center		
Existing Land Use:	vacant		
Proposed Land Use:	commercial and residential		

SURROUNDING LAND USE AND ZONING INFORMATION			
	Existing Zoning Designation	**Existing City Comp Plan Designation**	**Existing Use of Site**
North of Subject Site:	County	community center	residential
South of Subject Site:	R1	neighborhood 2	residential
East of Subject Site:	C2, R3	community center	Commercial
West of Subject Site:	C2	community center	Commercial

EXISTING UTILITIES, INFRASTRUCTURE AND PUBLIC SERVICES INFORMATION		
Type of Site Access:	☒	Street Frontage
	☐	Easement Easement Width: Instrument #
Street(s) Providing Access to Site:	ustick, 10th, kimball	
Existing Domestic Water:	☐	Individual Domestic Well – How Many?
	☐	Centralized Public Water System
	☐	City Municipal Water System
	☒	N/A
	Nearest Water Line Connection: ustick	
Existing Sewer (Wastewater):	☐	Individual Septic
	☐	City Municipal Sewer
	☒	N/A
	Nearest Sewer Line Connection: ustick	
Existing Irrigation:	☒	Surface
	☐	Irrigation Well
	☐	Pressurized
	☐	Gravity
	☐	N/A
	Nearest Irrigation Connection:	
	Irrigation District:	
	☐	Caldwell School District

School Districts Serving this Location:	☒	Vallivue School District
	☐	Nampa School District

CRITERIA FOR REZONE REQUEST
Please answer all of the questions below.
Please explain how the proposed zoning map amendment is consistent with the comprehensive plan's land use map, and the plan's established goals, objectives, and policies? Indicate which goals, objectives and policies it meets.
the proposed zoning is consistent with the comp plan due to a mix of commercial uses on the street frontage and residential on the interior
Please explain how the proposed map amendment is consistent with the purpose statement of the proposed zoning district as specified in Caldwell City Code.

the proposed zoning is consistent with the comp plan due to a mix of commercial uses on the street frontage and residential on the interior

Please explain how the intensity of development in the new zoning district will not create significant adverse impacts to surrounding properties or the neighborhood or explain the impacts and how the impacts are proposed to be mitigated.

the intensity of the project is not significant to the surrounding properties. There are residential neighbors surrounding this property, and the commercial uses will be of the neighborhood type uses.

Will adequate public facilities exist, or be provided, to serve all uses allowed on this property under the proposed zone? Please explain.

The public utilities will be brought to and through the site which will allow all lots on the site to be connected to city services. We are also extending utilities in Ustick road west to the end of our property.

SECTION 5: PDF Formatting Requirements

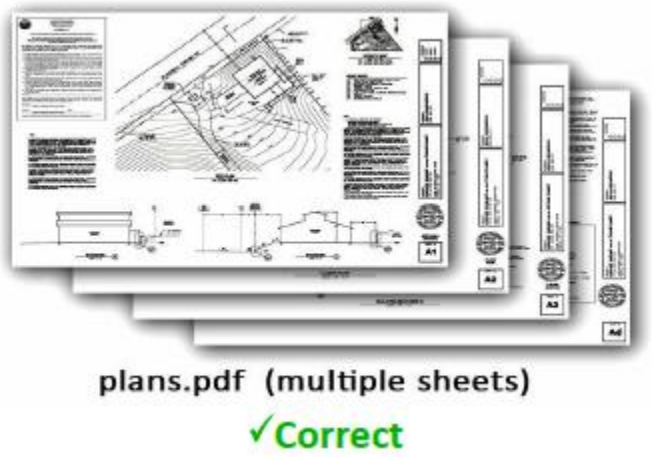
Portable Document Format (PDF) is the industry standard for electronic plans. The City of Caldwell only accepts PDF files for plan review. PDF files must be properly formatted as described below. Please read the instructions carefully. Improperly formatted plans can delay the plan review process for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

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

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

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

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



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

SECTION 6: Applicant Acknowledgement

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

☒ I acknowledge that I, the applicant, or my representative is responsible to attend all public hearings; and

☒ I acknowledge that applications are not deemed complete until the application has been submitted, all fees have been paid, and the application has been deemed accepted after completion of the prescreening process. This could impact neighborhood meeting deadlines and scheduling of public hearing dates.

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

☒ I certify I am the:

City of Caldwell
Community Development Department
Planning & Zoning Division
Phone: (208) 455-3021 | Web: www.cityofcaldwell.org

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

Jeff Likes — Applicant / Applicant's Representative Printed Name

10.7.2025 — Date

Applicant / Applicant's Representative Signature

October 1, 2025

City of Caldwell
Planning and Zoning
205 S 6th Ave
Caldwell, ID 83605
p. 208.455.3000
Attn: Planning and Zoning

Re: Preliminary Plat

To Whom It May Concern:

We are submitting a proposal for a preliminary plat involving parcels R32582 (0 S 10th Avenue, CA) and R32581 (106 E Ustick Road, CA).

The proposed development plan includes the following key components:

- Commercial Development: Approximately 2.41 acres on the southeast portion of Parcel R32582 will be designated for commercial use. This area will accommodate two new commercial buildings designed to serve the surrounding community and complement the existing commercial corridor.
- Additional Commercial Use: Approximately 6.01 acres along the northern frontage of the parcels, along Ustick Road, will also be allocated for future commercial development to maximize street visibility and accessibility.
- Single Family Development: Approximately 5.03 acres along the southern portion of the site will be subdivided to support single family residential lots. This will include 52 single family lots, thoughtfully planned rear yards backing up to existing rear yards and buffers between the residential and proposed commercial areas. This will be a rezone from C2 to an R2 zoning designation.

The proposed net percentages of Residential, commercial and common lots are as follows.

Residential- 30.4%
Commercial lots- 49.5%
Common lots- 8.81%

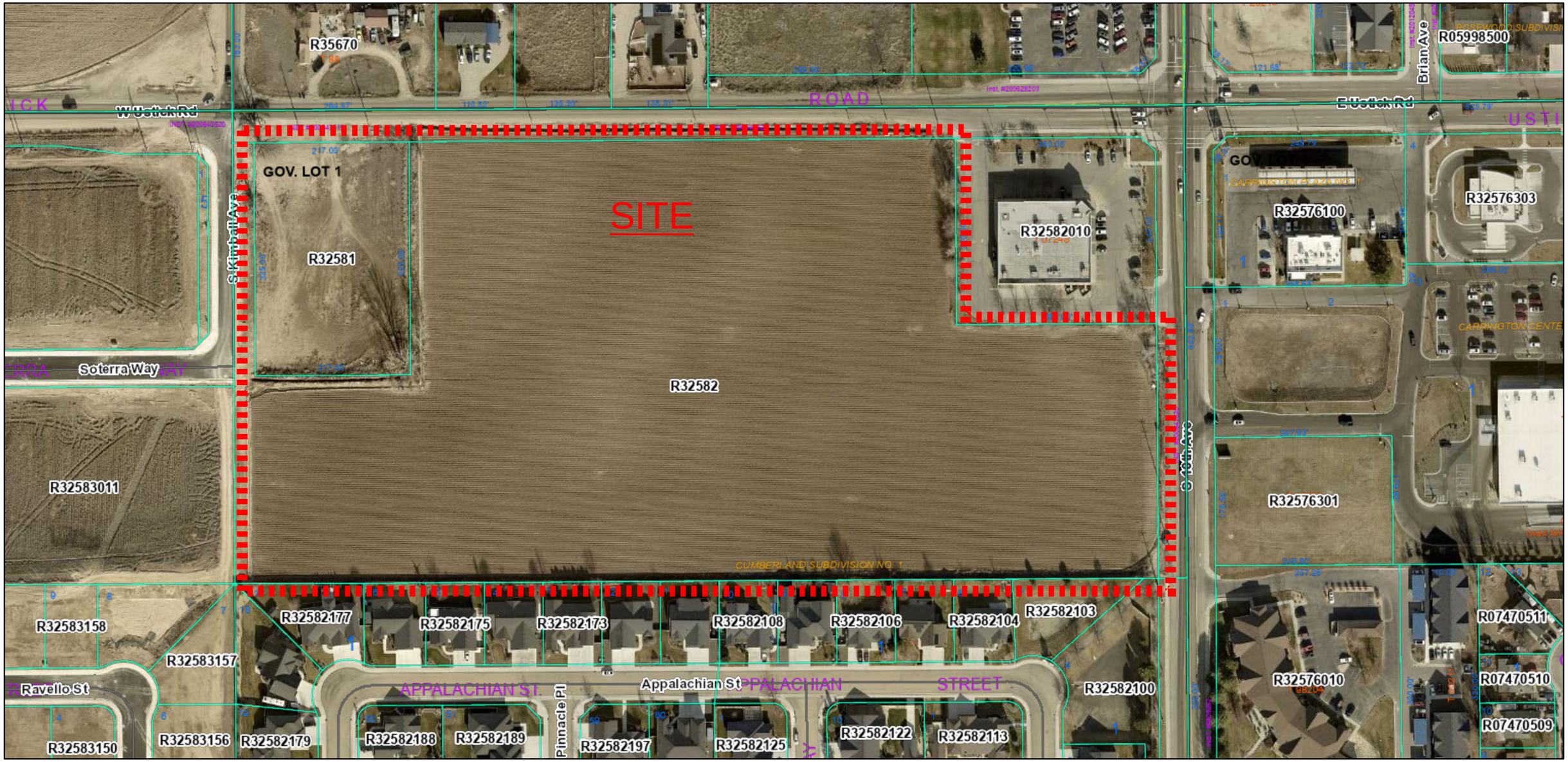
Current density and open space for the residential is 8.6 units per acre with a proposed open space of 16.4% of the residential portion.
Pathways will run along Ustick and along 10th as well as sidewalks throughout the residential area.
We will have extensive landscaping throughout the project. The landscaping for the interior of the commercial lots will happen with each lot as it develops. The proposed width of landscaping along Ustick will be 25', with 29 trees and 253 shrubs. The proposed width of landscaping along 10th will be 25', with 14 trees and 89 shrubs. There is a common area along the south side of the entry along Ustick which will have 13 trees planted in it.

Please find the attached site schematic plans for a visual representation of the proposed layout. We look forward to your review and welcome the opportunity to discuss this proposal further.

Thank you,

Jeff Likes
ALC Architecture
jeff@alcarchitecture.com
208.514.2713

Canyon County Assessor



9/18/2025, 5:03:09 PM

Imagery 2025

Red: Band_1

Green: Band_2

Blue: Band_3

Taxparcels

Canyon County Roads

Canyon County Roads

Sections-Adjusted for Assessment

County

1:2,257

0 0.02 0.04 0.07 mi

0 0.03 0.06 0.12 km

Public

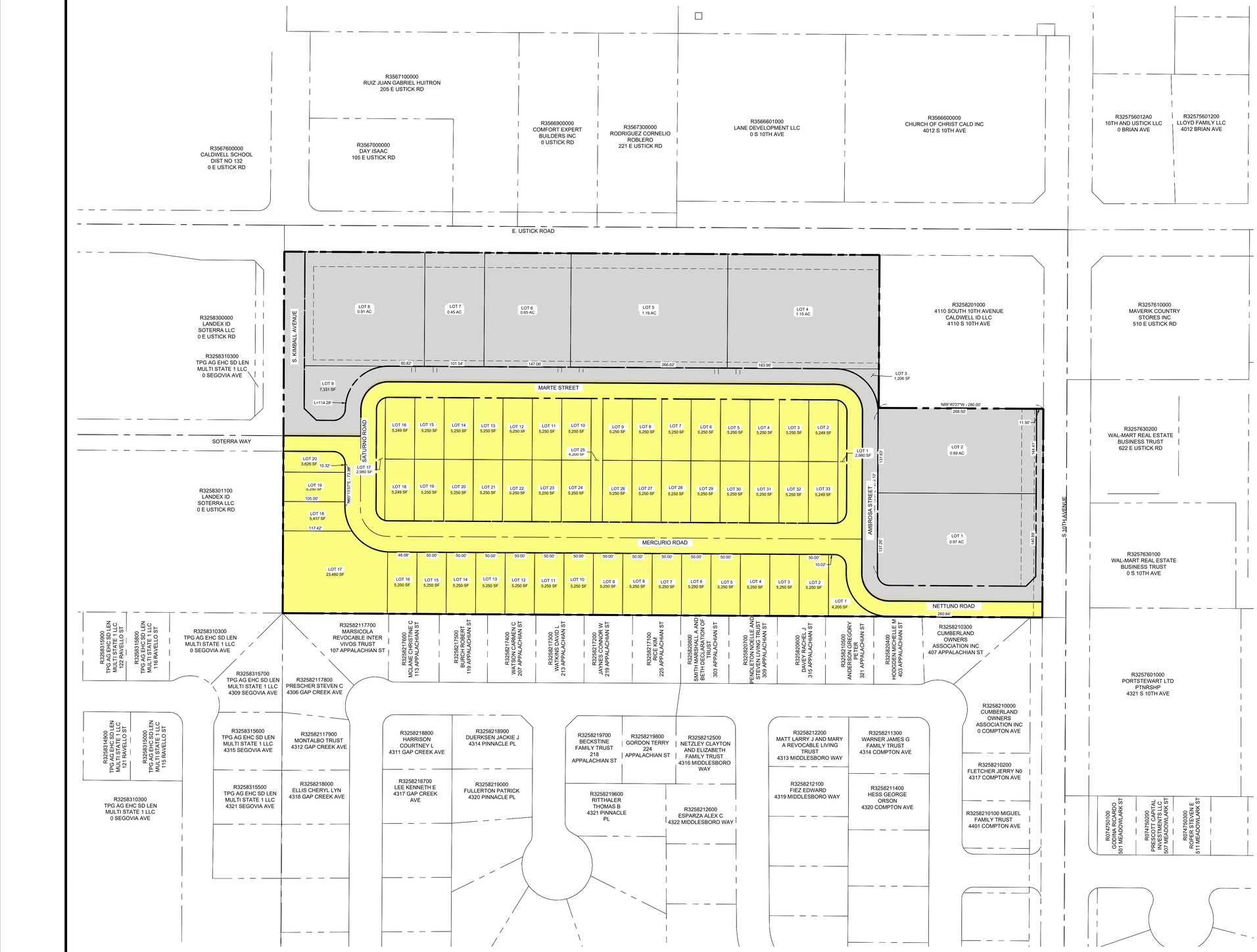
Maps and data are to be used for reference purposes only and Canyon County, Idaho is not responsible for any inaccuracies herein contained. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.

PRELIMINARY PLAT FOR

AMBROSA SUBDIVISION

A PORTION OF LAND LOCATED IN THE NORTHEAST 1/4 OF SECTION 4, T.3N., R.3W., BOISE MERIDIAN, CITY OF CALDWELL, CANYON COUNTY, IDAHO.

2025



PROPOSED ZONING LEGEND

PROPOSED R2 - COMMUNITY RESIDENTIAL
AREA: 383,880± SF / 8.81± ACRES

EXISITNG C2 - COMMUNITY COMMERCIAL
AREA: 337,579± SF / 7.75± ACRES

40 20 0 40 80

Graphic Scale:

Attention is Drawn to the Fact That Drawing Scales May be Altered During Reproduction Processes. Scales Shown Hereon are Based on a Full Scale Sheet Size of 24" x 36".

Scale: 1" = 80'

ACKERMAN ESTVOLD
7655 W Riverside Dr • Garden City, ID 83714
208.853.6470 • www.ackerman-estvold.com
Minot, ND | Fargo, ND | Williston, ND | Boise, ID

PROFESSIONAL ENGINEER REGISTERED ANTHONY M. CONTI IDAHO

PRELIMINARY NOT FOR CONSTRUCTION

SCALE (H): PER PLAN	
SCALE (V): PER PLAN	
DRAWN BY:	TRA
DESIGNED BY:	TRA
CHECKED BY:	AMC

AMBROSA SUBDIVISION
0 SOUTH 10TH AVENUE
CALDWELL, IDAHO

DATE: 6/30/26

REVISIONS

	DATE
#	--/--/--
#	--/--/--
#	--/--/--

PROJECT NO. R25146

ZONING EXHIBIT

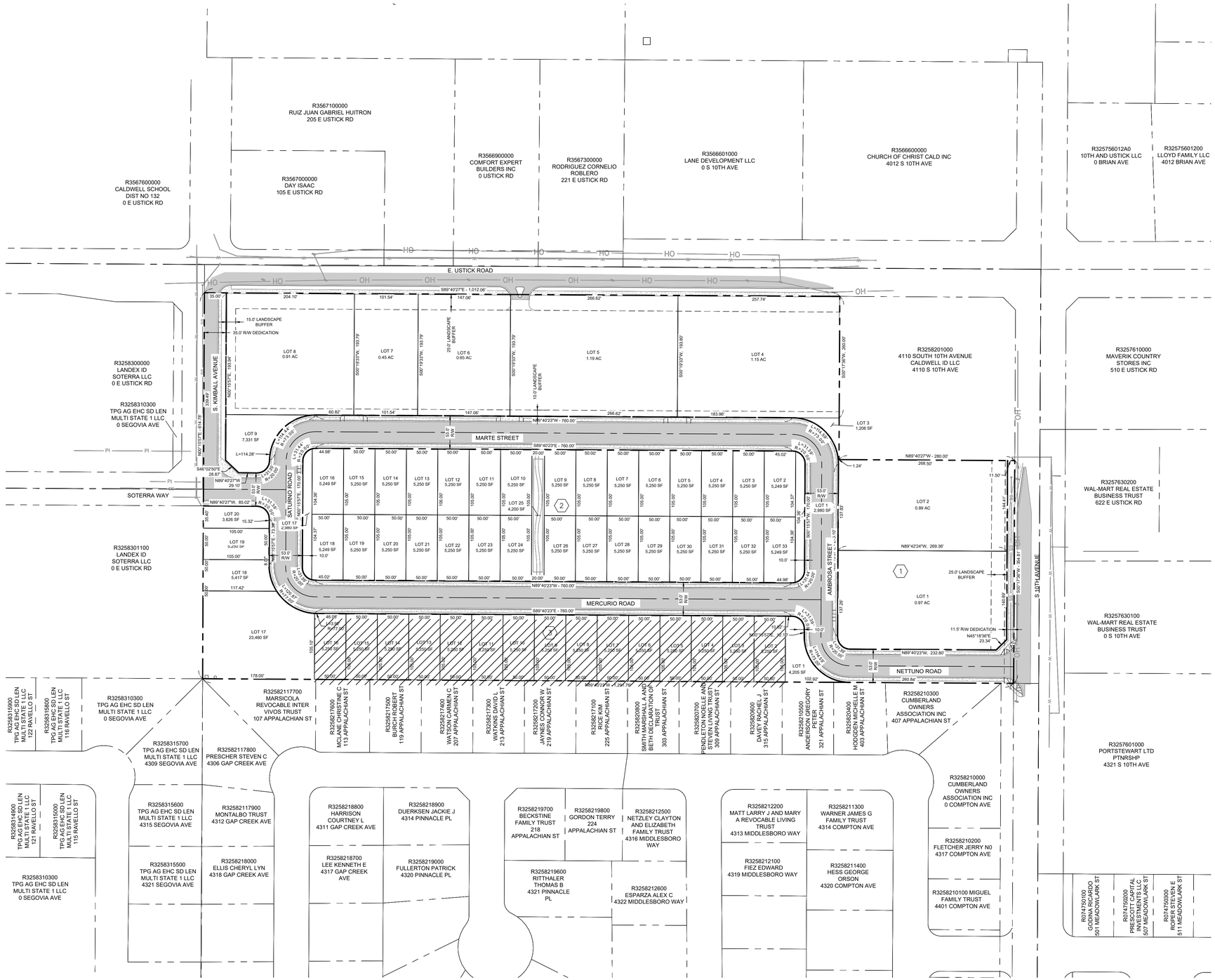
2.0

PRELIMINARY PLAT FOR

AMBROSA SUBDIVISION

A PORTION OF LAND LOCATED IN THE NORTHEAST 1/4 OF SECTION 4, T.3N., R.3W., BOISE MERIDIAN, CITY OF CALDWELL, CANYON COUNTY, IDAHO.

2026


R3567600000
CALDWELL SCHOOL DIST NO 132
0 E USTICK RD
R3567100000
RUIZ JUAN GABRIEL HUITRON
205 E USTICK RD
R3567000000
DAY ISAAC
105 E USTICK RD
R3566900000
COMFORT EXPERT BUILDERS INC
0 USTICK RD
R3567300000
RODRIGUEZ CORNELIO ROBLERO
221 E USTICK RD
R3566601000
LANE DEVELOPMENT LLC
0 S 10TH AVE
R3566600000
CHURCH OF CHRIST CALD INC
4012 S 10TH AVE
R325756012A0
10TH AND USTICK LLC
0 BRIAN AVE
R325756012O0
LLOYD FAMILY LLC
4012 BRIAN AVE
E. USTICK ROAD
S. KIMBALL AVENUE
S. 10TH AVENUE
MARTE STREET
SATURNO ROAD
SOTERRA WAY
AMBROSA STREET
MERCURIO ROAD
NETTUNO ROAD
LOT 1 0.97 AC
LOT 2 0.89 AC
LOT 3 2.980 SF
LOT 4 1.15 AC
LOT 5 1.19 AC
LOT 6 0.65 AC
LOT 7 0.45 AC
LOT 8 0.91 AC
LOT 9 7,331 SF
LOT 17 23,460 SF
LOT 18 5,417 SF
LOT 19 5,250 SF
LOT 20 3,626 SF
LOT 1 4,205 SF
LOT 2 4,200 SF
LOT 3 1,206 SF
LOTS 4-16 5,250 SF
LOTS 17-33 5,249 SF
15.0' LANDSCAPE BUFFER
35.0' R/W DEDICATION
25.0' LANDSCAPE BUFFER
10.0' LANDSCAPE BUFFER
25.0' LANDSCAPE BUFFER
11.5' R/W DEDICATION
R3258300000
LANDEX ID SOTERRA LLC
0 E USTICK RD
R3258310300
TPG AG EHC SD LEN MULTI STATE 1 LLC
0 SEGOVIA AVE
R3258301100
LANDEX ID SOTERRA LLC
0 E USTICK RD
R3258201000
4110 SOUTH 10TH AVENUE CALDWELL ID LLC
4110 S 10TH AVE
R3257610000
MAVERIK COUNTRY STORES INC
510 E USTICK RD
R3257630200
WAL-MART REAL ESTATE BUSINESS TRUST
622 E USTICK RD
R3257630100
WAL-MART REAL ESTATE BUSINESS TRUST
0 S 10TH AVE
R3257601000
PORTSTEWART LTD PTNRSHP
4321 S 10TH AVE
R3258117700
MARSICOLA REVOCABLE INTER VIVOS TRUST
107 APPALACHIAN ST
R3258117600
MCLANE CHRISTINE C
113 APPALACHIAN ST
R3258217500
BRADSHAW ROBERT
119 APPALACHIAN ST
R3258217400
WATSON CARMEN C
207 APPALACHIAN ST
R3258217300
WATKINS DAVID
213 APPALACHIAN ST
R3258217200
JANNEY CHARLES W
219 APPALACHIAN ST
R3258217100
BECK
225 APPALACHIAN ST
R3258207800
SMITH MARSHALL A AND BETH BECKHAM OP
300 APPALACHIAN ST
R3258207700
PENDLETON NOELLE ANN
316 STEVEN LIVING TR EST
308 APPALACHIAN ST
R3258206600
DAVIS RACHEL L
312 APPALACHIAN ST
R3258210500
ANDERSON GREGORY PETER
321 APPALACHIAN ST
R3258203400
HODGES MICHELLE M
403 APPALACHIAN ST
R3258315900
TPG AG EHC SD LEN MULTI STATE 1 LLC
122 RAVELLO ST
R3258315800
TPG AG EHC SD LEN MULTI STATE 1 LLC
116 RAVELLO ST
R3258310300
TPG AG EHC SD LEN MULTI STATE 1 LLC
0 SEGOVIA AVE
R3258315700
TPG AG EHC SD LEN MULTI STATE 1 LLC
4309 SEGOVIA AVE
R3258117800
PRESCHER STEVEN C
4306 GAP CREEK AVE
R3258315600
TPG AG EHC SD LEN MULTI STATE 1 LLC
4315 SEGOVIA AVE
R3258117900
MONTALBO TRUST
4312 GAP CREEK AVE
R3258315500
TPG AG EHC SD LEN MULTI STATE 1 LLC
4321 SEGOVIA AVE
R3258218000
ELLIS CHERYL LYN
4318 GAP CREEK AVE
R3258218800
HARRISON COURTNEY L
4311 GAP CREEK AVE
R3258218900
DUERKSEN JACKIE J
4314 PINNACLE PL
R3258218700
LEE KENNETH E
4317 GAP CREEK AVE
R3258219000
FULLERTON PATRICK
4320 PINNACLE PL
R3258219700
BECKSTINE FAMILY TRUST
218 APPALACHIAN ST
R3258219800
GORDON TERRY
224 APPALACHIAN ST
R3258212500
NETZLEY CLAYTON AND ELIZABETH FAMILY TRUST
4316 MIDDLESBORO WAY
R3258219600
RITTHALER THOMAS B
4321 PINNACLE PL
R3258212600
ESPARZA ALEX C
4322 MIDDLESBORO WAY
R3258212200
MATT LARRY J AND MARY A REVOCABLE LIVING TRUST
4313 MIDDLESBORO WAY
R3258212100
FIEZ EDWARD
4319 MIDDLESBORO WAY
R3258211300
WARNER JAMES G FAMILY TRUST
4314 COMPTON AVE
R3258211400
HESS GEORGE ORSON
4320 COMPTON AVE
R3258210000
CUMBERLAND OWNERS ASSOCIATION INC
0 COMPTON AVE
R3258202000
FLETCHER JERRY N0
4317 COMPTON AVE
R3258210100
MIGUEL FAMILY TRUST
4401 COMPTON AVE
R3258310000
CUMBERLAND OWNERS ASSOCIATION INC
407 APPALACHIAN ST
R074750100
GODINA RICARDO
501 MEADOWLARK ST
R074750200
PRECISION RENTAL INVESTMENTS LLC
507 MEADOWLARK ST
R074750000
ROPER STEVEN E
511 MEADOWLARK ST
S89°40'27"E - 1,012.06'
S89°40'23"E - 760.00'
N89°40'23"W - 760.00'
N89°42'27"W - 280.00'
N89°42'24"W, 269.36'
S89°40'23"W, 232.80'
S00°17'29"W, 354.81'
N00°15'57"E, 1,314.78'
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LANDSCAPE PLAN NOTES

1. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO INITIATION OF ANY DEMOLITION OR CONSTRUCTION OPERATIONS. ANY DAMAGE TO EXISTING UTILITIES SHALL BE CONTRACTORS RESPONSIBILITY.
2. ALL PLAN MATERIAL SHALL CONFORM TO THE CURRENT AMERICAN ASSOCIATION OF NURSERYMANS NATIONAL STANDARD SPECIFICATIONS.
3. ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DETAILS AND CONTRACT SPECIFICATIONS.
4. CONTRACTOR SHALL COORDINATE PLANTING WITH IRRIGATION CONTRACTOR.
5. NO SUBSTITUTIONS WILL BE ALLOWED WITHOUT THE WRITTEN CONSENT OF THE DESIGN PROFESSIONAL.
6. REFER TO MATERIALS PLAN FOR EXTENT OF SEEDING, SODDING, RIVER ROCK, AND BARK PLACEMENT.
7. REFER TO SHEET L1.00 FOR PROJECT PHASING, ALTERNATES, AND COORDINATION WITH WORK BY OTHERS.
5. IN THE EVENT OF A PLANT COUNT DISCREPANCY, PLANT SYMBOLS SHALL OVERRIDE SCHEDULE QUANTITIES AND SYMBOL NUMBERS.
6. IN THE EVENT OF A DISCREPANCY, NOTIFY THE DESIGN PROFESSIONAL IMMEDIATELY.
7. TREES SHALL NOT BE PLANTED WITHIN THE 10'-0" CLEAR ZONE OF ALL ACHD STORM DRAIN PIPE, STRUCTURES, OR FACILITIES.
8. SEEPAGE BEDS AND OTHER STORM DRAINAGE FACILITIES MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM.

LANDSCAPE NOTES:

1. CONTRACTOR SHALL REPORT TO DESIGN PROFESSIONAL ALL CONDITIONS WHICH IMPAIR AND/OR PREVENT THE PROPER EXECUTION OF THIS WORK, PRIOR TO BEGINNING WORK.
2. NO MATERIAL SUBSTITUTIONS SHALL BE MADE WITHOUT THE DESIGN PROFESSIONALS PRIOR WRITTEN APPROVAL. ALTERNATE MATERIALS OF SIMILAR SIZE AND CHARACTER MAY BE CONSIDERED IF SPECIFIED PLANT MATERIALS CAN NOT BE OBTAINED.
3. COORDINATE ALL WORK WITH ALL OTHER SITE RELATED DEVELOPMENT DRAWINGS.
4. COORDINATE WORK SCHEDULE AND OBSERVATIONS WITH DESIGN PROFESSIONAL PRIOR TO CONSTRUCTION START-UP.
5. ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DETAILS.
6. ALL PLANT MATERIAL SHALL CONFORM TO THE AMERICAN NURSERYMAN STANDARDS FOR TYPE AND SIZE SHOWN. PLANTS WILL BE REJECTED IF NOT IN A SOUND AND HEALTHY CONDITION.
7. IN THE EVENT OF A PLANT COUNT DISCREPANCY, PLANT SYMBOLS SHALL OVERRIDE SCHEDULE QUANTITIES AND CALL OUT SYMBOL NUMBERS.
8. ALL PLANTING BEDS SHALL BE COVERED WITH A MINIMUM OF 3" DEPTH OF LARGE (2" MINUS) CRUSHED BASALT ROCK MULCH. SUBMIT SAMPLE FOR APPROVAL.
9. ALL PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR BEGINNING AT THE DATE OF ACCEPTANCE BY THE OWNER. REPLACE ALL PLANT MATERIAL FOUND DEAD OR NOT IN A HEALTHY CONDITION IMMEDIATELY WITH THE SAME SIZE AND SPECIES AT NO COST TO THE OWNER.
10. FINISH GRADES SHALL PROVIDE A SMOOTH TRANSITION WITH ADJACENT SURFACES AND ENSURE POSITIVE DRAINAGE IN ACCORDANCE WITH THE SITE GRADING PLAN.
11. AMEND EXISTING APPROVED TOPSOIL AT A RATIO OF THREE CUBIC YARDS OF APPROVED COMPOST PER 1000 SQUARE FEET. ROTO-TILL ORGANIC MATTER A MINIMUM OF 6 INCHES INTO TOPSOIL.
12. FERTILIZE ALL TREES AND SHRUBS WITH AGRIFORM PLANTING TABLETS. QUANTITY PER MANUFACTURERS RECOMMENDATIONS.
13. ALL PLANTING BEDS SHALL HAVE A MINIMUM 18" DEPTH OF TOPSOIL. LAWN AREAS SHALL HAVE A MINIMUM 12" DEPTH OF TOPSOIL. SPREAD, COMPACT, AND FINE GRADE TOPSOIL TO A SMOOTH AND UNIFORM GRADE 3" BELOW ADJACENT SURFACES OF PLANTER BED AREAS, 1-1/2" BELOW ADJACENT SURFACES OF TURF SOD AREAS, AND 1" BELOW ADJACENT SURFACES OF TURF SEED AREAS.
14. REUSE EXISTING TOPSOIL STOCKPILED ON THE SITE. SUPPLEMENT WITH IMPORTED TOPSOIL WHEN QUANTITIES ARE INSUFFICIENT. VERIFY SUITABILITY AND CONDITION OF TOPSOIL AS A GROWING MEDIUM. PERFORM SOIL TEST/ ANALYSIS AND PROVIDE ADDITIONAL AMENDMENT AS DETERMINED BY SOIL TESTS. TOPSOIL SHALL BE A LOOSE, FRIABLE, SANDY LOAM, CLEAN AND FREE OF TOXIC MATERIALS, NOXIOUS WEEDS, WEED SEEDS, ROCKS, GRASS OR OTHER FOREIGN MATERIAL AND A HAVE A PH OF 5.5 TO 7.0. IF ONSITE TOPSOIL DOES NOT MEET THESE MINIMUM STANDARDS, CONTRACTOR IS RESPONSIBLE TO EITHER:
    A) PROVIDE APPROVED IMPORTED TOPSOIL, OR
    B) MPROVE ON-SITE TOPSOIL WITH METHODS APPROVED BY THE DESIGN PROFESSIONAL.
15. IF IMPORTED TOPSOIL FROM OFFSITE SOURCES IS REQUIRED, ENSURE IT IS FERTILE, FRIABLE, NATURAL LOAM, SURFACE SOIL REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH, WEEDS AND OTHER LITTER, AND FREE OF ROOTS, STUMPS, STONES LARGER THAN 2 INCHES IN ANY DIMENSION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH.
    A) OBTAIN TOPSOIL FROM LOCAL SOURCES OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THOSE FOUND ON THE PROJECT SITE. OBTAIN TOPSOIL ONLY FROM NATURALLY, WELL-DRAINED SITES WHERE TOPSOIL OCCURS AT A DEPTH OF NOT LESS THAN 4 INCHES.
    B) REPRESENTATIVE SAMPLES SHALL BE TESTED FOR ACIDITY, FERTILITY, TOXICITY, AND GENERAL TEXTURE BY A RECOGNIZED COMMERCIAL OR GOVERNMENT AGENCY AND COPIES OF THE TESTING AGENCYS FINDINGS AND RECOMMENDATIONS SHALL BE FURNISHED TO THE OWNERS REPRESENTATIVE BY THE CONTRACTOR. NO TOPSOIL SHALL BE DELIVERED IN A FROZEN OR MUDDY CONDITION. ACIDITY/ALKALINITY RANGE - PH. 5.5 TO 7.6.
16. IMMEDIATELY CLEAN UP ANY TOPSOIL OR OTHER DEBRIS ON THE SITE CREATED FROM LANDSCAPE OPERATIONS AND DISPOSE OF PROPERLY OFF SITE.
17. TREES SHALL NOT BE PLANTED WITHIN THE 10'-0" CLEAR ZONE OF ALL A.C.H.D. STORM DRAIN PIPE, STRUCTURES, OR FACILITIES. TREES SHALL NOT BE PLANTED WITHIN 5'-0" OF AN A.C.H.D. SIDEWALK.
18. ANY PERENNIAL TREES OR PLANTS THAT WILL EXTEND ROOTS DEEPER THAN 18" SHALL BE PROHIBITED OVER ACHD UNDERGROUND SEEPAGE BEDS, INFILTRATION FACILITIES OR PIPING SYSTEMS.
19. SEEPAGE BEDS AND OTHER STORM DRAINAGE FACILITIES MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM.
20. IN THE EVENT OF A DISCREPANCY, NOTIFY THE DESIGN PROFESSIONAL IMMEDIATELY.

TOPSOIL NOTES

1. TOPSOIL REQUIREMENTS: ASTM D 5268, PH RANGE OF 5.5 TO 7.0, FOUR PERCENT ORGANIC MATERIAL MINIMUM, FREE OF STONES 1/2 INCH OR LARGER IN ANY DIMENSION, AND OTHER EXTRANEOUS MATERIALS HARMFUL TO PLANT GROWTH.
2. TOPSOIL SOURCE: STRIP EXISTING TOPSOIL FROM ALL AREAS OF THE SITE TO BE DISTURBED. TOPSOIL SHALL BE FERTILE, FRIABLE, NATURAL LOAM, SURFACE SOIL REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH, WEEDS AND OTHER LITTER, AND FREE OF ROOTS, STUMPS, ORGANIC MATTER LARGER THAN 2 INCHES IN ANY DIMENSION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH. TOPSOIL SHALL BE SCREENED TO ACHIEVE THIS REQUIREMENT.
3. REPRESENTATIVE SAMPLES SHALL BE TESTED FOR ACIDITY, FERTILITY AND GENERAL TEXTURE BY A RECOGNIZED COMMERCIAL OR GOVERNMENT AGENCY AND COPIES OF THE TESTING AGENCYS FINDINGS AND RECOMMENDATIONS SHALL BE FURNISHED TO THE ARCHITECTS REPRESENTATIVE BY THE CONTRACTOR. ALL TOPSOIL SHALL BE AMENDED TO ACHIEVE SPECIFIED PH AND ORGANIC REQUIREMENTS. RE-TEST TOPSOIL PRIOR TO FINAL COMPLETION TO ENSURE REQUIREMENTS HAVE BEEN MET. NO TOPSOIL SHALL BE PLACED WHILE IN A FROZEN OR MUDDY CONDITION.
4. PLACE TOPSOIL IN AREAS WHERE REQUIRED TO OBTAIN THICKNESS AS SCHEDULED. PLACE TOPSOIL DURING DRY WEATHER. PROVIDE ADDITIONAL IMPORTED TOPSOIL REQUIRED TO BRING SURFACE TO PROPOSED FINISH GRADE, AS REQUIRED.
5. COMPACTED TOPSOIL THICKNESS AT THE FOLLOWING AREAS:
    A. LAWN AREAS: 12 INCHES MINIMUM OR AS NECESSARY TO ACHIEVE EVEN GRADES WITH SURROUNDING LAWN AREAS.
    B. PLANTER BEDS: 18 INCHES MINIMUM
6. FINE GRADE TOPSOIL TO SMOOTH, EVEN SURFACE WITH LOOSE, UNIFORMLY FINE TEXTURE. REMOVE RIDGES AND FILL DEPRESSIONS, AS REQUIRED TO MEET FINISH GRADES. FINISH GRADE OF TOPSOIL SHALL BE 2" BELOW FINISH GRADE OF PAVEMENTS AREAS FOR SOD AND 1" FOR SEED.
7. TOPSOIL STOCKPILE LOCATIONS TO BE COVERED COORDINATE WITH EROSION AND SEDIMENT CONTROL PLAN.
8. ALL GRAVEL, SUBBASE, AND OTHER IMPORTED FILL MATERIALS OTHER THAN TOPSOIL SHALL ONLY BE STOCKPILED IN PROPOSED IMPERVIOUS AREAS. NO GRAVEL OR ROCK MATERIALS SHALL BE STOCKPILED OR TEMPORARILY PLACED IN PROPOSED LANDSCAPE AREAS TO PREVENT LANDSCAPE AREAS FROM BEING CONTAMINATED WITH ROCK MATERIALS. CONTRACTOR SHALL SUBMIT A DETAILED STOCKPILE PLAN TO DESIGN PROFESSIONAL AND OWNER FOR APPROVAL PRIOR TO ANY EARTHWORK OPERATIONS.

TURF AREA PREPARATION NOTES:

1. LIMIT TURF SUBGRADE PREPARATION TO AREAS TO BE PLANTED.
2. NEWLY GRADED SUBGRADES: LOOSEN SUBGRADE TO A MINIMUM DEPTH OF 4 INCHES. REMOVE STONES LARGER THAN 1 INCH IN ANY DIMENSION AND STICKS, ROOTS, RUBBISH, AND OTHER EXTRANEOUS MATTER AND LEGALLY DISPOSE OF THEM OFF OWNERS PROPERTY.
3. SPREAD PLANTING SOIL OVER LOOSENED SUBGRADE.
4. REDUCE ELEVATION OF PLANTING SOIL TO ALLOW FOR SOIL THICKNESS OF SOD.
5. UNCHANGED SUBGRADES: IF TURF IS TO BE PLANTED IN AREAS UNALTERED OR UNDISTURBED BY EXCAVATING, GRADING, OR SURFACE-SOIL STRIPPING OPERATIONS, PREPARE SURFACE SOIL AS FOLLOWS:
    A. REMOVE EXISTING GRASS, VEGETATION, AND TURF. DO NOT MIX INTO SURFACE SOIL.
    B. LOOSEN SURFACE SOIL TO A DEPTH OF AT LEAST 6 INCHES. APPLY SOIL AMENDMENTS AND FERTILIZERS ACCORDING TO PLANTING SOIL MIX PROPORTIONS AND MIX THOROUGHLY INTO TOP 6 INCHES OF SOIL. TILL SOIL TO A HOMOGENEOUS MIXTURE OF FINE TEXTURE.
6. APPLY SOIL AMENDMENTS DIRECTLY TO SURFACE SOIL BEFORE LOOSENING.
    A. REMOVE STONES LARGER THAN 1 INCH IN ANY DIMENSION AND STICKS, ROOTS, TRASH, AND OTHER EXTRANEOUS MATTER.
    B. LEGALLY DISPOSE OF WASTE MATERIAL, INCLUDING GRASS, VEGETATION, AND TURF, OFF OWNERS PROPERTY.
7. FINISH GRADING: GRADE PLANTING AREAS TO A SMOOTH, UNIFORM SURFACE PLANE WITH LOOSE, UNIFORMLY FINE TEXTURE. GRADE TO WITHIN PLUS OR MINUS 1/2 INCH OF FINISH ELEVATION. ROLL AND RAKE, REMOVE RIDGES, AND FILL DEPRESSIONS TO MEET FINISH GRADES. LIMIT FINISH GRADING TO AREAS THAT CAN BE PLANTED IN THE IMMEDIATE FUTURE.
8. MOISTEN PREPARED AREA BEFORE PLANTING IF SOIL IS DRY. WATER THOROUGHLY AND ALLOW SURFACE TO DRY BEFORE PLANTING. DO NOT CREATE MUDDY SOIL.
9. BEFORE PLANTING, OBTAIN DESIGN PROFESSIONAL'S ACCEPTANCE OF FINISH GRADING; RESTORE PLANTING AREAS IF ERODED OR OTHERWISE DISTURBED AFTER FINISH GRADING.

LANDSCAPE AREA PREPARATION NOTES:

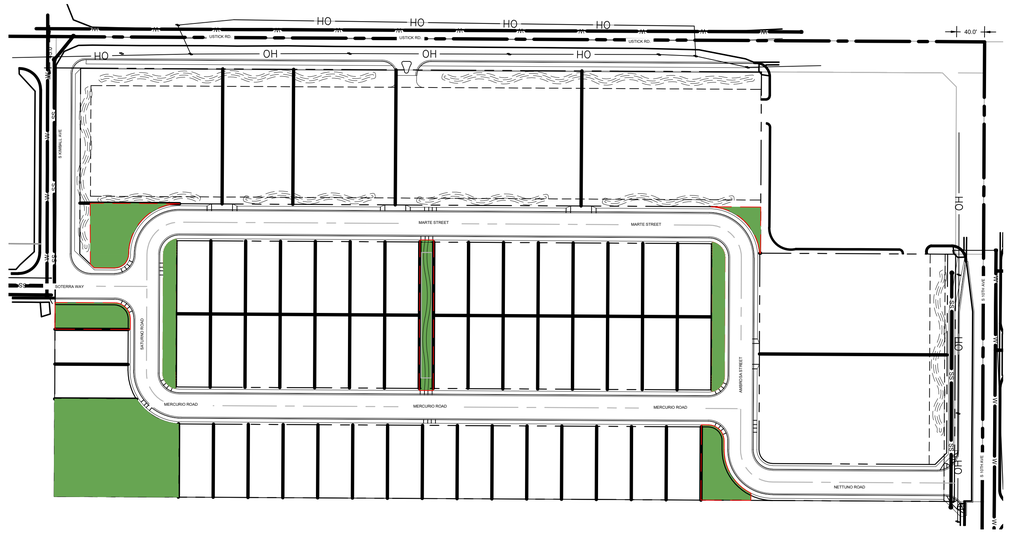
1. LIMIT TURF SUBGRADE PREPARATION TO AREAS TO BE PLANTED.
2. NEWLY GRADED SUBGRADES: LOOSEN SUBGRADE TO A MINIMUM DEPTH OF 4 INCHES. REMOVE STONES LARGER THAN 1 INCH IN ANY DIMENSION AND STICKS, ROOTS, RUBBISH, AND OTHER EXTRANEOUS MATTER AND LEGALLY DISPOSE OF THEM OFF OWNERS PROPERTY.
    A. SPREAD PLANTING SOIL TO A DEPTH OF 12 INCHES IN TURF AREAS AND 18 INCHES AT SHRUB BED AREAS BUT NOT LESS THAN REQUIRED TO MEET FINISH GRADES AFTER LIGHT ROLLING AND NATURAL SETTLEMENT. DO NOT SPREAD IF PLANTING SOIL OR SUBGRADE IS FROZEN, MUDDY, OR EXCESSIVELY WET.
    B. SPREAD PLANTING SOIL OVER LOOSENED SUBGRADE.
    C. REDUCE ELEVATION OF PLANTING SOIL TO ALLOW FOR SOIL THICKNESS OF SOD OR SEED.
3. UNCHANGED SUBGRADES: IF TURF IS TO BE PLANTED IN AREAS UNALTERED OR UNDISTURBED BY EXCAVATING, GRADING, OR SURFACE-SOIL STRIPPING OPERATIONS, PREPARE SURFACE SOIL AS FOLLOWS:
    A. REMOVE EXISTING GRASS, VEGETATION, AND TURF. DO NOT MIX INTO SURFACE SOIL.
    B. LOOSEN SURFACE SOIL TO A DEPTH OF AT LEAST 6 INCHES. PROVIDE WEED ABATEMENT PROCEDURE. APPLY SOIL AMENDMENTS AND FERTILIZERS ACCORDING TO PLANTING SOIL MIX PROPORTIONS AND MIX THOROUGHLY INTO TOP 6 INCHES OF SOIL. TILL SOIL TO A HOMOGENEOUS MIXTURE OF FINE TEXTURE.
    C. APPLY SOIL AMENDMENTS DIRECTLY TO SURFACE SOIL BEFORE LOOSENING.
    D. REMOVE STONES LARGER THAN 1 INCH IN ANY DIMENSION AND STICKS, ROOTS, TRASH, AND OTHER EXTRANEOUS MATER.
    E. LEGALLY DISPOSE OF WASTE MATERIAL, INCLUDING GRASS, VEGETATION, AND TURF, OFF OWNERS PROPERTY.
4. FINISH GRADING: GRADE PLANTING AREAS TO A SMOOTH, UNIFORM SURFACE PLANE WITH LOOSE, UNIFORMLY FINE TEXTURE. GRADE TO WITHIN PLUS OR MINUS 1/2 INCH OF FINISH ELEVATION. ROLL AND RAKE, REMOVE RIDGES, AND FILL DEPRESSIONS TO MEET FINISH GRADES. LIMIT FINISH GRADING TO AREAS THAT CAN BE PLANTED IN THE IMMEDIATE FUTURE.
5. MOISTEN PREPARED AREA BEFORE PLANTING IF SOIL IS DRY. WATER THOROUGHLY AND ALLOW SURFACE TO DRY BEFORE PLANTING. DO NOT CREATE MUDDY SOIL.
6. BEFORE PLANTING, OBTAIN DESIGN PROFESSIONAL'S ACCEPTANCE OF FINISH GRADING; RESTORE PLANTING AREAS IF ERODED OR OTHERWISE DISTURBED AFTER FINISH GRADING.
7. DO NOT SOW IMMEDIATELY FOLLOWING RAIN, OR WHEN GROUND IS TOO DRY. TEMPERATURE SHALL BE BETWEEN 55 F AND 95 F FOR A 24 HOUR PERIOD. WIND SHALL BE LESS THAN 5 MPH.

WEED ABATEMENT NOTES:

1. ALL AREAS TO BE PLANTED OR HYDROSEEDED SHALL HAVE WEED ABATEMENT OPERATIONS PERFORMED ON THEM PRIOR TO PLANTING OR HYDROSEEDING.
2. CONTRACTOR SHALL SPRAY ALL EXPOSED WEEDS WITH "ROUND-UP" (CONTACT HERBICIDE) OR APPROVED EQUAL.
3. DO NOT WATER FOR AT LEAST SEVEN (7) DAYS. REMOVE EXPOSED WEEDS FROM THE SITE.
4. CONTRACTOR SHALL OPERATE THE AUTOMATIC IRRIGATION SYSTEM FOR A PERIOD OF FOURTEEN (14) DAYS. AT CONCLUSION OF THIS WATERING PERIOD, DISCONTINUE WATERING FOR THREE TO FIVE (3-5) DAYS.
5. APPLY SECOND APPLICATION OF "ROUND-UP" TO ALL EXPOSED WEEDS. APPLY IN STRICT CONFORMANCE WITH MANUFACTURERS SPECIFICATIONS AND INSTRUCTIONS. DO NOT WATER FOR AT LEAST SEVEN (7) DAYS. REMOVE WEEDS FROM THE SITE.
6. IF ANY EVIDENCE OF WEED GERMINATION EXISTS AFTER TWO (2) APPLICATIONS, CONTRACTOR SHALL BE DIRECTED TO PERFORM A THIRD APPLICATION.
7. AT THE TIME OF PLANTING AND HYDROSEEDING, ALL PLANTING AREAS SHALL BE WEED FREE.

IRRIGATION NOTES:

1. ALL LANDSCAPED AREAS SHALL HAVE AN AUTOMATIC UNDERGROUND SPRINKLER SYSTEM WHICH INSURES COMPLETE COVERAGE AND PROPERLY ZONED FOR REQUIRED WATER USES. EACH HYDROZONE IS TO BE IRRIGATED WITH SEPARATE INDIVIDUAL STATIONS.
2. PLANTER BEDS AND LAWN AREAS ARE TO HAVE SEPARATE HYDRO-ZONES.
3. POP-UP SPRINKLER HEADS SHALL HAVE A MINIMUM RISER HEIGHT OF 4 INCHES AT LAWN AREAS AND 18" AT PLANTER BEDS.
4. PLANTER BEDS ARE TO HAVE DRIP IRRIGATION SYSTEM OR POP-UP SPRAY SYSTEM, ANNUALS, PERENNIALS GROUND COVERS OR SHRUB MASSINGS SHALL HAVE A POP-UP SPRAY SYSTEM.
5. ELECTRONIC WATER DISTRIBUTION TIMING CONTROLLERS ARE TO BE PROVIDED. MINIMUM CONTROLLER REQUIREMENTS ARE AS FOLLOWS:
    a. PRECISE INDIVIDUAL STATION TIMING
    b. RUN TIME CAPABILITIES FOR ENTREMES IN PRECIPITATION RATES
    c. AT LEAST ONE PROGRAM FOR EACH HYDROZONE
    d. SUFFICIENT MULTIPLE CYCLES TO AVOID WATER RUN-OFF
    e. POWER FAILURE BACKUP FOR ALL PROGRAMED INDIVIDUAL VALVED WATERING STATIONS WILL BE DESIGNED AND INSTALLED TO PROVIDE WATER TO RESPECTIVE HYDRO-ZONES.
6. INDIVIDUAL VALVED WATERING STATIONS WILL BE DESIGNED AND INSTALLED TO PROVIDE WATER TO RESPECTIVE HYDRO-ZONES.
7. THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE 100% HEAD TO HEAD COVERAGE WITH TRIANGULAR SPACING.
8. SPRINKLER HEADS SHALL BE ADJUSTED TO REDUCE OVERSPRAY ONTO IMPERVIOUS SURFACES (BUILDINGS, SIDEWALKS, DRIVEWAYS, AND ASPHALT AREAS).
9. PROVIDE MINIMUM (1) QUICK COUPLER VALVE PER EACH (6) AUTOMATIC VALVE ZONES. APPROVE Q.C.V. LOCATIONS WITH DESIGN PROFESSIONAL.


HO
OH
40.0'
MARTE STREET
MERCURO ROAD
NETTUNO ROAD
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VENERE AVE
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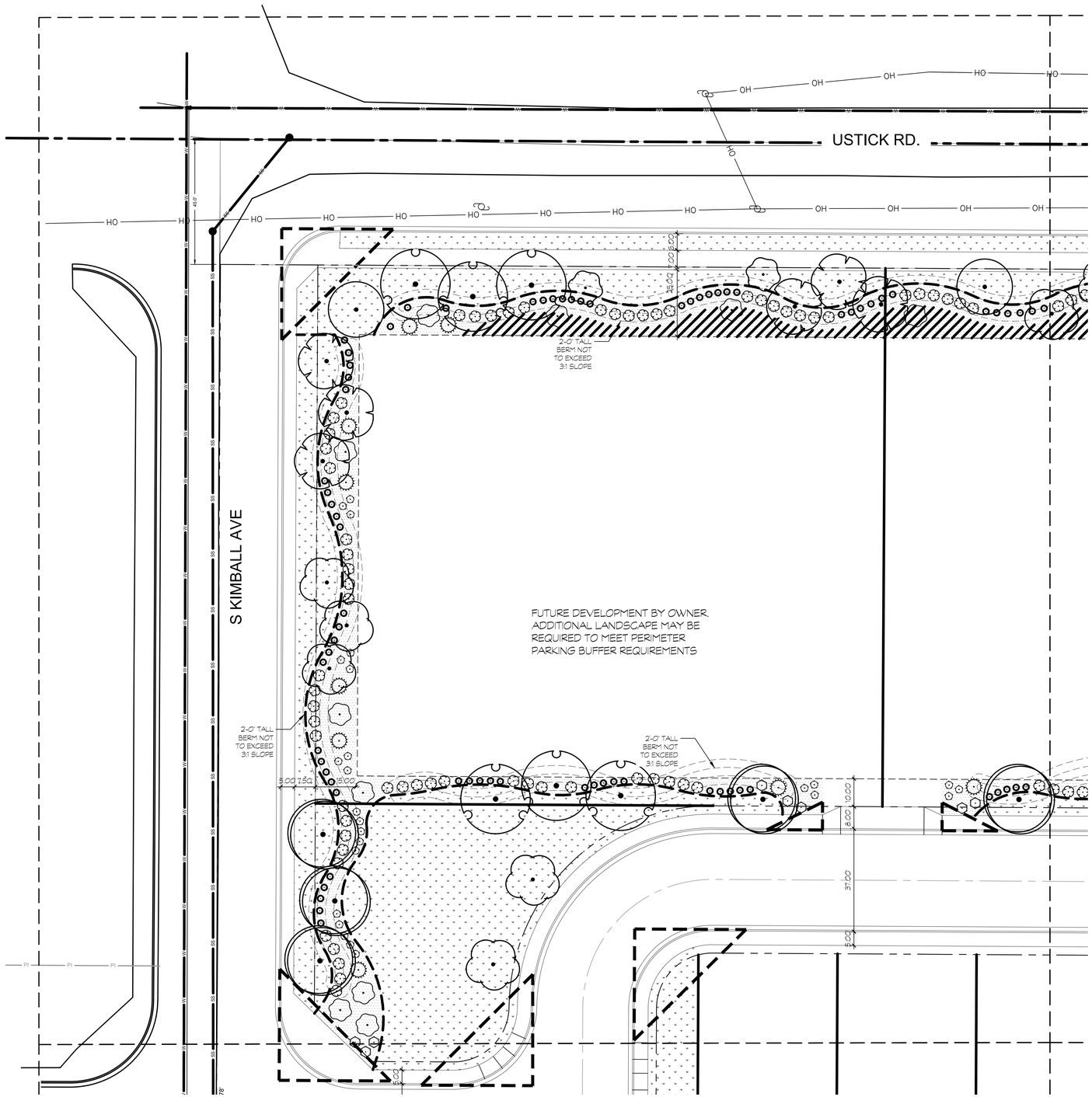
VOLTAIRE AVE
VOLTAIRE AVE
VOLTAIRE AVE

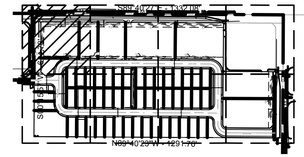


LANDSCAPE PLAN - AREA ONE

NORTH

0 20 40 60 feet

1" = 20'



KEY MAP
N.T.S.
NORTH

LANDSCAPE LEGEND

- PROPERTY LINE
- SETBACK LINE
- CLEAR VISION TRIANGLE - NO VEGETATION OVER 30" AT MATURITY WITHIN
- CUT EDGING PER DETAIL
- SAVE AND PROTECT EXISTING FENCE
- PROPOSED 6' HIGH CLOSED VISION FENCE PER DETAIL 6 ON SHEET L1.9
- PROPOSED 2-0" BERM NOT TO EXCEED 3:1 SLOPE. CONTOURS SHOWN AT 1 CONTOURS.
- PROPOSED PLANT MATERIAL PER DETAILS 1, 2, 3, & 4 ON SHEET L1.9
- DROUGHT TOLERANT SOD OVER APPROVED TOP SOIL AS SPECIFIED
- PLANTER BED - 3" DEPTH OF 2" MINUS CRUSHED BASALT ROCK MULCH OVER DEWITT PRO 5 WEED BARRIER
- AREA FOR FUTURE COMMERCIAL LANDSCAPE REQUIREMENTS

PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	REMARKS
TREES				
	21	ACER PLATANOIDES 'DEBORAH' DEBORAH NORWAY MAPLE	2" CAL. B&B	40' H X 30' W CLASS II
	11	ACER TRUNCATUM X PLATANOIDES KEITHSFORM NORWEGIAN SUNSET® MAPLE	2" CAL. B&B	35' H X 25' W CLASS II
	12	ACER TRUNCATUM X PLATANOIDES 'WARRENRED' PACIFIC SUNSET® MAPLE	2" CAL. B&B	30' H X 25' W CLASS II
	6	CERCIS CANADENSIS EASTERN REDBUD	2" CAL. B&B	30' H X 25' W CLASS I
	21	GINKGO BILOBA PNI 2720' PRINCETON SENTRY® MAIDENHAIR TREE	2" CAL. B&B	40' H X 20' W CLASS II
	15	TILIA CORDATA LITTLELEAF LINDEN	2" CAL. B&B	50' H X 30' W CLASS II
	7	ZELKOVA SERRATA 'SCHMIDTLOW' WIRELESS® JAPANESE ZELKOVA	2" CAL. B&B	25' H X 35' W CLASS I
SHRUBS				
	252	CALAMAGROSTIS X ACUTIFLORA 'STRICTA' KARL FOERSTER FEATHER REED GRASS	1 GAL.	4' H X 3' W
	227	CORNUS STOLONIFERA 'FARROW' ARCTIC FIRE® RED TWIG DOGWOOD	5 GAL.	4' H & W
	22	HEMEROCALLIS X 'RED RUM' RED RUM DAYLILY	1 GAL.	2' H & W
	93	NEPETA X 'WALKERS LOW' WALKERS LOW CATMINT	1 GAL.	2' H X 3' W
	31	PHYSOCARPUS OPULIFOLIUS 'MONLO' DIABOLO® NINEBARK	5 GAL.	8' H & W
	30	PINUS MUGO 'PUMILIO' DWARF MUGO PINE	5 GAL.	4' H X 6' W
	12	WEIGELA FLORIDA 'VARIEGATA NANA' VARIEGATED DWARF WEIGELA	5 GAL.	3' H X 4' W

ACKERMAN ESTVOLD
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208.853.6470 • www.ackerman-estvold.com
Minot, ND | Fargo, ND | Williston, ND | Boise, ID

STATE OF IDAHO — JEFFREY W. ESTVOLD — 21369 — REGISTERED LANDSCAPE ARCHITECT — PRELIMINARY NOT FOR CONSTRUCTION — 6/30/26

SCALE (H): PER PLAN	
SCALE (V): PER PLAN	
DRAWN BY:	CJW
DESIGNED BY:	CJW
CHECKED BY:	CJW

AMBROSA SUBDIVISION
0 SOUTH 10TH AVENUE
CALDWELL, IDAHO

PRELIMINARY
NOT APPROVED FOR CONSTRUCTION

DATE: 6/30/26

REVISIONS

	DATE
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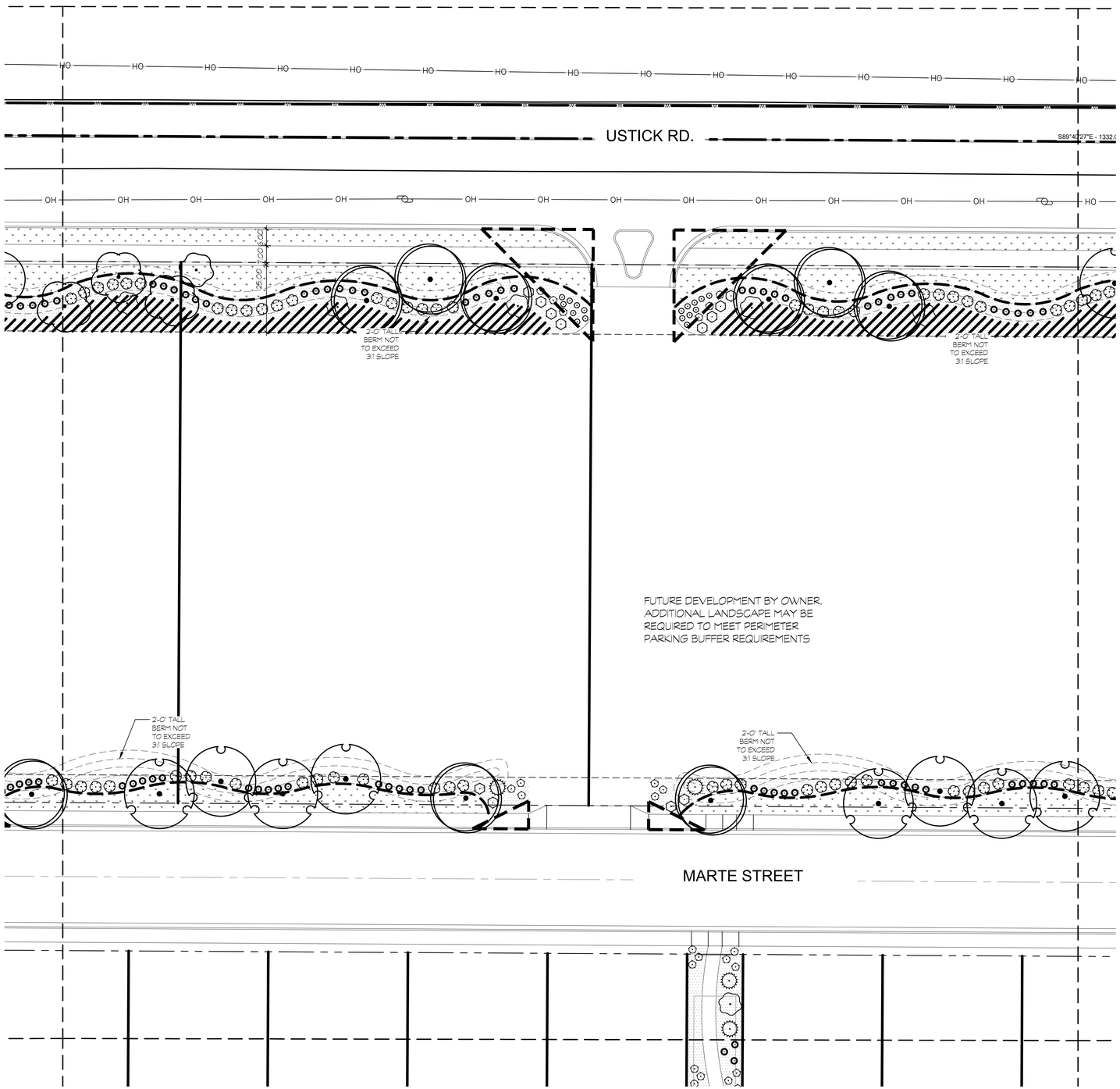
PROJECT NO.
R25146

LANDSCAPE PLAN

L1.1

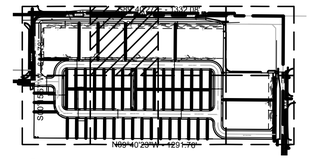


LANDSCAPE PLAN - AREA TWO

NORTH

0 20 40 60 feet

1" = 20'



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STATE OF IDAHO
JASON T. ESTVOLD
LANDSCAPE ARCHITECT
PRELIMINARY
NOT FOR CONSTRUCTION
6/30/26

SCALE (H): PER PLAN
SCALE (V): PER PLAN
DRAWN BY: CJW
DESIGNED BY: CJW
CHECKED BY: CJW

AMBROSA SUBDIVISION
0 SOUTH 10TH AVENUE
CALDWELL, IDAHO

PRELIMINARY
NOT APPROVED FOR CONSTRUCTION

DATE: 6/30/26

REVISIONS

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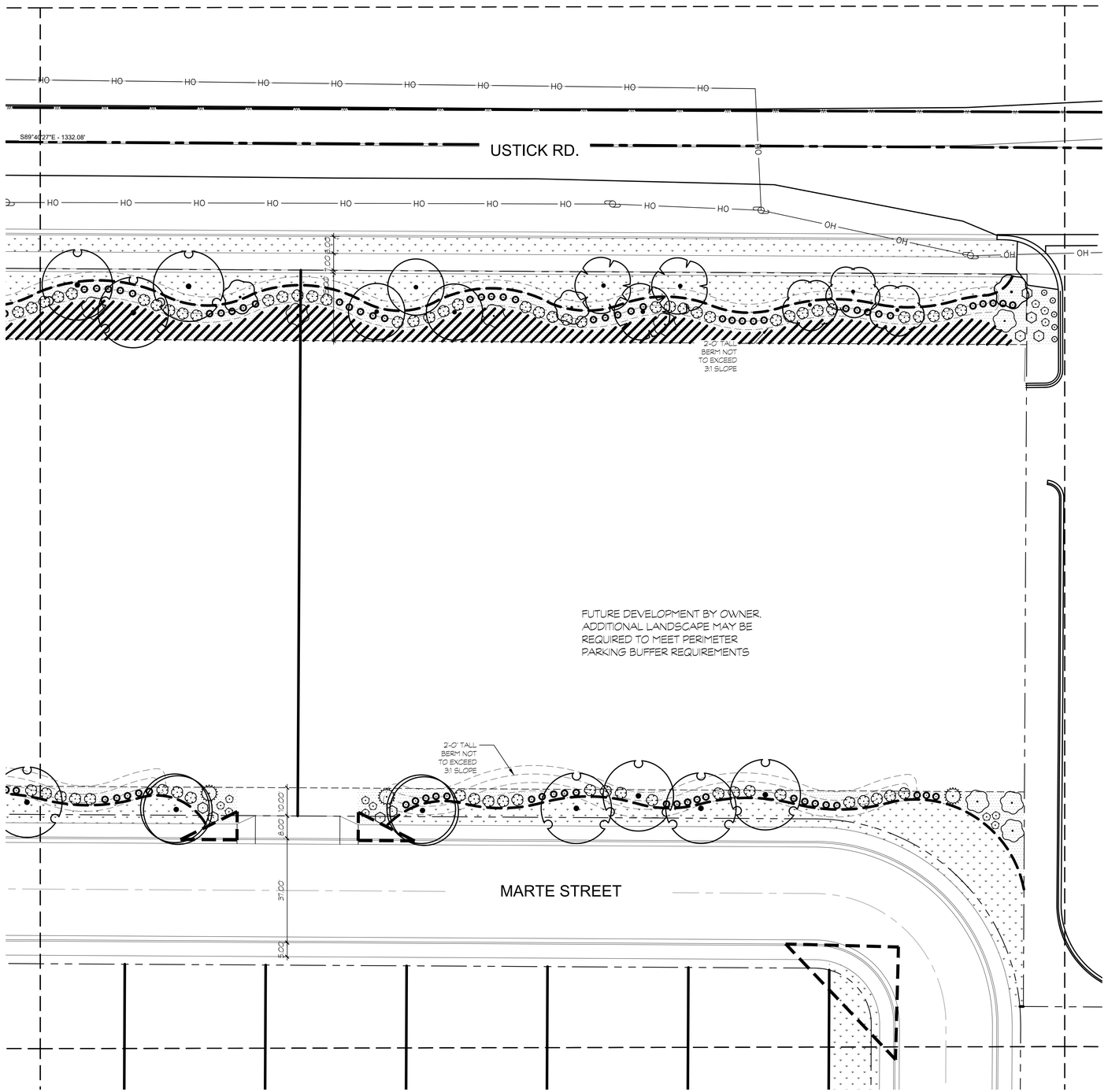
PROJECT NO.
R25146

LANDSCAPE PLAN

L1.2

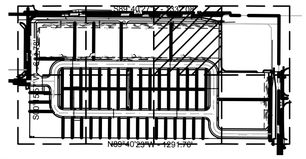


LANDSCAPE PLAN - AREA THREE

NORTH

0 20 40 60 feet

1" = 20'



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- PLANTER BED - 3" DEPTH OF 2" MINUS CRUSHED BASALT ROCK MULCH OVER DEWITT PRO 5 WEED BARRIER
- AREA FOR FUTURE COMMERCIAL LANDSCAPE REQUIREMENTS

PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	REMARKS
TREES				
	21	ACER PLATANOIDES 'DEBORAH' DEBORAH NORWAY MAPLE	2" CAL. B&B	40' H X 30' W CLASS II
	11	ACER TRUNCATUM X PLATANOIDES 'KEITHSFORM' NORWEGIAN SUNSET® MAPLE	2" CAL. B&B	35' H X 25' W CLASS II
	12	ACER TRUNCATUM X PLATANOIDES 'WARRENRED' PACIFIC SUNSET® MAPLE	2" CAL. B&B	30' H X 25' W CLASS II
	6	CERCIS CANADENSIS EASTERN REDBUD	2" CAL. B&B	30' H X 25' W CLASS I
	21	GINKGO BILOBA PNI 2720' PRINCETON SENTRY® MAIDENHAIR TREE	2" CAL. B&B	40' H X 20' W CLASS II
	15	TILIA CORDATA LITTLELEAF LINDEN	2" CAL. B&B	50' H X 30' W CLASS II
	7	ZELKOVA SERRATA 'SCHMIDTLOW' WIRELESS® JAPANESE ZELKOVA	2" CAL. B&B	25' H X 35' W CLASS I
SHRUBS				
	252	CALAMAGROSTIS X ACUTIFLORA 'STRICTA' KARL FOERSTER FEATHER REED GRASS	1 GAL.	4' H X 3' W
	227	CORNUS STOLONIFERA 'FARROW' ARCTIC FIRE® RED TWIG DOGWOOD	5 GAL.	4' H & W
	22	HEMEROCALLIS X 'RED RUM' RED RUM DAYLILY	1 GAL.	2' H & W
	93	NEPETA X 'WALKER'S LOW' WALKER'S LOW CATMINT	1 GAL.	2' H X 3' W
	31	PHYSOCARPUS OPULIFOLIUS 'MONLO' DIABOLO® NINEBARK	5 GAL.	8' H & W
	30	PINUS MUGO 'PUMILIO' DWARF MUGO PINE	5 GAL.	4' H X 6' W
	12	WEIGELA FLORIDA 'VARIEGATA NANA' VARIEGATED DWARF WEIGELA	5 GAL.	3' H X 4' W

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STATE OF IDAHO
JASON T. WILLIAMS
LANDSCAPE ARCHITECT
PRELIMINARY
NOT FOR CONSTRUCTION
6/30/26

SCALE (H): PER PLAN
SCALE (V): PER PLAN
DRAWN BY: CJW
DESIGNED BY: CJW
CHECKED BY: CJW

AMBROSA SUBDIVISION
0 SOUTH 10TH AVENUE
CALDWELL, IDAHO

PRELIMINARY
NOT APPROVED FOR CONSTRUCTION

DATE: 6/30/26

REVISIONS

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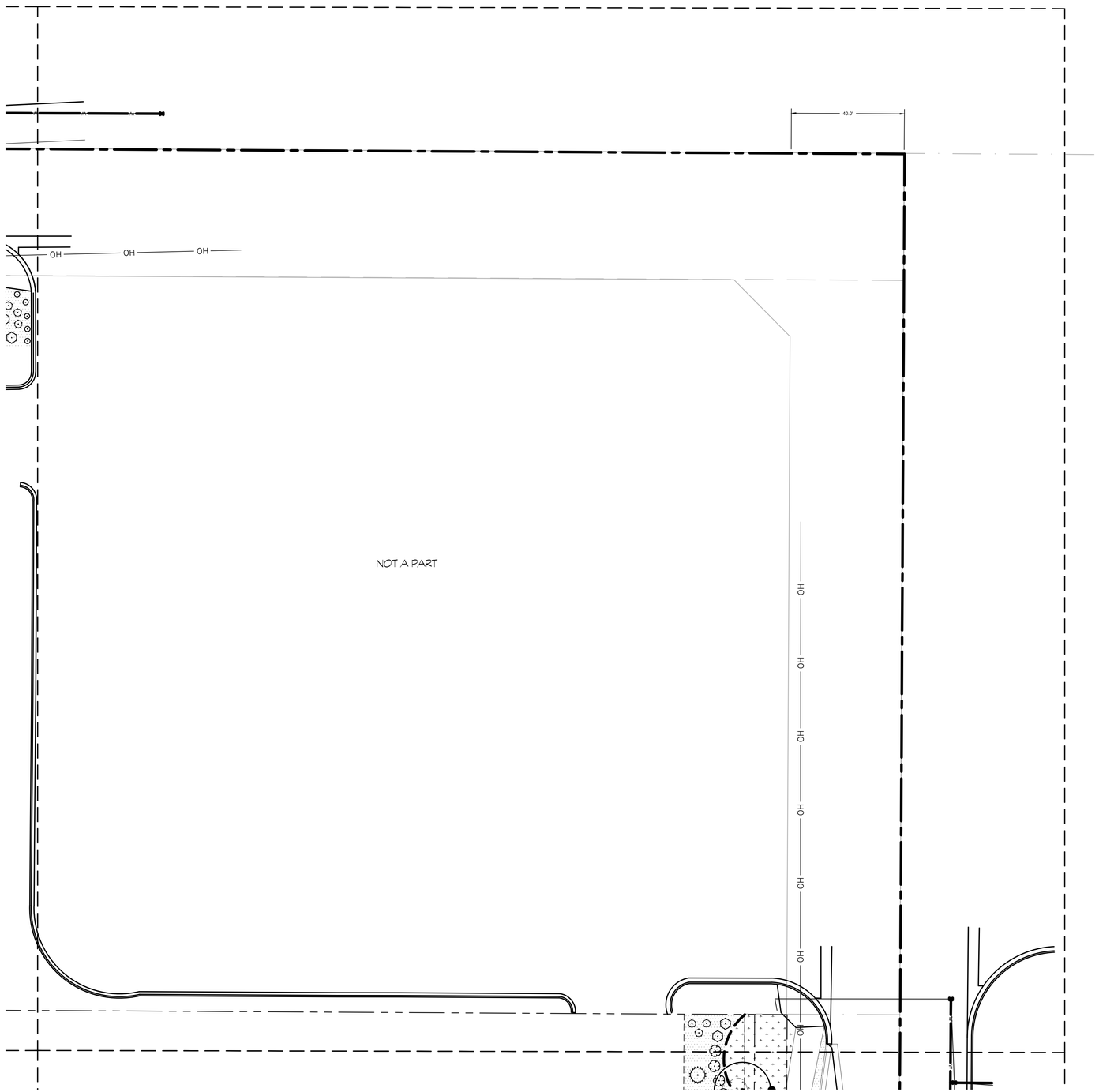
PROJECT NO.
R25146

LANDSCAPE PLAN

L1.3

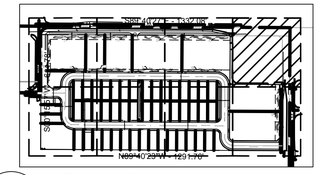


LANDSCAPE PLAN - AREA FOUR

NORTH

0 20 40 60 feet

1" = 20'



KEY MAP

N.T.S.

NORTH

LANDSCAPE LEGEND

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- SETBACK LINE
- CLEAR VISION TRIANGLE - NO VEGETATION OVER 30" AT MATURITY WITHIN
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PLANT SCHEDULE

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	21	ACER PLATANOIDES 'DEBORAH' DEBORAH NORWAY MAPLE	2" CAL. B&B	40' H X 30' W CLASS II
	11	ACER TRUNCATUM X PLATANOIDES KEITHSFORM NORWEGIAN SUNSET® MAPLE	2" CAL. B&B	35' H X 25' W CLASS II
	12	ACER TRUNCATUM X PLATANOIDES 'WARRENRED' PACIFIC SUNSET® MAPLE	2" CAL. B&B	30' H X 25' W CLASS II
	6	CERCIS CANADENSIS EASTERN REDBUD	2" CAL. B&B	30' H X 25' W CLASS I
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	7	ZELKOVA SERRATA 'SCHMIDTLOW' WIRELESS® JAPANESE ZELKOVA	2" CAL. B&B	25' H X 35' W CLASS I
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	22	HEMEROCALLIS X 'RED RUM' RED RUM DAYLILY	1 GAL.	2' H & W
	93	NEPETA X 'WALKERS LOW' WALKERS LOW CATMINT	1 GAL.	2' H X 3' W
	31	PHYSOCARPUS OPULIFOLIUS 'MONLO' DIABLO® NINEBARK	5 GAL.	8' H & W
	30	PINUS MUGO 'PUMILIO' DWARF MUGO PINE	5 GAL.	4' H X 6' W
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STATE OF IDAHO — JOSEPH A. WILLIAMS — 25826 — LICENSED LANDSCAPE ARCHITECT

PRELIMINARY NOT FOR CONSTRUCTION

SCALE (H): PER PLAN
SCALE (V): PER PLAN
DRAWN BY: CJW
DESIGNED BY: CJW
CHECKED BY: CJW

AMBROSA SUBDIVISION
0 SOUTH 10TH AVENUE
CALDWELL, IDAHO

PRELIMINARY
NOT APPROVED FOR CONSTRUCTION

DATE: 6/30/26

REVISIONS

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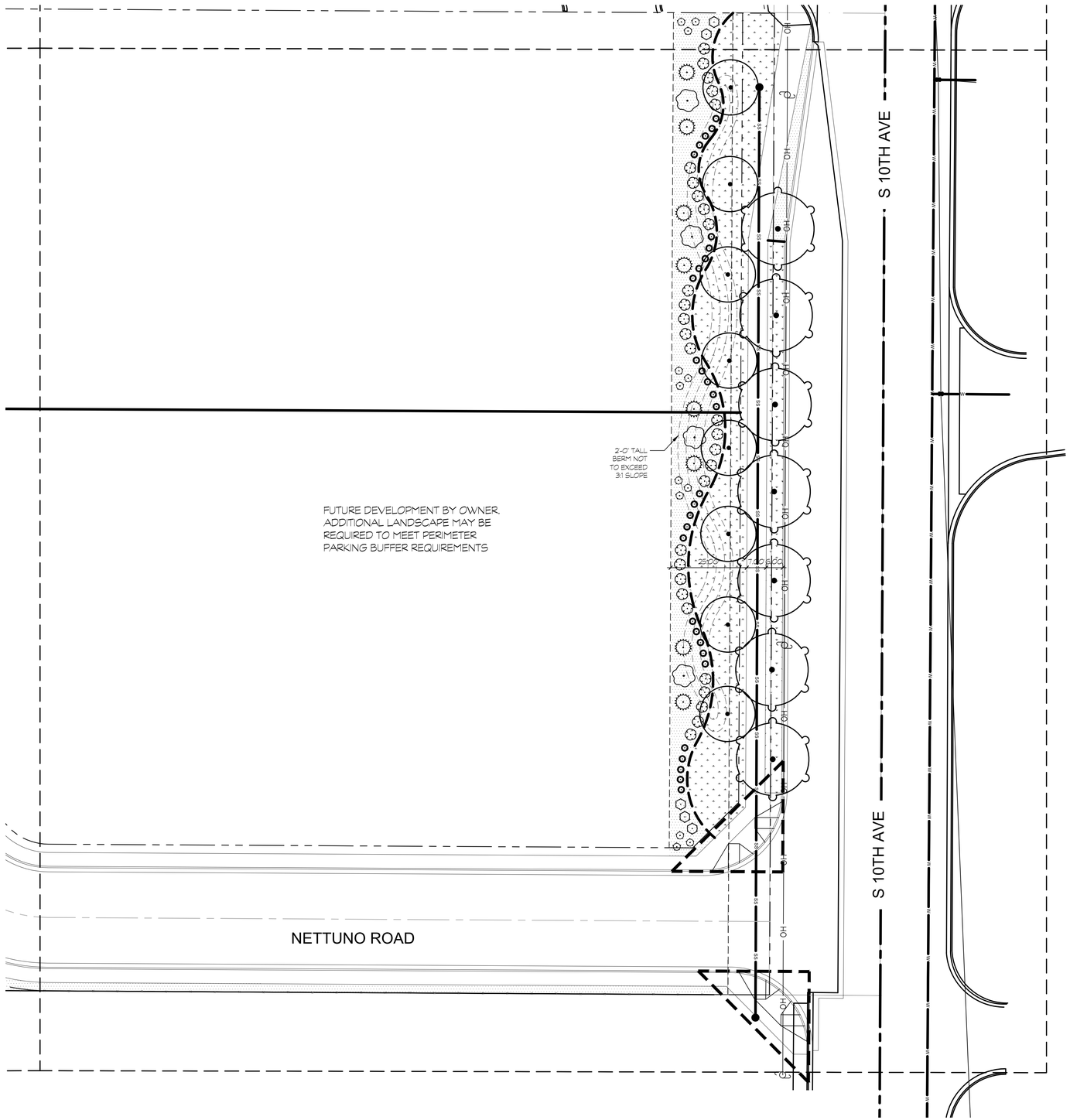
PROJECT NO. R25146

LANDSCAPE PLAN

L1.4

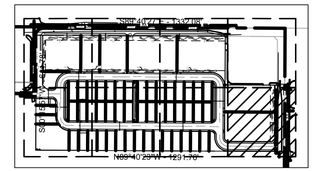


NORTH

LANDSCAPE PLAN - AREA FIVE

0 20 40 60 feet

1" = 20'



NORTH

KEY MAP

N.T.S.

LANDSCAPE LEGEND

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STATE OF IDAHO — JOSEPH A. WILLIAMS — 23026 — REGISTERED LANDSCAPE ARCHITECT

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SCALE (H): PER PLAN	
SCALE (V): PER PLAN	
DRAWN BY:	CJW
DESIGNED BY:	CJW
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AMBROSA SUBDIVISION
0 SOUTH 10TH AVENUE
CALDWELL, IDAHO

PRELIMINARY
NOT APPROVED FOR CONSTRUCTION

DATE: 6/30/26

REVISIONS

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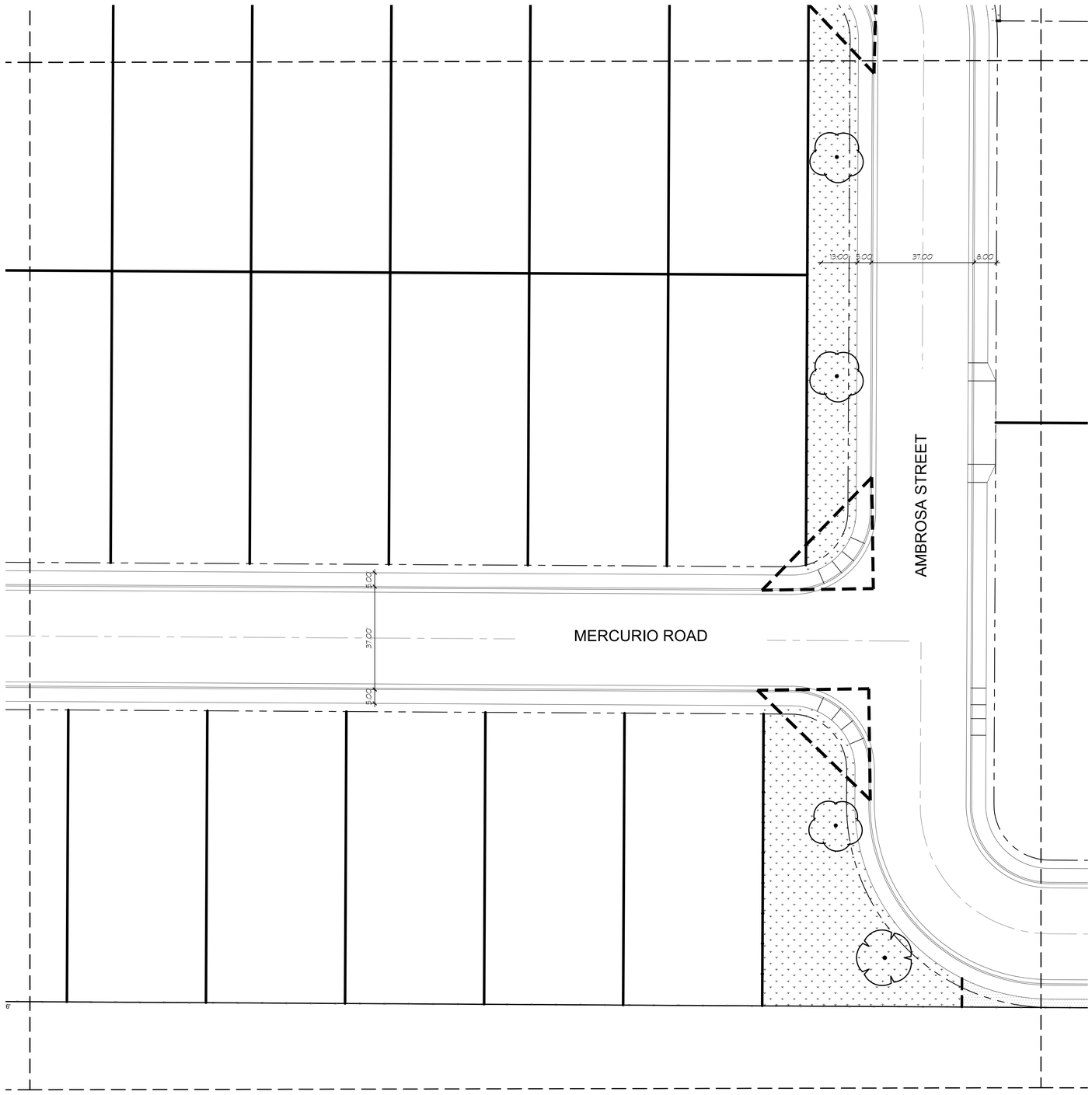
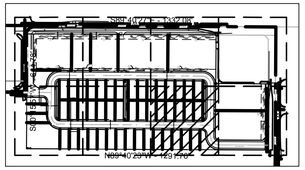
PROJECT NO. R25146

LANDSCAPE PLAN

L1.5





KEY MAP
N.T.S.
NORTH

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SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE	REMARKS
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	31	PHYSOCARPUS OPULIFOLIUS 'MONLO' DIABOLO® NINEBARK	5 GAL.	8' H & W
	30	PINUS MUGO 'PUMILIO' DWARF MUGO PINE	5 GAL.	4' H X 6' W
	12	WEIGELA FLORIDA 'VARIEGATA NANA' VARIEGATED DWARF WEIGELA	5 GAL.	3' H X 4' W

LANDSCAPE PLAN - AREA SIX

NORTH
0 20 40 60 feet
1" = 20'

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STATE OF IDAHO — JEREMY WOLTERS — 17973 — REGISTERED LANDSCAPE ARCHITECT — PRELIMINARY NOT FOR CONSTRUCTION — 6/30/26

SCALE (H): PER PLAN
SCALE (V): PER PLAN
DRAWN BY: CJW
DESIGNED BY: CJW
CHECKED BY: CJW

AMBROSA SUBDIVISION
0 SOUTH 10TH AVENUE
CALDWELL, IDAHO

PRELIMINARY
NOT APPROVED FOR CONSTRUCTION

DATE: 6/30/26

REVISIONS

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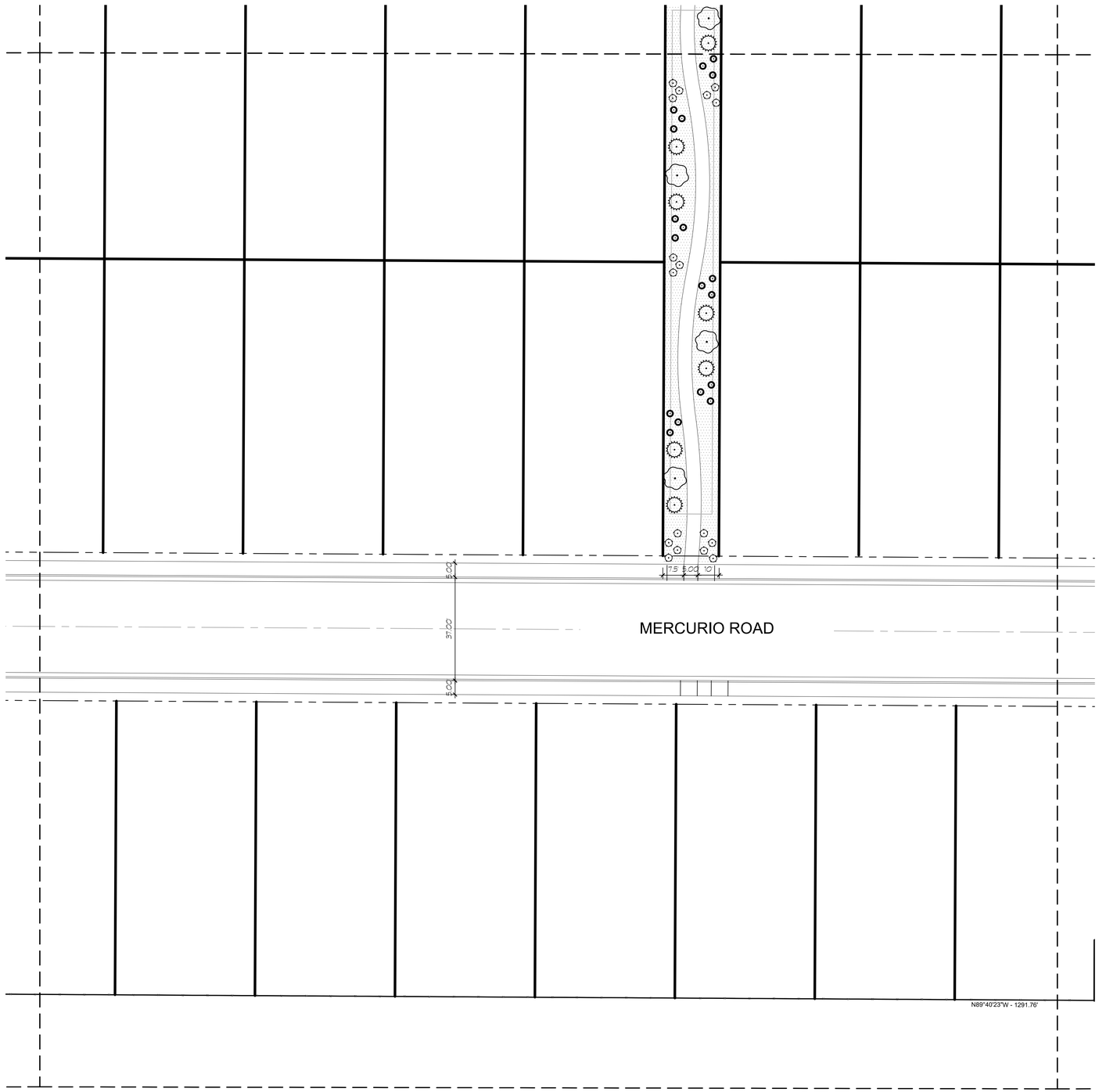
PROJECT NO.
R25146

LANDSCAPE PLAN

L1.6

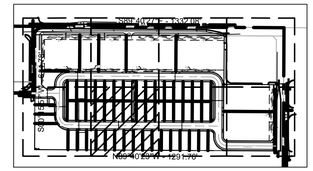


LANDSCAPE PLAN - AREA SEVEN

NORTH

0 20 40 60 feet

1" = 20'



KEY MAP

N.T.S.

NORTH

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SCALE (V): PER PLAN
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DESIGNED BY: CJW
CHECKED BY: CJW

AMBROSA SUBDIVISION
0 SOUTH 10TH AVENUE
CALDWELL, IDAHO

PRELIMINARY
NOT APPROVED FOR CONSTRUCTION

DATE: 6/30/26

REVISIONS

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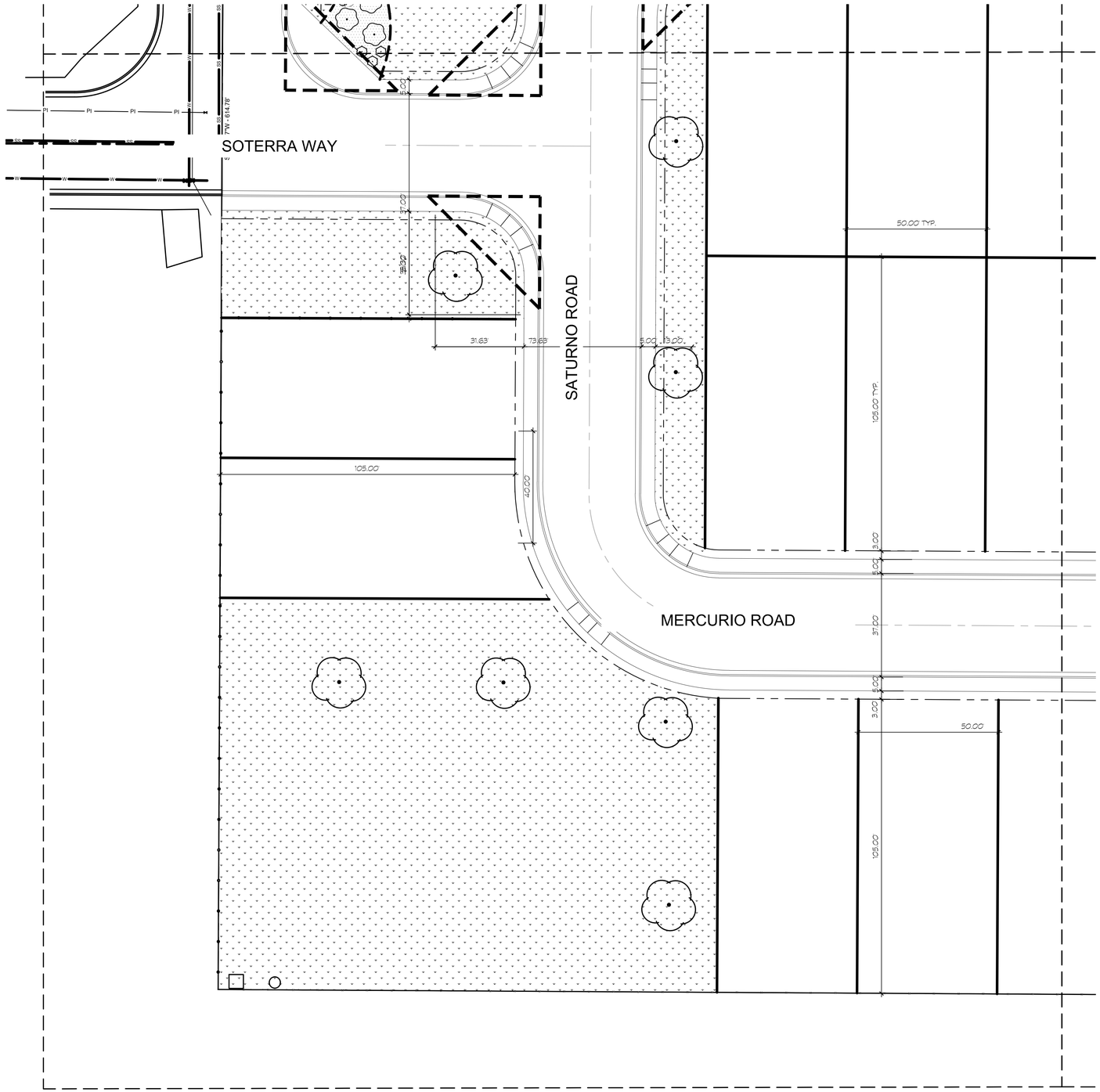
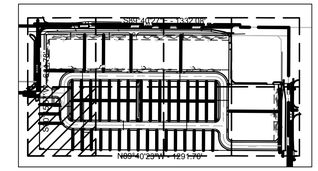
PROJECT NO.
R25146

LANDSCAPE PLAN

L1.7





KEY MAP
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NORTH

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LANDSCAPE PLAN - AREA EIGHT

NORTH
0 20 40 60 feet
1" = 20'

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7655 W Riverside Dr • Garden City, ID 83714
208.853.6470 • www.ackerman-estvold.com
Minot, ND | Fargo, ND | Williston, ND | Boise, ID

STATE OF IDAHO
CHAD W. JOHNSTON
LICENSED LANDSCAPE ARCHITECT
PRELIMINARY
NOT FOR CONSTRUCTION
6/30/26

SCALE (H): PER PLAN
SCALE (V): PER PLAN
DRAWN BY: CJW
DESIGNED BY: CJW
CHECKED BY: CJW

AMBROSA SUBDIVISION
0 SOUTH 10TH AVENUE
CALDWELL, IDAHO

PRELIMINARY
NOT APPROVED FOR CONSTRUCTION

DATE: 6/30/26

REVISIONS

	DATE
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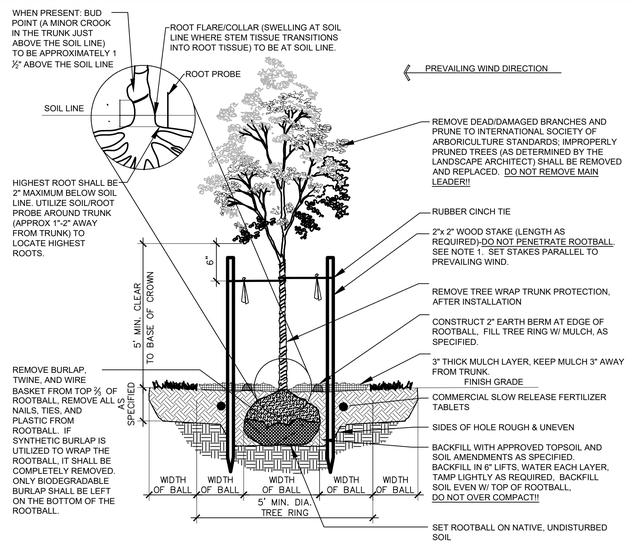
PROJECT NO.
R25146

LANDSCAPE PLAN

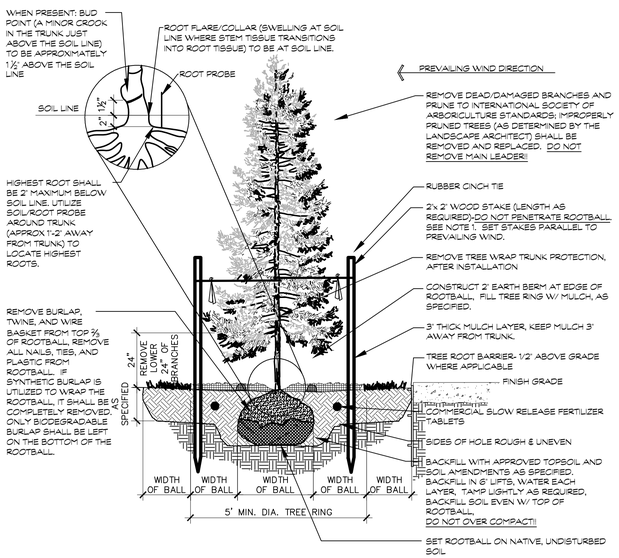
L1.8



1. THE STAKING OF TREES IS TO BE THE CONTRACTOR'S OPTION; HOWEVER, THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND THAT THEY REMAIN STRAIGHT FOR LENGTH OF WARRANTY PERIOD OR 1 YEAR AFTER SUBSTANTIAL COMPLETION WHICHEVER IS GREATER. ALL STAKING SHALL BE REMOVED AT THE END OF THE WARRANTY PERIOD.
2. IN THE EVENT OF A QUESTION OR LACK OF CLARITY ON THE DRAWINGS, THE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT BEFORE PROCEEDING.
3. LANDSCAPE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT AND OWNER PRIOR TO INSTALLATION OF PLANT MATERIAL.
4. WRAP RUBBER CINCH TIES AROUND THE TREE TRUNKS AND STAKES USING EITHER THE STANDARD OR FIGURE EIGHT TYING METHOD. SECURE THE TIES TO THE STAKES WITH GALVANIZED NAILS TO PREVENT SLIPPAGE.
5. WATER TREE TWICE WITHIN THE FIRST 24 HOURS.
6. IN THE EVENT HARDPAN SOILS PREVENT TREE PLANTING AS DETAILED, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.
7. FOR TREES LOCATED WITHIN ROADSIDE PLANTERS LESS THAN 8'-0" IN WIDTH, PROVIDE TREE ROOT BARRIER (DEEPROOT #24-2 OR APPROVED EQUAL). LOCATE ROOT BARRIER AT BACK OF CURB AND EDGE OF SIDEWALK. ALL TREE INSTALLATIONS SHALL CONFORM TO ALL AGENCY APPROVAL REQUIREMENTS, CONTRACTOR SHALL VERIFY PRIOR TO ANY INSTALLATIONS.

1 DECIDUOUS TREE PLANTING DOUBLE STAKE

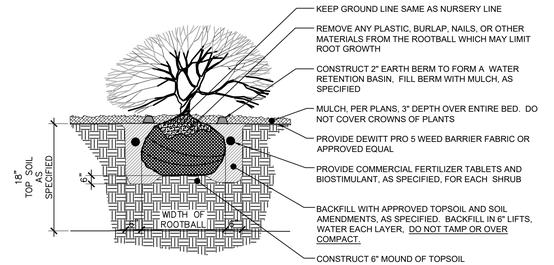
NTS



1. THE STAKING OF TREES IS TO BE THE CONTRACTOR'S OPTION; HOWEVER, THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND THAT THEY REMAIN STRAIGHT FOR LENGTH OF WARRANTY PERIOD OR 1 YEAR AFTER SUBSTANTIAL COMPLETION WHICH EVER IS GREATER. ALL STAKING SHALL BE REMOVED AT THE END OF THE WARRANTY PERIOD.
2. IN THE EVENT OF A QUESTION OR LACK OF CLARITY ON THE DRAWINGS, THE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT BEFORE PROCEEDING.
3. LANDSCAPE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT AND OWNER PRIOR TO INSTALLATION OF PLANT MATERIAL.
4. WRAP RUBBER CINCH TIES AROUND THE TREE TRUNKS AND STAKES USING EITHER THE STANDARD OR FIGURE EIGHT TYING METHOD. SECURE THE TIES TO THE STAKES WITH GALVANIZED NAILS TO PREVENT SLIPPAGE.
5. WATER TREE TWICE WITHIN THE FIRST 24 HOURS.
6. IN THE EVENT HARDPAN SOILS PREVENT TREE PLANTING AS DETAILED, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.
7. FOR TREES LOCATED WITHIN ROADSIDE PLANTERS LESS THAN 8'-0" IN WIDTH, PROVIDE 24" TREE ROOT BARRIER (DEEPROOT #24-2 OR APPROVED EQUAL). LOCATE ROOT BARRIER AT BACK OF CURB AND EDGE OF SIDEWALK. INSTALL PER MANUFACTURES RECOMMENDATIONS. ALL TREE INSTALLATIONS SHALL CONFORM TO ALL AGENCY APPROVAL REQUIREMENTS, CONTRACTOR SHALL VERIFY PRIOR TO ANY INSTALLATIONS.

2 EVERGREEN TREE PLANTING DOUBLE STAKE

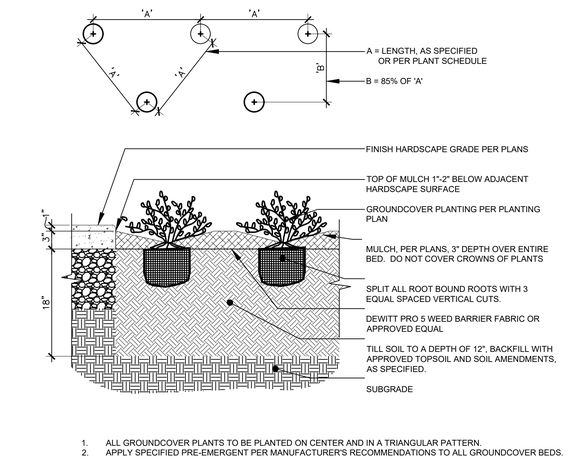
NTS



1. WATER SHRUB TWICE WITHIN FIRST 24 HOURS.
2. APPLY SPECIFIED PRE-EMERGENT PER MANUFACTURER'S RECOMMENDATIONS TO ALL GROUNDCOVER BEDS.

3 SHRUB PLANTING

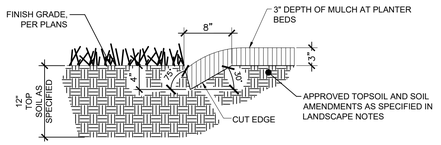
NTS



1. ALL GROUNDCOVER PLANTS TO BE PLANTED ON CENTER AND IN A TRIANGULAR PATTERN.
2. APPLY SPECIFIED PRE-EMERGENT PER MANUFACTURER'S RECOMMENDATIONS TO ALL GROUNDCOVER BEDS.

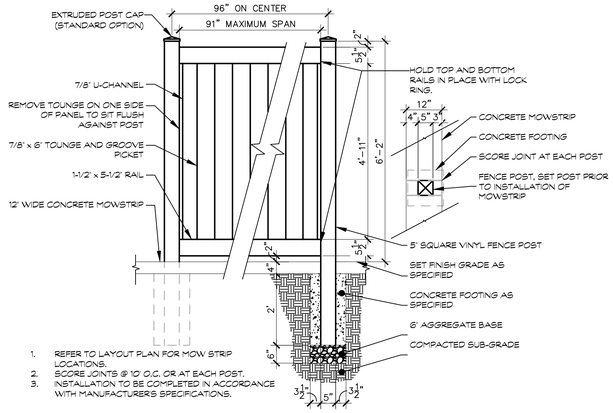
4 PERENNIAL, GROUNDCOVER, & ORNAMENTAL PLANTING

NTS



5 CUT EDGING

NTS



1. REFER TO LAYOUT PLAN FOR MOW STRIP LOCATIONS.
2. SCORE JOINTS @ 10' O.C. OR AT EACH POST.
3. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

6 VINYL FENCE PANEL

NTS

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208.853.6470 • www.ackerman-estvold.com
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STATE OF IDAHO — CHARLES JULIAN WHITING — REGISTERED LANDSCAPE ARCHITECT — LA-16967 — 6/30/26

SCALE (H): PER PLAN
SCALE (V): PER PLAN
DRAWN BY: CJW
DESIGNED BY: CJW
CHECKED BY: CJW

AMBROSA SUBDIVISION
0 SOUTH 10TH AVENUE
CALDWELL, IDAHO

PRELIMINARY
NOT APPROVED FOR CONSTRUCTION

DATE: 6/30/26

REVISIONS

	DATE
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PROJECT NO. R25146

LANDSCAPE PLAN

L1.9

1.0 Executive Summary

This report presents the results of a traffic impact analysis for the Ambrosa Subdivision located south of Ustick Road and west of 10th Avenue in Caldwell, Idaho. This study evaluates the existing traffic volumes, the growth anticipated in this area and combining the trips generated by this development with the future traffic volumes for the following scenarios:

- 2026 Existing Traffic
- 2030 Background Traffic (anticipated build-out year for Ambrosa Subdivision)
- 2030 Total Traffic (Background traffic plus the full project build-out traffic)
- 2035 Background Traffic (five years after the anticipated build-out year for Ambrosa Subdivision)
- 2035 Total Traffic (2035 Background traffic plus the full project build-out traffic)

1.1 DESCRIPTION OF PROJECT

The Ambrosa Subdivision is planned to be built out by 2030. This project will consist of 47 single-family homes, and roughly 48,350 square feet of commercial/retail. Currently it is unknown the exact land uses for the commercial/retail parcels within this development. In order to estimate the square footage on the retail/commercial parcels, it was assumed 20% of the overall acreage of the parcels would be occupied by the building square footage. This 20% is consistent with similar type developments in the surrounding area. The remaining square footage on the parcels will consist of the parking, landscaping and open space. From discussion with the development team and the city, the assumption on types of retail/commercial will consist of a 4,350 SF drive-in bank, two 4,500 SF fast food restaurants with drive through windows, and roughly 35,000 SF of general retail/commercial space. The proposed site is planned with three accesses. Access 1 is located to the west of the development and will construct the third leg of the Kimball Avenue and Soterra Way intersection. Access 2 is located to the north of the development and will function as a right-in/right-out access providing connectivity onto Ustick Road. Access 3 is located to the east of the development and will provide connection onto 10th Avenue. All traffic entering and exiting the site will utilize all three accesses.

The proposed parcel of land for the Ambrosa Subdivision currently consists of agricultural land. This development is surrounded by residential homes to the south and agricultural land to the west. To the north of the development is Ustick Road and to the east is 10th

Avenue. Figure 1 illustrates the Vicinity Map and the location of this development in relation to the adjacent roadway network.

For purposes of this study, and following the City of Caldwell's guidelines for a traffic impact study, the analysis will consist of the following intersections:

- Kimball Avenue & Ustick Road
- 10th Avenue & Ustick Road
- 10th Avenue & Laster Street

The proposed accesses to the development will also be included in the analysis. The proposed development is planned to be built out by 2030. Refer to Figure 2 for the overall site plan of the Ambrosa Subdivision and the proposed access locations.

The traffic associated with this development is generated using the Trip Generation 11th Edition Manuals published by the Institute of Transportation Engineers (ITE). The Ambrosa Subdivision will generate 561 AM peak hour trips (288 entering the site and 273 exiting the site) and 664 PM peak hour trips (342 entering the site and 322 exiting the site). On an average weekday, the Annual Average Daily Traffic (AADT) volume is estimated at 6,978 vehicles.

In order to fully estimate the Background growth in traffic in this area, The Soterra Development is currently under construction and located west of Amborsa. From the traffic generation memorandum dated Nov. 13, 2024, the projected traffic numbers were used to anticipate traffic at the Kimball Avenue and Ustick Road intersection. These projected traffic volumes are illustrated in the figures within this report.

1.2 PRINCIPAL FINDINGS & RECOMMENDATIONS

With the growth that is occurring in this area of Caldwell, the following are the principal findings from the analysis and recommendations to improvements the flow of traffic.

2026 Existing Scenario

Under the 2026 Existing scenario, all intersections within this study area function with acceptable levels of service and meet the city's minimum thresholds on all approaches. No mitigations are needed.

2030 Background Scenario

With the projected growth within this study area, all study area intersections and their approaches will continue to function at an acceptable level of service, with exception to the Kimball Avenue/Ustick Road and 10th Avenue/Laster Street intersections.

- **Kimball Avenue & Ustick Road:** This intersection is anticipated to function with a LOS F in the southbound approach under the 2030 Background Year scenario. The projected traffic volumes are not anticipated to meet the Peak Hour Signal

Warrant threshold. Therefore, it is recommended this intersection continue to be monitored with actual traffic volumes to analyze when a traffic signal could be warranted.

- **10th Avenue & Laster Street:** This intersection is anticipated to function with a LOS E along the eastbound left approach under the 2030 Background Year scenario. Per the Caldwell Area Transportation System Plan, the 10th Avenue and Laster Street intersection is planned to be constructed as a single-lane roundabout. It is recommended the 10th Avenue and Laster Street intersection be constructed as a single-lane roundabout under the 2030 Background scenario to improve the level of service.

2030 Total Traffic Scenario

With the full build-out of the Ambrosa Subdivision by 2030, if the previous mentioned mitigations are not implemented, the 10th Avenue/Laster Street and Kimball Avenue/Ustick Road intersections will continue to experience failing levels of service and excessive delays. All other study area intersections are expected to function with acceptable LOS on all approaches.

If a roundabout is constructed at the 10th Avenue and Laster Street intersection, this intersection will function with acceptable LOS with the addition of the proposed development.

- **Kimball Avenue & Ustick Road:** This intersection is anticipated to function with a LOS F in the southbound direction under the 2030 Total Traffic scenario. The projected traffic volumes are not anticipated to meet the Peak Hour Signal Warrant threshold. Therefore, it is recommended this intersection continue to be monitored with actual traffic volumes to analyze when a traffic signal could be warranted.

It is recommended the Access 3 be constructed with the appropriate signing and striping to meet city standards. Access 3 will function with eastbound stop-controlled movements while traffic along 10th Avenue will remain free flowing. Access 3 is to be constructed with a single ingress lane and two egress lanes (a dedicated left and right turn lane). It is also recommended a northbound left turn lane and southbound right turn lane be constructed at Access 3.

It is recommended that Access 1 be constructed with the appropriate signing and striping to meet city standards. Access 1 will function with southbound stop-controlled movements while traffic along Soterra Way will remain free flowing. Access 1 is to be constructed with a single ingress lane and a single egress lane.

It is also recommended that Access 2 be constructed with the appropriate signing and striping to meet city standards. Access 2 will function as a right-in/right-out access with northbound stop-controlled movements while traffic along Ustick Road will remain free flowing. Access 2 is to be constructed with a single ingress lane and a single egress lane.

2035 Background Scenario

Following the City of Caldwell's guidelines, five years beyond the full build-out of this development were analyzed. Under the 2035 Background scenario (without the proposed Ambrosa Subdivision), the 10th Avenue and Laster Street intersection will continue to experience failing levels of service if no mitigations are implemented. The Kimball Avenue and Ustick Road intersection will also continue to experience failing levels of service. All other study area intersections are expected to function with acceptable LOS on all approaches under the 2035 Background scenario.

If a roundabout is constructed at the 10th Avenue and Laster Street intersection by 2030, this intersection will continue to function with acceptable levels of service.

- **Kimball Avenue & Ustick Road:** This intersection is anticipated to function with a LOS F in the southbound direction by the 2035 Background Year scenario. The projected traffic volumes are not anticipated to meet the Peak Hour Signal Warrant threshold. Therefore, it is recommended to monitor this intersection when actual traffic volumes are present to analyze when a traffic signal could be warranted.

2035 Total Traffic Scenario

With the full build-out of the Ambrosa Subdivision under the 2035 Total Traffic scenario, the 10th Avenue and Laster Street intersection will continue to experience failing levels of service and excessive delays if the recommended mitigations as outlined under the 2030 Background scenario are not implemented. The Kimball Avenue/Ustick Road intersection will also continue to experience excessive delays and failing levels of service. All other study area intersections are expected to function with acceptable LOS on all approaches.

- **Kimball Avenue & Ustick Road:** This intersection is anticipated to function with a LOS F in the southbound direction under the 2035 Total Traffic scenario. The projected traffic volumes are not anticipated to meet the Peak Hour Signal Warrant threshold. Therefore, it is recommended this intersection continue to be monitored with actual traffic volumes to analyze when a traffic signal could be warranted.

The 10th Avenue & Laster Street intersection, will function with acceptable LOS with the addition of the roundabout as previously recommended.

The following table summarizes the potential mitigations to improve the levels of service.

Table E1 – Intersection Improvement Summary

Intersection		2026 Existing	2030 Build-Out Year Traffic		2035 Horizon Year Traffic	
			BG	Total	BG	Total
Prior Mitigation improvements included in the analysis improvements		N/A	2026 Exist	2025 Exist 2030 BG	2026 Exist 2030 BG 2030 Total	2026 Exist 2030 BG 2030 Total 2035 BG
1	Kimball Avenue & Ustick Road	None	Monitor Intersection for when warrants are met with actual traffic volumes	Monitor Intersection for when warrants are met with actual traffic volumes	Monitor Intersection for when warrants are met with actual traffic volumes	Monitor Intersection for when warrants are met with actual traffic volumes
2	10th Avenue & Ustick Road	None	None	None	None	None
3	10th Avenue & Laster Street	None	Construct Roundabout	None beyond previously stated	None beyond previously stated	None beyond previously stated
4	Kimball Avenue & Soterra Way/ Access 1	None	None	None	None	None
5	Access 2 & Ustick Road	None	None	None	None	None
6	10th Avenue & Access 3	None	None	Construct EB right and left turn lanes. Construct NB left turn lane and SB right turn lane.	None	None beyond previously stated

To:	Caldwell City	From:	Jason Watson, PE, PTOE FOCUS Consulting
File:	Ambrosa Subdivision	Date:	July 14, 2026

Reference: Ambrosa Subdivision Traffic Statement

INTRODUCTION

This traffic statement is for the Ambrosa Subdivision located in Caldwell, ID. The purpose of this memorandum is to provide the number of vehicles that will be entering and exiting the proposed Ambrosa Subdivision during typical peak hours and on a typical week day comparative to the full build-out of its current C-2 Zoning.

Per the Ambrosa Subdivision Traffic Impact Study (dated July 9, 2026) the Ambrosa Subdivision will consist of 47 single-family homes, and the assumed retail/commercial parcels could consist of a 4,350 SF drive-in bank, two 4,500 SF fast food restaurants with drive through windows, and 35,000 SF of retail/commercial space.

The Ambrosa Subdivision will generate 561 AM peak hour trips (288 entering the site and 273 exiting the site) and 664 PM peak hour trips (342 entering the site and 322 exiting the site). On an average weekday, the Annual Average Daily Traffic (AADT) volume is estimated at 6,978 vehicles.

Under the current C-2 Zoning the full build-out of the Ambrosa Subdivision will consist of a 4,350 SF drive-in bank, two 4,500 SF fast food restaurants with drive through windows, 85,500 SF of retail/commercial space. The square footage of the parcels and land uses is unknown at the time, but it is assumed roughly 20% for the overall parcel acreage will be occupied by the building square footage. This ratio is consistent with similar type developments in this vicinity.

TRIP GENERATION

Under the current C-2 Zoning, Ambrosa Subdivision fully built-out will consist of a 4,350 SF drive-in bank, two 4,500 SF fast food restaurants with drive through windows, 85,500 SF of retail/commercial space. 912 for drive-in bank, 934 for fast food restaurant with drive through window, and 821 for shopping plaza, trip generation rates were determined using the 12th Edition of the Trip Generation Manual. This manual is an ITE information report, published by the *Institute of Transportation Engineers*. Trips generated by the proposed development which will occur during the peak hours of the proposed development were used for the analysis. The Peak Hour of Adjacent Street Traffic rates are used to generate the AM and PM peak hour volumes based on the square footage

of the building. The trips generated from the fully built-out Ambrosa Subdivision under the current C-2 Zoning are presented in Table 1.

Table 1 – Trip Generation Volumes – Ambrosa Subdivision C-2 Zoning

ITE Land Use Code	Land Use	Land Use Description	Size	Daily (AADT)	Trip Generation (AM)		Trip Generation (PM)	
					Enter	Exit	Enter	Exit
912	Drive-in Bank	1000 SF GFA	4.35	437	25	18	46	45
934	Fast-Food Restaurant w/ Drive-Thru	1000 SF GFA	4.5	2104	102	99	77	72
934	Fast-Food Restaurant w/ Drive-Thru	1000 SF GFA	4.5	2104	102	99	77	72
821	Shopping Plaza (40-150k)	1000 SF GFA	85.5	8672	182	121	359	375
Total				**13317**	**411**	**337**	**559**	**564**

As seen in the table above, under the current C-2 zoning, the Ambrosa Subdivision will generate 748 AM peak hour trips (411 entering the site and 337 exiting the site) and 1,123 PM peak hour trips (559 entering the site and 564 exiting the site). On an average weekday, the Annual Average Daily Traffic (AADT) volume is estimated at 13,317 vehicles.

CONCLUSION

Compared to the full build-out of the Ambrosa Subdivision under the current C-2 Zoning, the proposed full build-out as described in the Ambrosa Subdivision Traffic Impact Study (dated July 9, 2026) is expected to generate significantly less traffic. It is projected to generate 187 fewer AM peak hour trips and 459 fewer PM peak hour trips. On an average weekday, the Annual Average Daily Traffic (AADT) volumes of the proposed Ambrosa Subdivision are estimated to generate 6,339 fewer vehicles than the full build-out under the current C-2 Zoning.

1001 N Rosario Street
Suite #100
Meridian, ID 83642
208.971.0975

Drive-in Bank
(912)

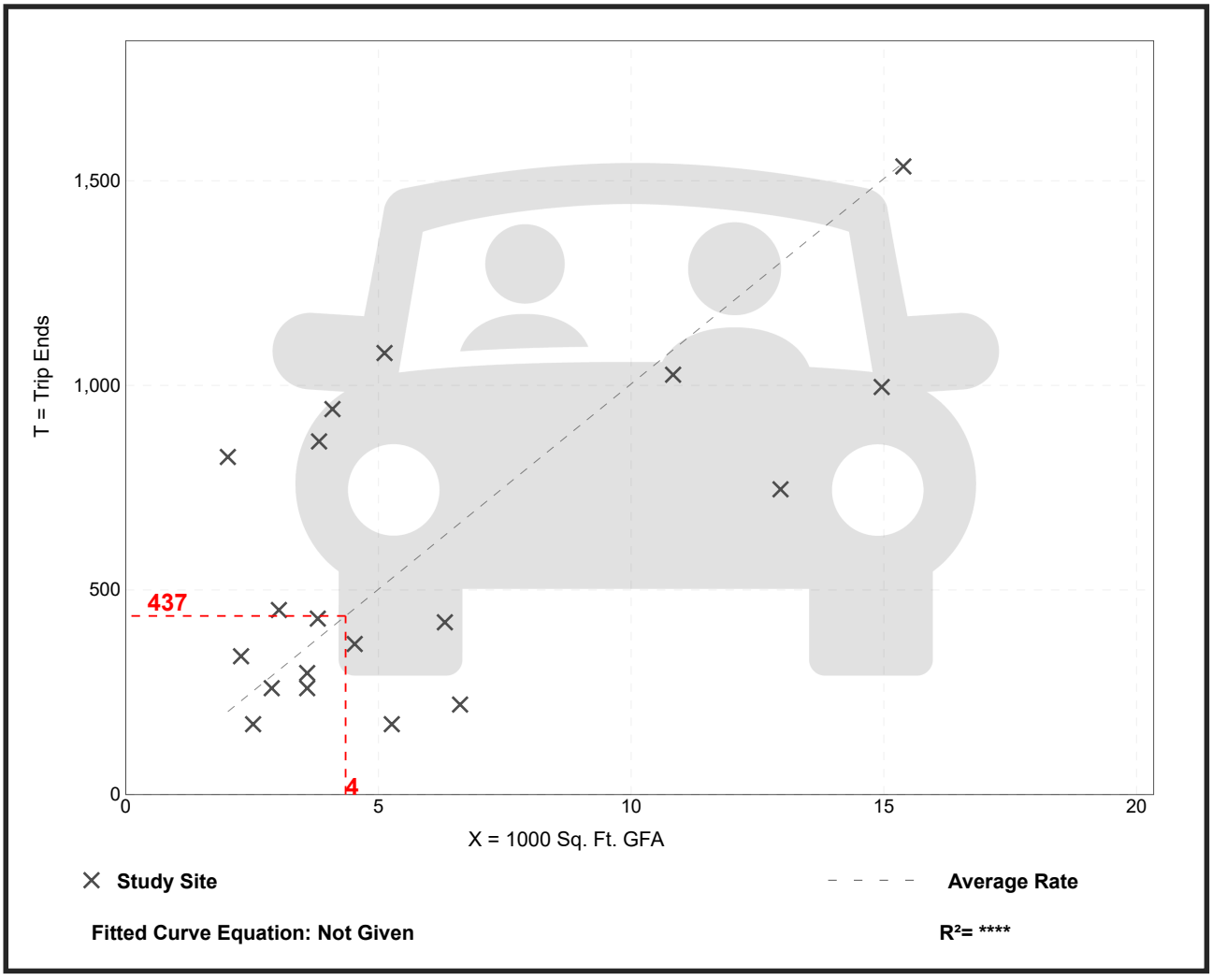
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
100.35	32.67 - 408.42	68.62

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

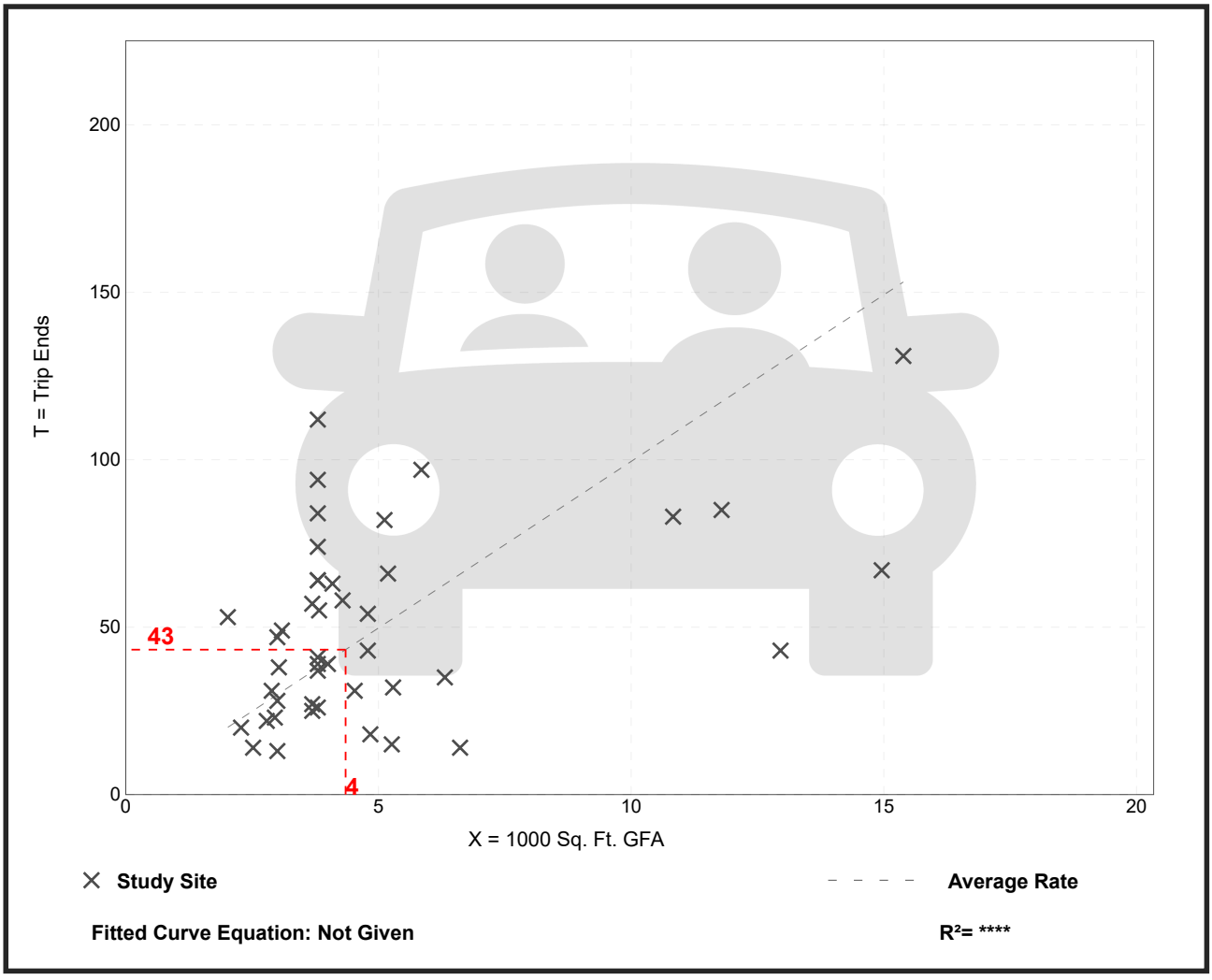
Drive-in Bank
(912)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 44
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.95	2.12 - 29.47	6.00

Data Plot and Equation



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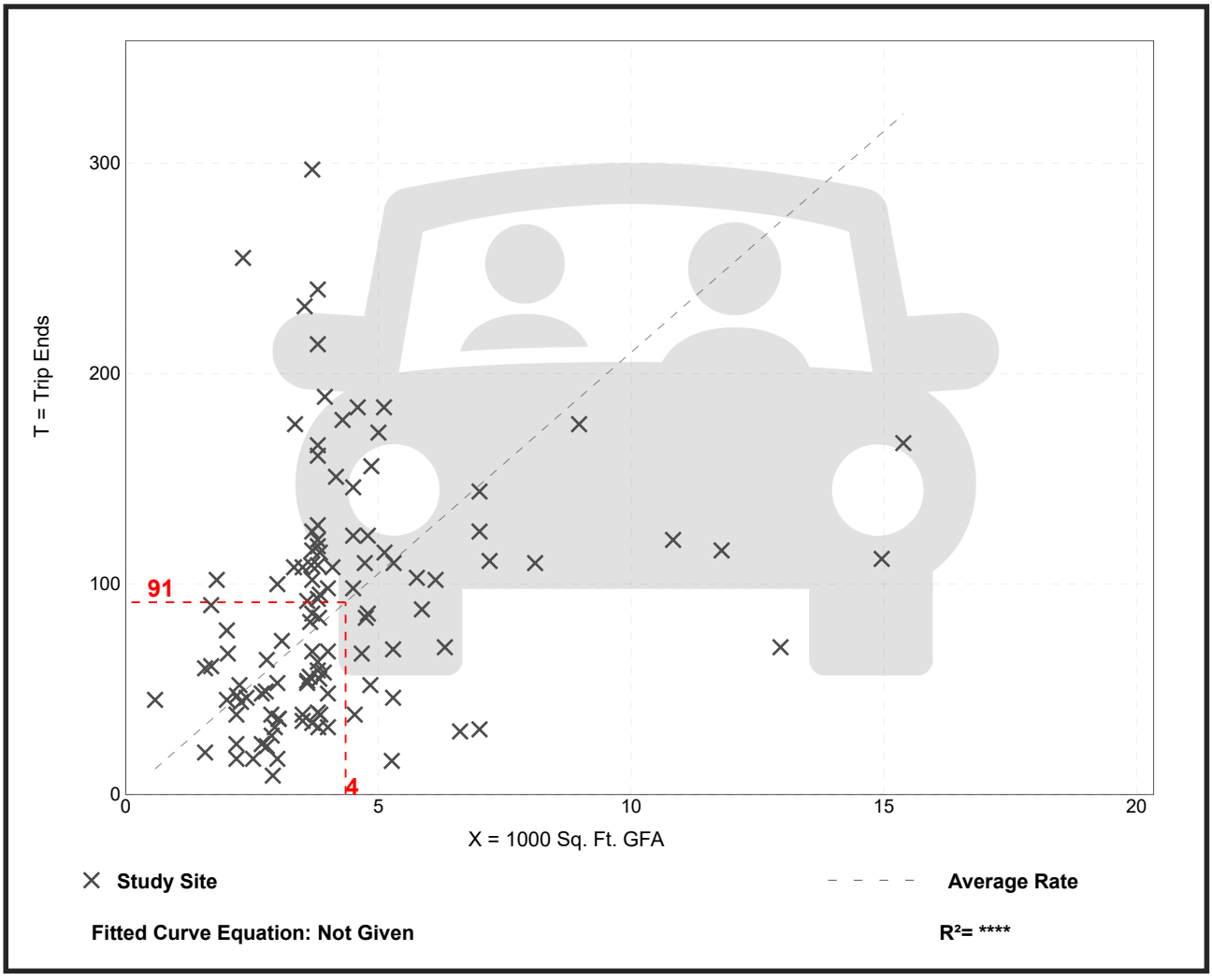
Drive-in Bank
(912)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 114
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
21.01	3.04 - 109.91	15.13

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Fast-Food Restaurant with Drive-Through Window
(934)

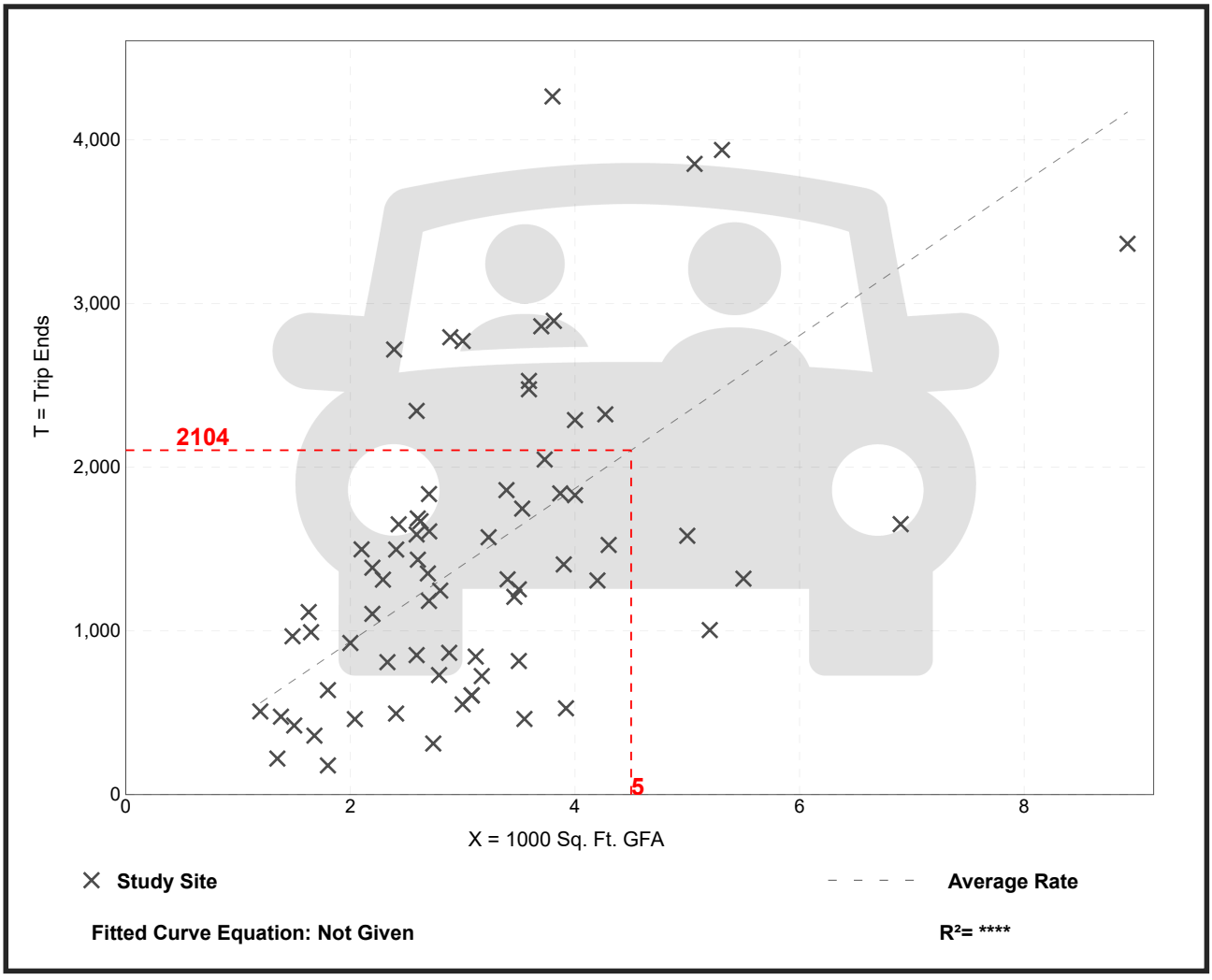
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 71
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

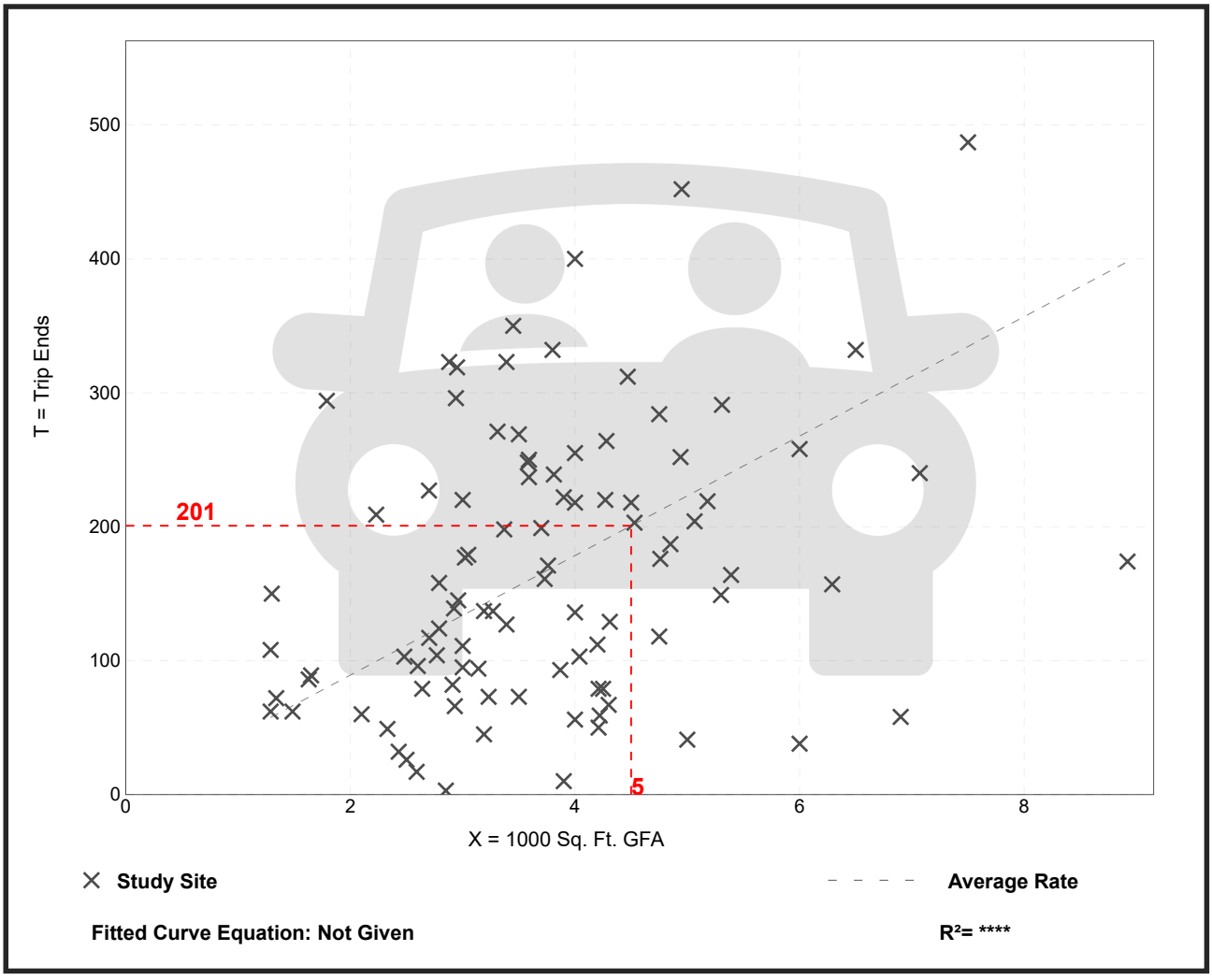
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 96
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

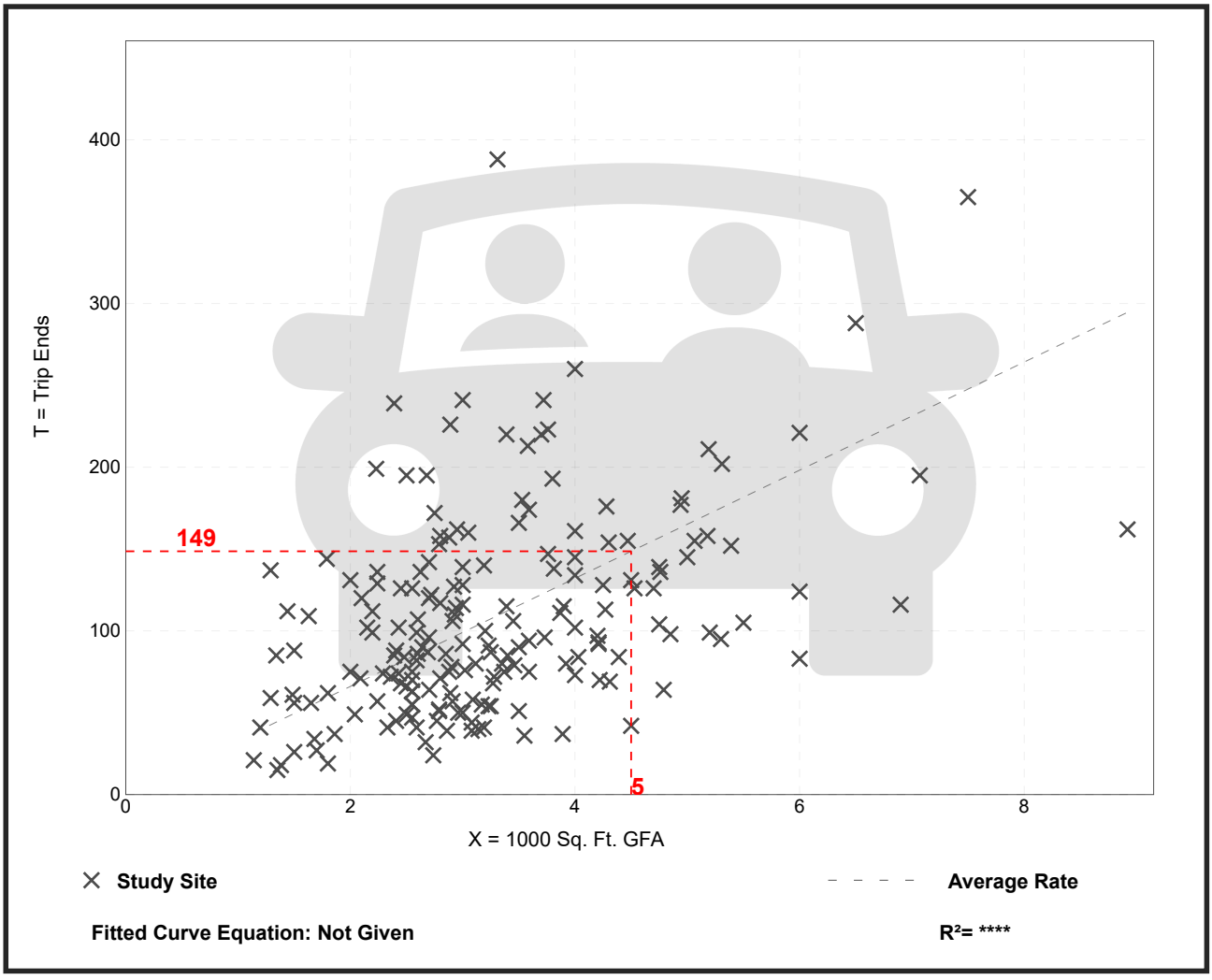
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 190
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Shopping Plaza (40-150k) - Supermarket - Yes
(821)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

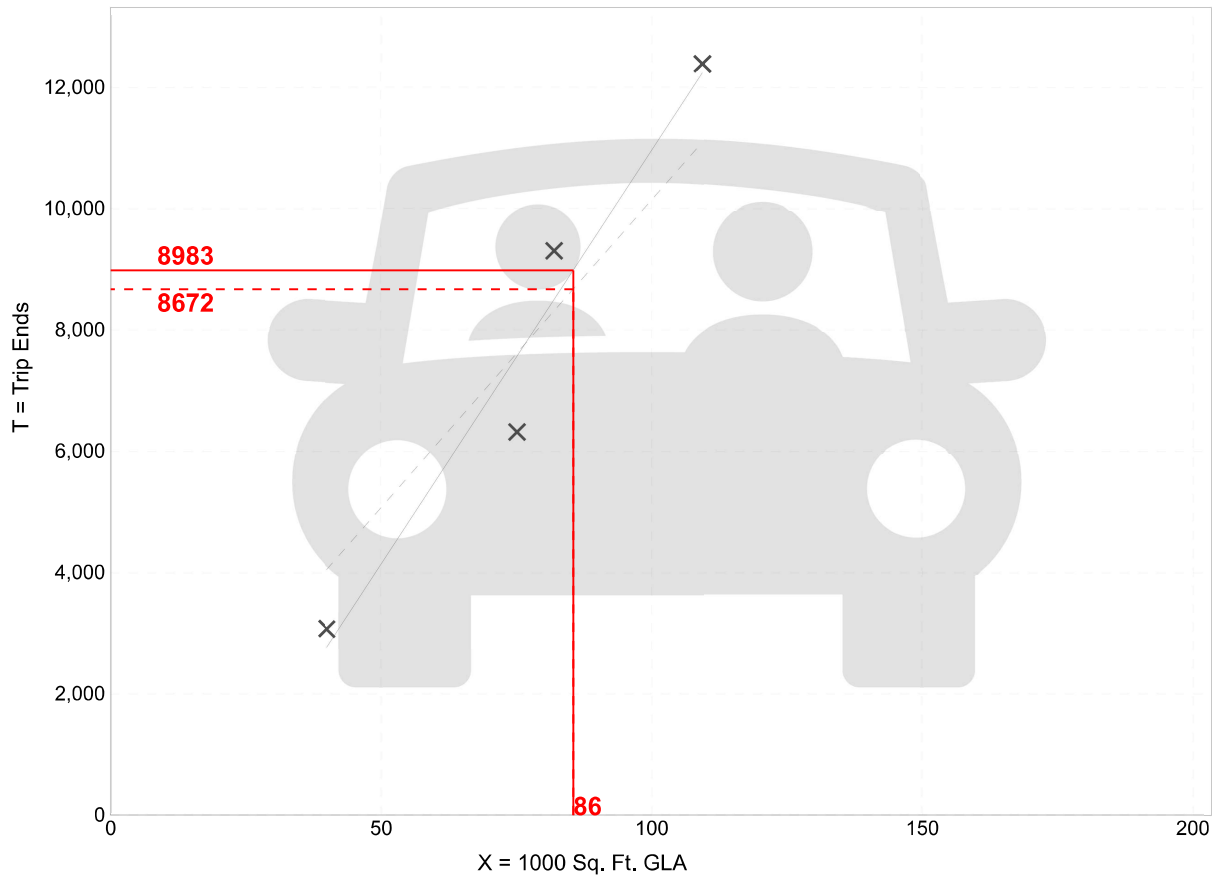
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 77
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
101.43	76.93 - 113.46	17.91

Data Plot and Equation

Caution – Small Sample Size



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

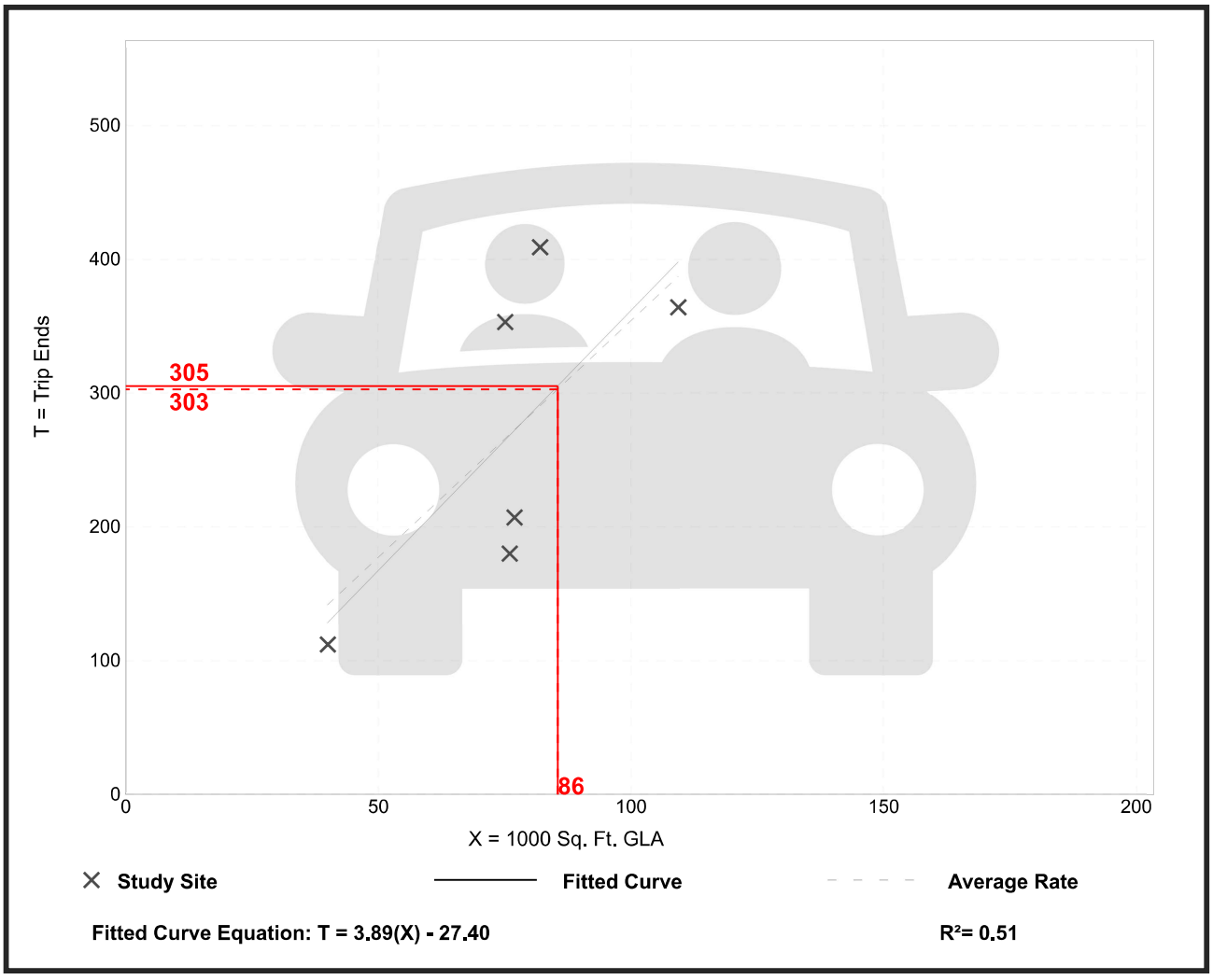
Shopping Plaza (40-150k) - Supermarket - Yes
(821)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GLA: 77
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.54	2.37 - 4.99	1.10

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

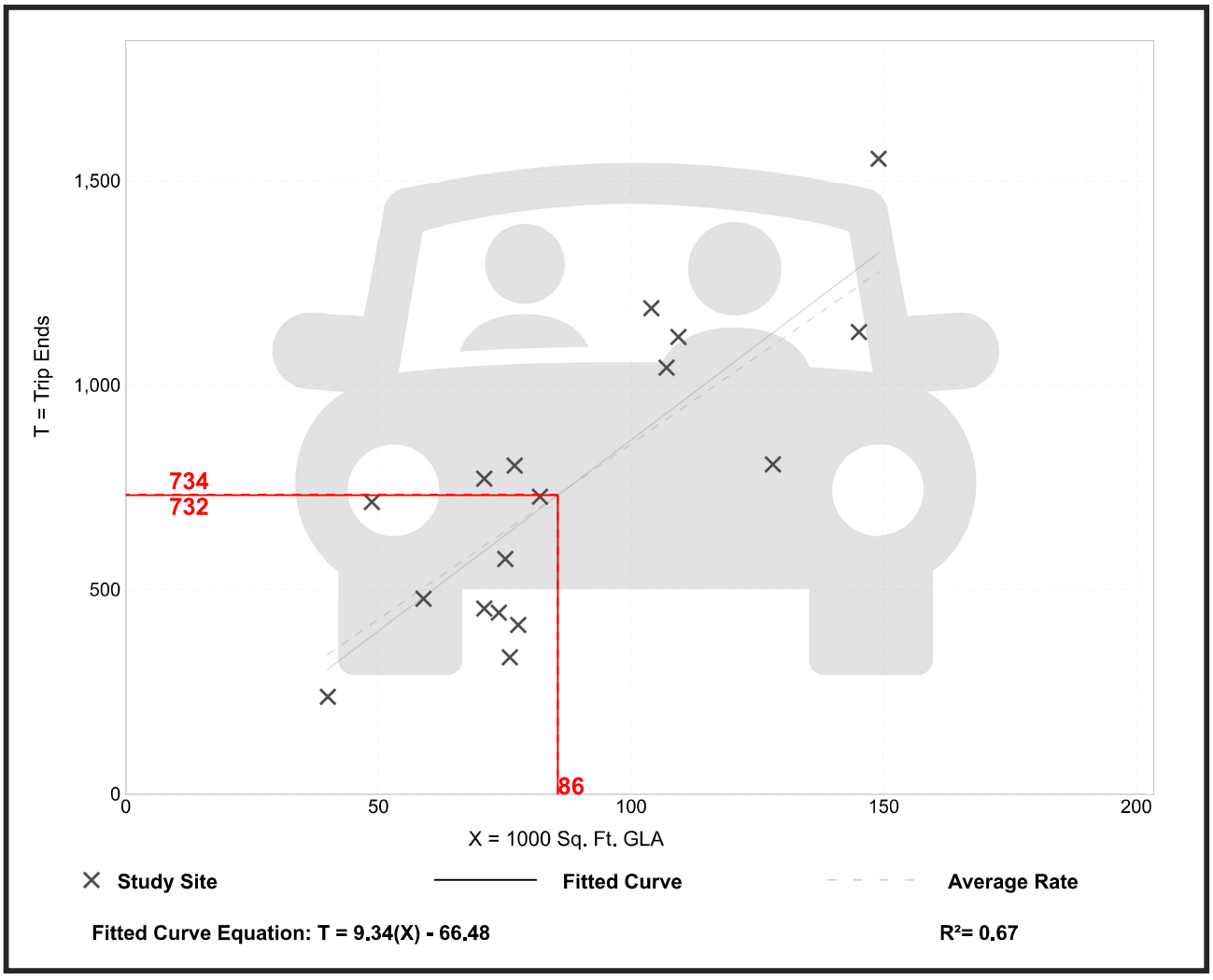
Shopping Plaza (40-150k) - Supermarket - Yes
(821)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 17
Avg. 1000 Sq. Ft. GLA: 88
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
8.58	4.43 - 14.67	2.43

Data Plot and Equation



Trip Gen Manual, 12th Edition ● Institute of Transportation Engineers

OSMUS ALBERT H
25482 HOP RD
CALDWELL ID 83607

SLANE GEORGE E
3816 S 10TH AVE
CALDWELL ID 83605

INTERMOUNTAIN GAS CO
400 N 4TH ST
BISMARCK ND 58501

RUIZ JUAN GABRIEL HUITRON
205 E USTICK RD
CALDWELL ID 83605

COMFORT EXPERT BUILDERS INC
6224 PURPLE SAGE RD
STAR ID 83669

RODRIGUEZ CORNELIO ROBLERO
221 E USTICK RD
CALDWELL ID 83605

CHURCH OF CHRIST CALD INC
4012 S 10TH AVE
CALDWELL ID 83605

DAY ISAAC
105 E USTICK RD
CALDWELL ID 83605

BENNETT INDUSTRIES INC
251 E FRONT ST STE 202
BOISE ID 83702

BALCIN SEMRA
10610 GOSSAMER ST
NAMPA ID 83687

WEST VALLEY ESTATES HOMEOWNERS ASSOCIATION INC
PO BOX 1987
BOISE ID 83701-1987

LEON RAUL
4322 ARROYO WAY
CALDWELL ID 83607

GODINA RICARDO
11831 VIRGINIA PKWY
CALDWELL ID 83605

PRESCOTT CAPITAL INVESTMENTS LLC
845 E IONIA DR
MERIDIAN ID 83642

ROPER STEVEN E
511 MEADOWLARK ST
CALDWELL ID 83607

BARBA JUAN E
515 MEADOWLARK ST
CALDWELL ID 83607

CASTRO JORGE GALLEGOS
517 MEADOWLARK ST
CALDWELL ID 83607

VILLA EMILIA ARREOLA
502 MEADOWLARK ST
CALDWELL ID 83605

CALDWELL SCHOOL DIST NO 132
1200 GRANT ST
CALDWELL ID 83605

4110 SOUTH 10TH AVENUE CALDWELL ID LLC
4195 CHINO HILLS PKWY #591
CHINO HILLS CA 91709

SMITH MARSHALL A AND BETH DECLARATION OF TRUST
303 APPALACHIAN ST
CALDWELL ID 83607

PENDLETON NOELLE AND STEVEN LIVING TRUST
309 APPALACHIAN ST
CALDWELL ID 83607

DAVEY RACHEL J
13323 S GRACE POINT PL
NAMPA ID 83686

ANDERSON GREGORY PETER
321 APPALACHIAN ST
CALDWELL ID 83607

HODGDEN MICHELLE M
403 APPALACHIAN ST
CALDWELL ID 83607

CUMBERLAND OWNERS ASSOCIATION INC
5660 E FRANKLIN RD STE 310
NAMPA ID 83687

CUMBERLAND OWNERS ASSOC INC
PO BOX 2645
EAGLE ID 83616

NETZLEY CLAYTON AND ELIZABETH FAMILY TRUST
4316 MIDDLESBORO WAY
CALDWELL ID 83607

MATT LARRY J AND MARY A REVOCABLE LIVING TRUST
4313 MIDDLESBORO WAY
CALDWELL ID 83607

WARNER JAMES G FAMILY TRUST
4314 COMPTON AVE
CALDWELL ID 83607

FLETCHER JERRY N
4317 COMPTON AVE
CALDWELL ID 83607

FIEZ EDWARD
4319 MIDDLESBORO WAY
CALDWELL ID 83607

HESS GEORGE ORSON
4320 COMPTON AVE
CALDWELL ID 83607

ESPARZA ALEX C
4322 MIDDLESBORO WAY
CALDWELL ID 83607

MIGUEL FAMILY TRUST
4401 COMPTON AVE
CALDWELL ID 83607

HARDY GREGORY EUGENE
4403 MIDDLESBORO WAY
CALDWELL ID 83607

ALLEN PEPPER RAE
4404 COMPTON AVE
CALDWELL ID 83607

CARTER DENNIS R
4406 MIDDLESBORO WAY
CALDWELL ID 83607

GLENN JERRY AND CAROL TRUST
4409 MIDDLESBORO WAY
CALDWELL ID 83607

HOPPER JOHNNY
4410 COMPTON AVE
CALDWELL ID 83607

OSBORNE RONNIE D
4411 COMPTON AVE
CALDWELL ID 83607

HOLMES CHARLES B
4412 MIDDLESBORO WAY
CALDWELL ID 83607

WILLOW OAKS ENTERPRISES LLC
3923 S 10TH AVE
CALDWELL ID 83605

MAVERIK COUNTRY STORES INC
185 S STATE ST STE 800
SALT LAKE CITY UT 84111

PORTSTEWART LTD PTNRSHP
PO BOX 108
BOISE ID 83701

S3 INVESTMENTS LP
1016 W SANETTA ST
NAMPA ID 83651

LOPEZ-AYALA CARLOS DANIEL
4316 ARROYO WAY
CALDWELL ID 83607

CHRISTENSEN TYLER
602 CLOVER CT
CALDWELL ID 83607

PIONEER FEDERAL CREDIT UNION
250 W 3RD S
MOUNTAIN HOME ID 83647

WAL-MART REAL ESTATE BUSINESS TRUST
PO BOX 8050
BENTONVILLE AR 72716-0555

LLOYD FAMILY LLC
316 ROTHBURY DR
CALDWELL ID 83605

MILLER JANET E
4414 PINNACLE PL
CALDWELL ID 83607

RITTHALER CADE T
4410 GAP CREEK AVE
CALDWELL ID 83607

TRUEBLOOD MARVIN AND MARGARET DECLARATION OF TRUST
4409 GAP CREEK AVE
CALDWELL ID 83607

DAVIS LINDA L
4413 PINNACLE PL
CALDWELL ID 83607

GRAVES FAMILY TRUST
7050 LE FLORE PL
GRANITE BAY CA 95746

TABER MAURICE AND TANETTE TABER TRUST
4405 PINNACLE PL
CALDWELL ID 83607

HAMMONS BRENT
4404 GAP CREEK AVE
CALDWELL ID 83607

GORDON THOMAS J
4403 GAP CREEK AVE
CALDWELL ID 83607

GOWDY RONALD C
4402 PINNACLE PL
CALDWELL ID 83607

RITTHALER THOMAS B
4321 PINNACLE PL
CALDWELL ID 83607

ELLIS CHERYL LYN
4318 GAP CREEK AVE
CALDWELL ID 83607

LEE KENNETH E
4317 GAP CREEK AVE
CALDWELL ID 83607

FULLERTON PATRICK
4320 PINNACLE PL
CALDWELL ID 83607

GORDON TERRY
224 APPALACHIAN ST
CALDWELL ID 83605

BECKSTINE FAMILY TRUST
218 APPALACHIAN ST
CALDWELL ID 83607

DUERKSEN JACKIE J
4314 PINNACLE PL
CALDWELL ID 83607

HARRISON COURTNEY L
4311 GAP CREEK
CALDWELL ID 83605

MONTALBO TRUST
4312 GAP CREEK AVE
CALDWELL ID 83607

RICE KIM M
225 APPALACHIAN ST
CALDWELL ID 83607

JAYNES CONNOR W
219 APPALACHIAN ST
CALDWELL ID 83607

WATKINS DAVID L
213 APPALACHIAN ST
CALDWELL ID 83607

WATSON CARMEN E
207 APPALACHIAN CT
CALDWELL ID 83607

BURCH ROBERT
119 APPALACHIAN ST
CALDWELL ID 83607

MCLANE CHRISTINE C
113 APPALACHIAN ST
CALDWELL ID 83607

PRESCHER STEVEN C
4306 GAP CREEK AVE
CALDWELL ID 83607

MARSICOLA REVOCABLE INTER VIVOS TRUST
107 APPALACHIAN ST
CALDWELL ID 83607

BENNETT FOREST INDUSTRIES INC
251 E FRONT ST STE 202
BOISE ID 83702

SLANE GEORGE
3816 S 10TH AVE
CALDWELL ID 83605

LANE DEVELOPMENT LLC
PO BOX 608
EAGLE ID 83616

10TH AND USTICK LLC
350 N 9TH ST STE 200
BOISE ID 83702

LANDEX ID SOTERRA LLC
12682 S FORT ST
DRAPER UT 84020

LENNAR HOMES OF IDAHO LLC
408 S EAGLE RD STE 100
EAGLE ID 83616

TPG AG EHC SD LEN MULTI STATE 1 LLC
408 S EAGLE RD STE 100
EAGLE ID 83616

Date: 8.29.2025

Dear Neighbor,
Prior to the submittal of a development application, the City of Caldwell development code requires a meeting between the applicant and neighbors. A Neighborhood Meeting is intended to allow residents, property owners, businesses, and organizations in the area surrounding a proposed development an early opportunity to learn about the project details and to provide feedback to the applicant before significant resources have been expended on project design and engineering. This is not a public hearing, and public officials will not be present.

When:
Date: September 15, 2025

Time: 6:00 pm

Where:
SWC of Kimball Ave and Ustick Road

Who:
ALC Architecture
C\O: Jeff Likes
1119 E State St #120 Eagle, Idaho 83616
208.514.2713
jeff@alcarchitecture.com

If you have questions about the meeting or proposed development project, please contact the representative of the proposed development.

Project Description:
This project is located at the South West Corner of 10th and Ustick Caldwell, Idaho 83605, Parcel number: R32581, R32582
This proposed project is for a preliminary plat and rezone from C-2 to R-2 zoning to create (52) single family home lots on roughly 7.92 acres and (7) commercial lots on roughly 8.4 acres in the current C-2 zoning.
A site plan and/or drawings of the project are also included with this invitation.

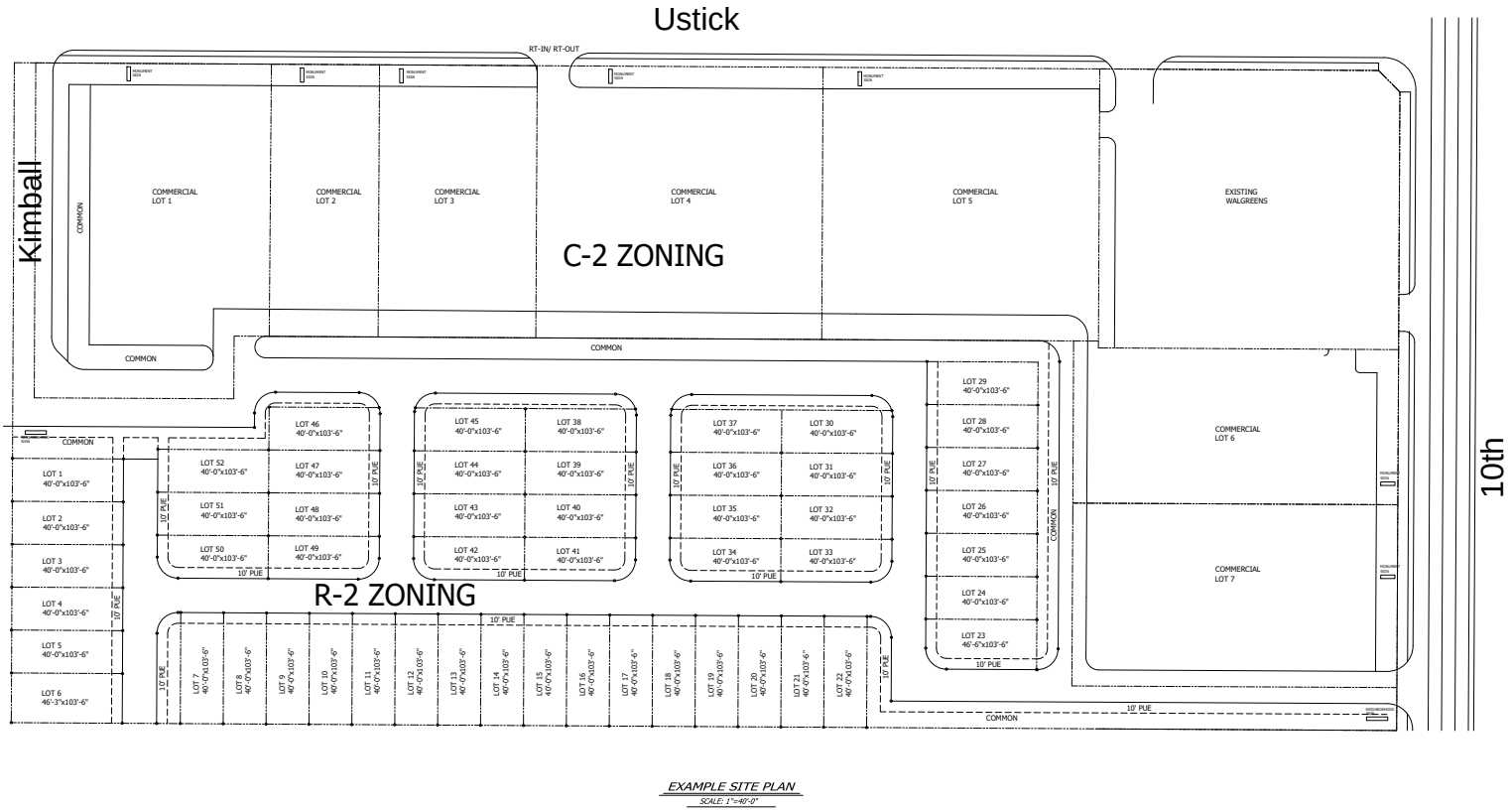
Please note: To track attendance and certify that a meeting was held, a sign-in sheet will be present at this meeting. The applicant will submit this sign-in sheet with their application, which will then be used to notify you of when the application was submitted.
To learn more about the planning process, please visit the city of Caldwell planning website where you can review information about neighborhood meetings and the planning review process.

Thank you for your time and interest in this community discussion.

Thank you,

Jeff Likes- President
ALC Architecture
jeff@alcarchitecture.com

Meeting Location Map



EXAMPLE SITE PLAN

SCALE: 1"=40'-0"

NEIGHBORHOOD MEETING CERTIFICATION:

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

Description of the proposed project: This proposed project is for a preliminary plat and rezone from C-2 to R-2 zoning to create (52) single family home lots on roughly 7.92 acres and (7) commercial lots on roughly 8.4 acres in the current C-2 zoning.

Date of Round Table meeting: August 28, 2025

Notice sent to neighbors on: August 29, 2025

Date & time of the neighborhood meeting: September 15, 2025

Location of the neighborhood meeting: On site

Developer/Applicant:

Name: Jeff Likes

Address, City, State, Zip: 1119 E State St #120 Eagle, Idaho 83616

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

DEVELOPER/APPLICANT SIGNATURE Jeff Likes

DATE 9.18.2025

ALC architecture collaborative
1119 E. State St., Suite 120 - Eagle, ID 83616
208.514.2713

Neighborhood meeting sign in sheet:

RE: 10th and Ustick Pre Plat

Date: September 15, 2025, 6:00 P.M.

Name:	Address:
Thomas Rathbun	4321 Pinnacle Plc Caldwell, ID
Robert Bunch	119 Appalachian Caldwell ID
Carmen Weber	202 Appalachian St. Caldwell ID
Deb Redmond	2712 Pine Mountain Ave, Caldwell
Ron Redmond	" " " " "
Paul McLane	113 Appalachian St Caldwell ID
Sherry + Ray Marsicola	107 Appalachian St. Caldwell
Jim Rice	225 Appalachian St. Caldwell
Eric Shannon	~~7205~~ 4707 Middlesboro Way Caldwell
Laura Shannon	↓ ↓
Brian Bartley	4618 Gapcreek Ave Caldwell
Steven Pendleton	309 Appalachian St Caldwell
Noelle Pendleton	" " "
Linda DAVIS	4413 PINNACLE PL 83607
Bruce DAVIS	" " "
Marshall Smith	303 Appalachian ST. Caldwell, ID
PAUL WEBSTER	1102 Lester St Caldwell, 83607 Caldwell Schools
Stelley M King	4513 Pine mntn Ave, Caldwell, Id

EXHIBIT 2:

CITY DEPARTMENT COMMENTS AND CONDITIONS OF APPROVAL

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

From: Steven Pendleton, Land Development Manager
Hallie Hart, City Engineer

Re: ANN24-000013 / SPP24-000002– Element Ridge Subdivision

Date: January 30, 2026

The Engineering Department provides the following comments on a request by ALC Architecture, on behalf of Bennett Forest Industries INC., is requesting a rezone of a portion of parcel R3258200000, from C-2 to R-2, as well as approval of a preliminary plat for Ambrosia Subdivision, a mixed use subdivision with 8.42 acres of commercial fronting on Ustick Rd. and S. 10th Ave. The subdivision will also include 5.03 acres of single family residential (52 single family detached lots) with a density of 8.6 units per acre. The subject site is located on the south side of E. Ustick Rd., approximately 275 feet west of the intersection with S. 10th Ave.

Development Plans

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

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

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

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

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

    e. Pressure Irrigation (P

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

    g. Street lighting (per City standards);

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

    i. Vertical Datum based on NAVD 88 Datum.

General

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

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

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

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

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

6. 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.

7. 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.

8. 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.

9. The engineer of record shall be held responsible to ensure that improvements are in compliance with said engineer's design. Following the construction of the improvements, the developers engineer shall provide the City of Caldwell Engineering Department with electronic

(.dwg) format record drawings spatially referenced to the Idaho State Plane Coordinate System-West Zone, North America Datum (NAD) 83. Vertical control shall be referenced to the North America Datum (NAVD) 88 for future reference and to establish that the engineer of record has caused construction to occur in substantial compliance with the design of said engineer of record.

10. 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. W. Ustick Rd. . is classified as a Principal Arterial roadway. The applicant shall dedicate as public right-of-way a minimum forty-eight (48') foot half width right-of-way along the entire W. Ustick Rd. alignment (per City Standard R-810A).

2. S. 10th Ave. is classified as a Minor Arterial roadway. The applicant shall dedicate as public right-of-way a minimum forty (40') foot half width right-of-way along the entire S. 10th Ave. alignment (per City Standard R-810B).

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

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

5. Applicant shall dedicate necessary right-of-way for the construction of an eastbound right hand turn lane on Ustick Rd. at the intersection of S. 10th Ave.

6. Applicant shall dedicate necessary right-of-way for the construction of a southbound right hand turn lane on S. 10th Ave. at the intersection of proposed Nettuno Rd. located in the SE corner of the site.

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

Street

1. Full half street frontage improvements shall be completed to all classified roads adjacent to the proposed project including (S. 10th Ave., W. Ustick and S Kimball Ave.) 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. Applicant shall complete the full width striping along the entire frontage on 10th Ave. to the intersection of Ustick Rd. to be determined at the time of construction drawing review.

3. Applicant shall provide center median curbing and delineators on 10th Ave. from the intersection of Ustick Rd. south to the Walmart access located at approximately 400' south of Ustick Rd.

4. Applicant shall construct the remainder of the eastbound right-turn lane on Ustick Road at intersection of 10th Ave.

5. Applicant shall construct southbound right-turn lane on S. 10th Ave. at the intersection of proposed Nettuno Rd.

6. Applicant shall construct a right-in right-out approach at Ustick road located in the center of the site with a channelizing island to be reviewed with construction drawing submittal.

7. All commercial lot accesses internal to the subdivision shall be constructed as shared approaches with cross access agreement shall be recorded with the plat to be determined at time of construction drawing review.

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

9. No lot/building shall have direct access to/from S. 10th Ave., Ustick Rd. and Kimball Ave.

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

11. Applicant shall coordinate with the United States Postal System to determine a cluster mailbox unit locations. Said locations shall be interior to the site and shall be located in a manner that will not impact, or cause queueing onto S. 10th Ave. Ustick Rd. or Kimball Ave.

Traffic Impact Fees

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

Traffic impact study has not been submitted and reviewed by City Engineering staff at this time. Applicant shall submit the traffic impact study for review and approval prior to advancing the application to City Council and shall apply any mediation as determined by the City to the application. Final location of access points onto Ustick Rd and 10th Ave are not approved until the findings from said study are reviewed and approved.

Water

City of Caldwell Public Works Department has reviewed the recently adopted Caldwell Water Facility Plan System and determined that certain shortfalls exist in water pressure zone 2 south of Interstate 84, zones 3 and 4. While these shortfalls are being remediated, the Engineering Dept. doesn't contest the approval of the Preliminary Plat and the construction of onsite infrastructure, but ***reserves the right to hold any phase of final plat and associated building permits*** *until adequate water is obtained within the affected zone. The Applicant is encouraged to work closely with the Engineering Department to determine potential construction timing and impacts.*

1. All on site water mains will need to be looped into existing mains for fire flow and water quality purposes. Internal main sizing and construction plan approval, will be dependent upon the availability of fire flow. This development will be required to comply with the most current Water Master Plan.
    a. Applicant shall construct an 18" master planned water mainline within Ustick Rd. through the entire frontage of this development. Applicant may be able to contribute monies in-lieu of construction for said mainline only at the discretion of the City Engineer to be determined at time of construction drawing submittal.

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

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

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

Sanitary Sewer

1. It shall be the responsibility of the applicant's engineer to verify that connection to existing sewer mainlines will not exceed the functional capacity of said mainlines. Provision for connectivity by future developments shall be met in accordance with current City standards.

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

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

extensions will be decided during the review of the improvement plans. This development shall comply with the most current version of the City of Caldwell Master Sewer Plan.

a. Applicant shall construct a 10" master planned sewer trunk line within Ustick Rd through the entire frontage of the site.

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

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

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

Irrigation

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

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

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

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

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

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

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

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

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

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

10. All plans and construction drawings submitted to the City of Caldwell for review and approval for any out-of-season irrigation work to be performed within or across facilities located within (or owned by) irrigation districts other than CMID shall be submitted to the Caldwell Engineering Department no later than August 15th. Submittal of plans after this date may result in Applicant not receiving plan approval in time to complete out-of-season work.

Storm Drain

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

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

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

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

Plat

1. Prior to approval of the final plat, subdivision facilities must be completed or an appropriate construction security provided. There may be temporary restrictions to the obtaining of building permits, even with acceptable construction security, depending on fire protection, emergency

service requirements, and City approval of the sanitary sewer system. A 20% temporary restriction to obtaining of building permits will be enforced until all facility construction has been completed, inspected and certified by the Applicants engineer including all punch list items.

2. A note shall be added to the final plat stating that no lot shall have direct access to/from South 10th Ave., W. Ustick Rd. or S. Kimball Ave.

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

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

Date 11/17/2025

Caldwell City – Planning and Zoning
Re: Case Number: Ambrosia Subdivision SPP25-000009

Dear, Planning & Zoning

The Caldwell City Fire Department District has reviewed and can approve the application subject to compliance with all the following code requirements and conditions of approval. Any deviation from this plan is subject to Fire Department approval. Please note that unless stated otherwise, this memo represents the requirements of the 2018 International Fire Code (IFC) as adopted by the Idaho State Fire Marshal's Office.

Caldwell Fire Department Details

Nearest Fire Station:
Station 12 724 E Ustick Rd. Caldwell,
Distance: 0.4
Estimated response time: 2 minutes

Distance from Station	Service Expectation	Staffing & Apparatus	Typical Response Time Goal
0–1 mile	Immediate—high-priority	First-due company (engine)	≤4min travel, ≤5min total
1–2 miles	Very rapid—high-priority	First-due company, backup	≤4min travel, ≤5min total
2–3 miles	Rapid—standard coverage	First-due w/ backup	≤6min travel, ≤9min total (full alarm)
3–4 miles	Slower—moderate	Closest available, limited	6–8min travel
4–5 miles	Extended	Closest company, delayed	>8min travel, variable

Properties located 3–4 miles from a fire station are at the limit of effective coverage and may experience service delays.

Developments beyond 5 miles are generally not recognized by ISO as having fire protection, and response to these areas will be significantly delayed.

Conditions:

1. Fire hydrants, capable of producing the required fire flow, shall be located along approved fire lanes. Fire hydrant spacing shall meet the requirements of IFC table C105.1.1 (IFC 507.3, IFC B105.2, IFC C105).
2. Roadway serving a fire hydrant shall be a minimum of 26-feet in width. (IFC D103.1)
3. Dead-end fire apparatus access roads exceeding 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus. (IFC 503.2.5)
4. Fire apparatus access roads shall extend to within 150 feet of all portions of the exterior walls of the first story of a building measured by an approved route around the exterior of the building or facility. (IFC 503.1.1)
5. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches. (IFC 503.2.1)
6. The minimum outside turning radius of a fire apparatus access road shall be 48 feet. The minimum inside turning radius shall be 28 feet. (IFC 503.2.4)
7. Fire apparatus access roads shall have an approved driving surface of asphalt, concrete or other approved driving surface and can support the imposed load of fire apparatus weighing at least 80,000 pounds. Please provide documentation the road surface meets this standard. (IFC D102.1)
8. Fire apparatus access roads shall not exceed 10 percent in grade. (IFC D103.2)
9. For streets having a width less than 33 feet back of curb to back of curb parking shall be restricted on one side; for streets having a width less than 27 feet back of curb to back of curb parking shall be restricted on both sides. A note on the face of the final plat is required noting the parking restriction prior to signing of the final plat. In addition, No Parking signs shall be installed in accordance with the requirements of the IFC. (IFC 503.8)

10. Approved secondary access roads shall be provided per section D106 of the 2018 IFC.

11. An automatic fire sprinkler system installed per NFPA13D may be required.

12. A phasing plan shall be included in documentation to city at time of submittal in accordance with infrastructure 2018 IFC.

13. Where fire apparatus access roads or a water supply for fire protection are required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except where approved alternative methods of protection are provided. Temporary street signs shall be installed at each street intersection where construction of new roadways allows passage by vehicles in accordance with (IFC Section 505.2.

14. **SECTION D107 ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS D107.1** One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.

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

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

Regards,

Alan Perry
Deputy Chief
Fire Marshal
Caldwell Rural Fire Protection District
Aperry@cityofcaldwell.org

Memorandum

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

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

Re: SPP25-000009, ZON25-000005 – Ambrosa Subdivision

Date: December 11th, 2025.

The Mapping Department provides the following comments on a request by ALC Architecture, on behalf of Bennett Forest Industries INC., is requesting a rezone of a portion of parcel R3258200000, from C-2 to R-2, as well as approval of a preliminary plat for Ambrosia Subdivision, a mixed use subdivision with 8.42 acres of commercial fronting on Ustick Rd. and S. 10th Ave. The subdivision will also include 5.03 acres of single family residential (52 single family detached lots) with a density of 8.6 units per acre. The subject site is located on the south side of E. Ustick Rd., approximately 275 feet west of the intersection with S. 10th Ave.

Address Number

1. Please contact the Mapping Department prior to permitting for addressing.

Street Names

1. Approved.

Lots & Blocks

1. Adjust from lot 7 so lots are connected & continuous.

Subdivision / Development Name

1. Approved.

TO: CALDWELL POLICE DEPARTMENT AND FIRE DEPARTMENT

FROM: CALDWELL PLANNING AND ZONING

DATE: 2/23/2026

DUE DATE: **3/13/2026**

REQUEST FOR INFORMATION

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

SUBJECT: **Ambrosa**

REQUEST SUMMARY: The applicant, ALC Architecture, on behalf of Bennett Forest Industries INC., is requesting a rezone of a portion of parcel R3258200000, from C-2 to R-2, as well as approval of a preliminary plat for Ambrosia Subdivision, a mixed use subdivision with 8.42 acres of commercial fronting on Ustick Rd. and S. 10th Ave. The subdivision will also include 5.03 acres of single family residential (52 single family detached lots) with a density of 8.6 units per acre. The subject site is located on the south side of E. Ustick Rd., approximately 275 feet west of the intersection with S. 10th Ave.

Population Impact:

# of new residential units:	52
Projected population created by development: ***(# of SF units X 3) and (# of MF units X 2)***	156
Proposed commercial acreage:	8.42

POLICE DEPARTMENT ANALYSIS AND SERVICE IMPACT:

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

Development Analysis and Impacts:

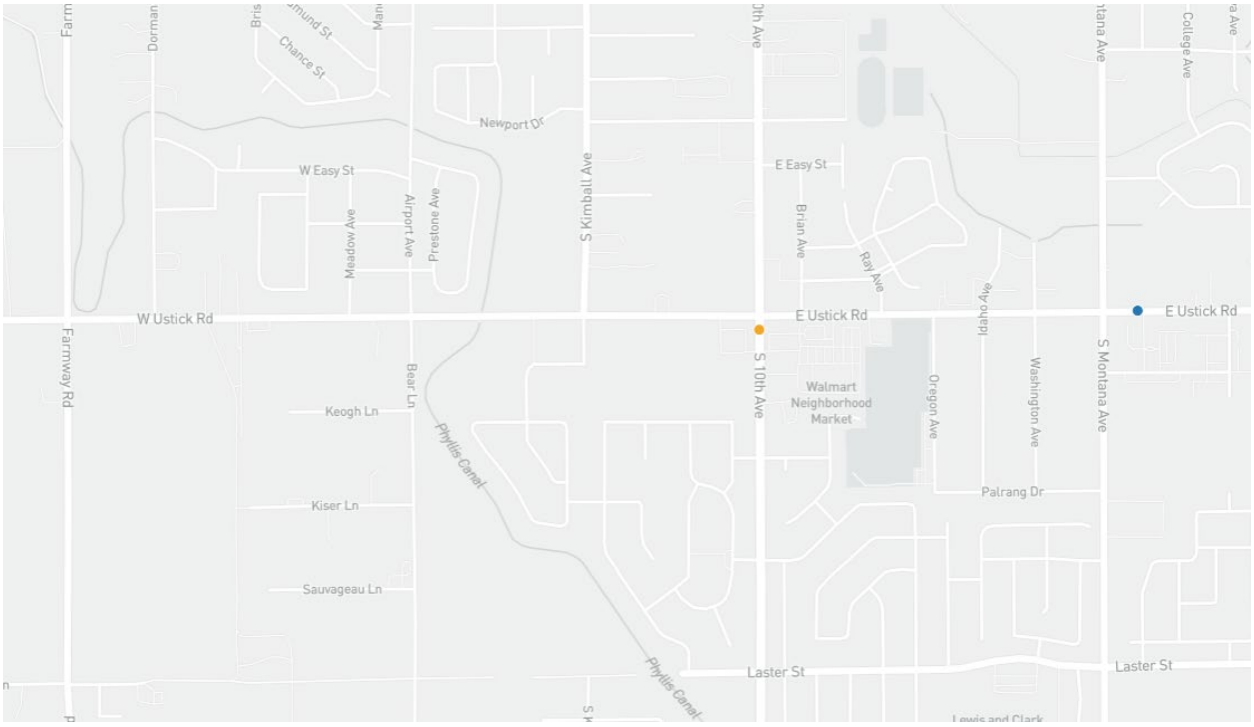
Demand for Service in this area (Total calls for service YTD)	Nearby adjacent reporting districts have an average of 209.25 calls for service each year to date. The nearby RD's (3D, 3E, 3G, 3H) have a combined total of 837 reactive CFS from January 1st to March 2nd, 2026.
Call types within this area	**Top 20 Reactive Calls for Service in the Area**
Workload saturation in area (%)	Reporting districts 3D, 3E, 3G, 3H account for 837 (year to date) reactive CFS compared to a total of 4,027 total YTD. These RD's account for 5.20% of all reactive CFS YTD.
Will this development have other significant impacts on the ability to provide services?	☐ Yes ☒ No

Nature	#	%
Follow Up	22	8.06%
Welfare Check	17	6.23%
Suspicious	14	5.13%
Citizen Assist	12	4.40%
AC Animal at Large	12	4.40%
Agency Assist	10	3.66%
911 Disconnect Cell	8	2.93%
PD Accident	8	2.93%
Abandoned Vehicle	8	2.93%
AC Barking Dog	8	2.93%
Noise Complaint	7	2.56%
Attempt to Locate	7	2.56%
911 Cell Open Line	6	2.20%
Juvenile Problem	6	2.20%
Disturbance	6	2.20%
Threatening	5	1.83%
Extra Patrol	4	1.47%
AC Welfare Check	4	1.47%
Alarm-Commercial	4	1.47%
Parking Problem	4	1.47%

Will this development necessitate additional police resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".*	☒ Yes ☐ No

Traffic Crash Data for Area:

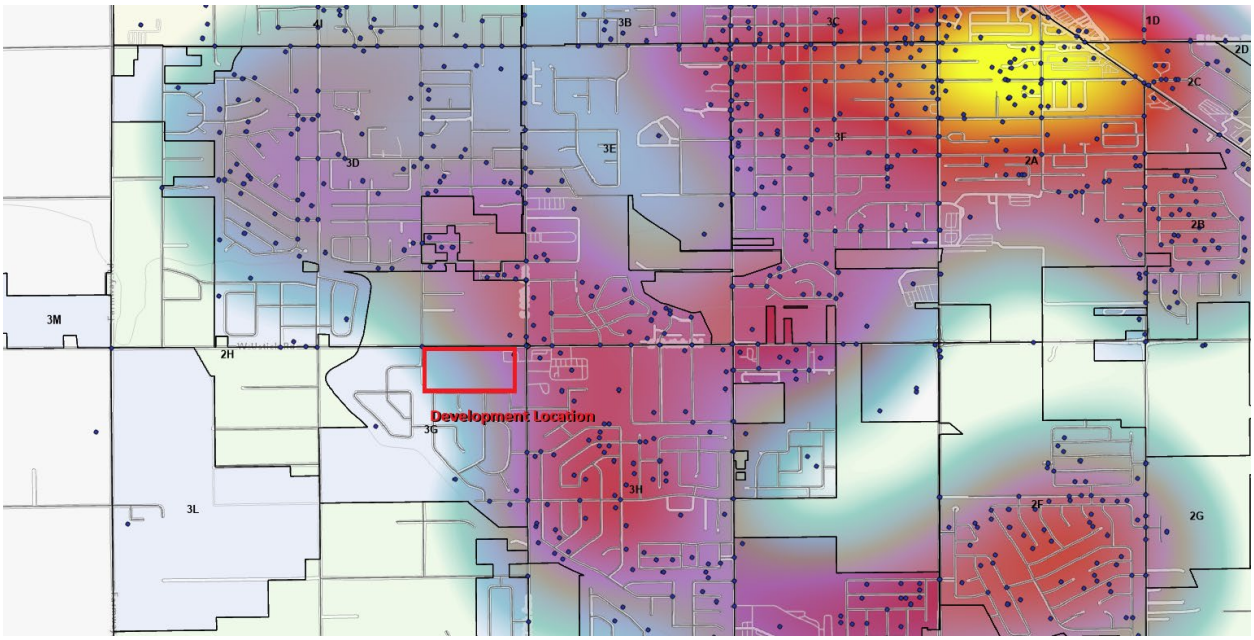
Provide comments below for crash data in area surrounding development.



Year to date, there have only been two traffic collisions in the area, one on Ustick and the other on 10th Avenue, which had a reported injury. More details attached in the Ambrosa Crash Study

Hot Spot Mapping (if applicable):

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



Each blue dot represents a reactive call for service, the darker areas represent a higher density of calls for service, and the bright yellow areas represent the highest density. The red square represents the development location being proposed.

Adverse Impact Comments, Recommendations and Fiscal Impact:

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

Currently the city of Caldwell keeps a 1.2 sworn personnel to 1000 citizen ratio. With the addition of 156 citizens, it would necessitate an increase of sworn personnel by 0.18 personnel to maintain the current ratio.

FIRE DEPARTMENT ANALYSIS AND SERVICE IMPACT:

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

Emergency Response Time Analysis and Service Impact:

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

Standards for Travel Time (90% of time) for first arriving unit:	4 minutes
Closest fire station (in miles) to site:	
Approximate response time to site:	
Adequate fire flow capacity to serve proposed development?	☐ Yes ☐ No
Will this development have other significant impacts on the ability to provide services?	☐ Yes ☐ No
Will this development necessitate additional fire resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".*	☐ Yes ☐ No

Adverse Impact Comments, Recommendations and Fiscal Impact:

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

CRASH SUMMARY REPORT

Ambrosa Crash Study

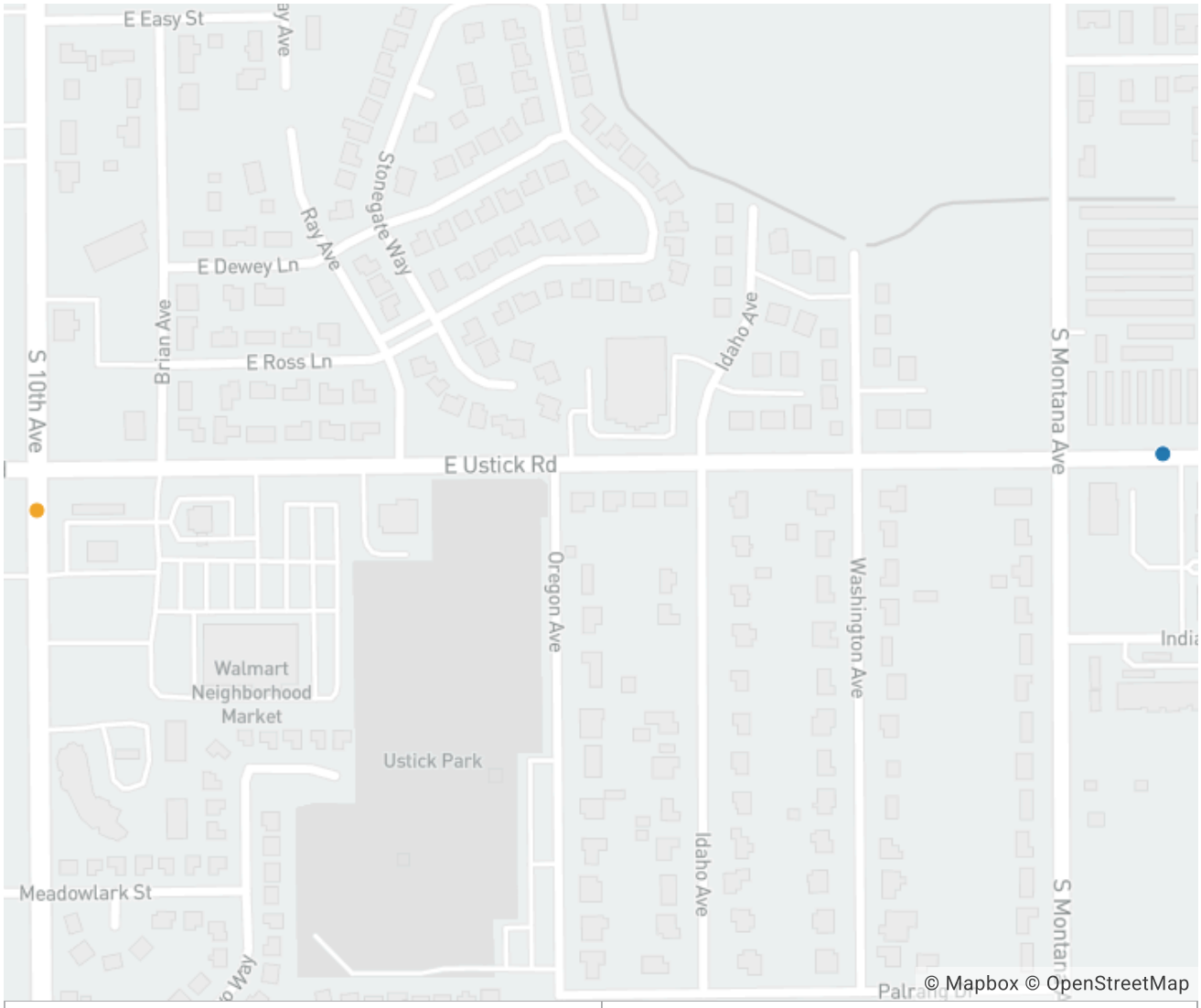
Created on March 6, 2026

Created by Marlon Leslie

Data extents: January 1, 2026 to March 6, 2026

Applied Filters

Shape: Polygon



Total Crashes	2	Fatal Crashes	0

ITD Crash Summary		Crash
Total Crashes	2	100.00%
Intersection Related	1	50.00%
+ 11 more	0	0%

Date & Time (Year)		Crash
2026	2	100.00%
+ 18 more	0	0%

Crash Severity (# of Crashes)		Crash
(B) Suspected Minor/Visible Injury	1	50.00%
(O) Property Damage Report	1	50.00%
+ 3 more	0	0%

Injury Name		Person
No Apparent Injury	7	77.78%
Suspected Minor Injury	2	22.22%
+ 4 more	0	0%

Intersection Related		Crash
No	1	50.00%
Yes	1	50.00%
N/	0	0.00%

Date & Time (Day of Week)		Crash
Tuesday	1	50.00%
Friday	1	50.00%
+ 5 more	0	0%

County		Crash
Canyon	2	100.00%
+ 43 more	0	0%

Operator Action		Unit
Going Straight	2	40.00%
Stopped in Traffic	2	40.00%
Slowing in Traffic	1	20.00%
+ 53 more	0	0%

Unit Type		Unit
Pickup	2	40.00%
SUV/Crossover	2	40.00%
Car	1	20.00%
+ 27 more	0	0%

Urban / Rural		Crash
Urban	2	100.00%
Rural	0	0.00%

Contributing Circumstances (All)		Crash
None	2	100.00%
Following Too Close	1	50.00%
+ 39 more	0	0%

Most Harmful Event		Crash
Rear-End	2	100.00%
+ 63 more	0	0%

EXHIBIT 3:
COPY OF AGENCY NOTIFICATION LETTER SENT, LIST OF AGENCIES NOTIFIED, AND AGENCY COMMENTS

OUTSIDE AGENCY WRITTEN TESTIMONY

Outside Agency Response Deadlines: **12/19/2025**

CITY OF CALDWELL
PLANNING AND ZONING DEPARTMENT
205 S 6th Avenue, Caldwell, ID 83605 | Office: 208-455-3021
https://www.cityofcaldwell.org/departments/planning-and-zoning

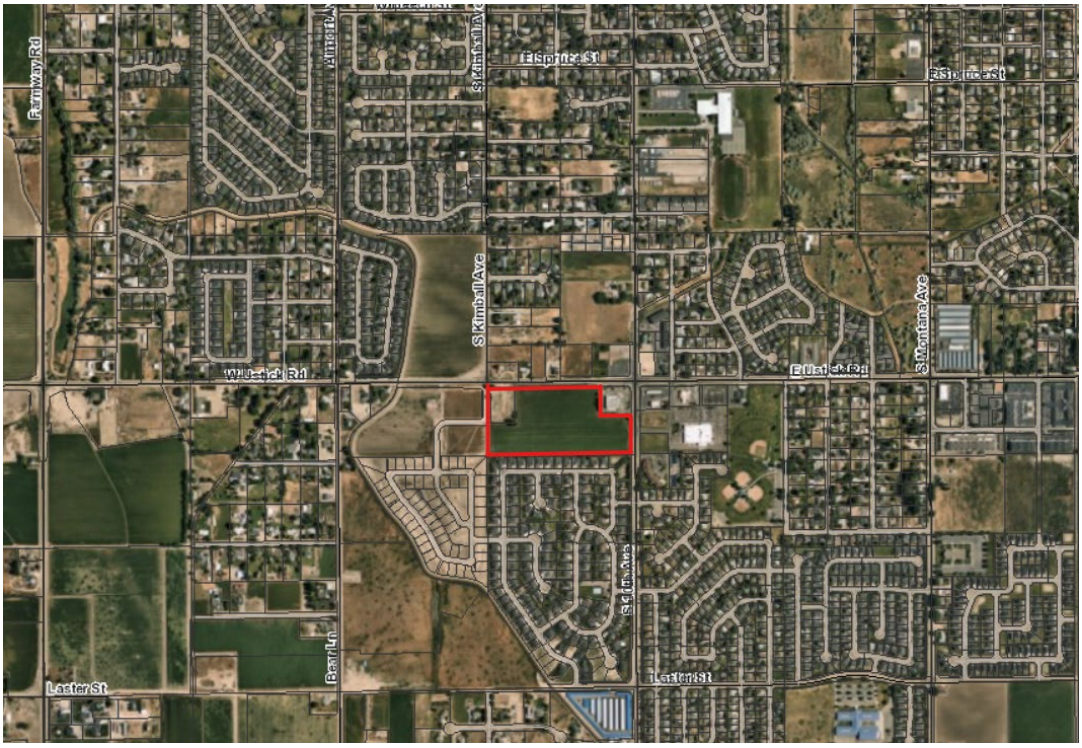
PUBLIC AGENCY NOTIFICATION – RESPONSE REQUESTED

Transmittal Date:	11/12/2025		
1ST HEARING DATE:	1/13/2026	**HEARING BODY:**	Hearing Examiner
2nd HEARING DATE:	2/17/2026	**HEARING BODY:**	City Council
Application Case No(s):	SPP25-000009, ZON25-000005		
Project Name:	Ambrosia Subdivision		
Site Address:	0 S 10th Avenue and 106 E. Ustick Rd.		
Site Parcel ID:	R3258100000 and R3258200000		
Site Location:	On the south side of E. Ustick Rd., approximately 275 feet west of the intersection with S. 10th Ave.		
Applicant:	Jeff Likes, ALC Architecture 1119 E. State St. #120, Eagle, ID 83616 208-514-2713, jeff@alcarchitecture.com		
Property Owner:	Bennett Forest Industries, INC 251 E. Front St. #202, Boise, ID 83702		
Agent Name:	Same as applicant		

You are hereby notified, pursuant to the Local Land Use Planning Act, Idaho Code 67-6509, that the City of Caldwell has accepted the following application(s).

You are invited to provide written testimony by the date specified below to ensure planners can consider the information as they develop their staff report and recommended findings. All items received by the deadline will be placed in the hearing packet, allowing the hearing body adequate time to review the submitted information.

REQUEST SUMMARY: The applicant, ALC Architecture, on behalf of Bennett Forest Industries INC., is requesting a rezone of a portion of parcel R3258200000, from C-2 to R-2, as well as approval of a preliminary plat for Ambrosia Subdivision, a mixed use subdivision with 8.42 acres of commercial fronting on Ustick Rd. and S. 10th Ave. The subdivision will also include 5.03 acres of single family residential (52 single family detached lots) with a density of 8.6 units per acre. The subject site is located on the south side of E. Ustick Rd., approximately 275 feet west of the intersection with S. 10th Ave.



APPLICATION PACKET: The complete application packet can be found on the City of Caldwell website under "Planning and Zoning Department/Current Case Files" or by clicking here.

OUTSIDE AGENCY COMMENTS: Your agency's comments are an important part of our decision-making process. When submitting comments, please reference Case No. listed above in responses and/or correspondence regarding this case. Comments received by the deadline date will be added to the Staff Report and to the hearing body's packet. Comments may be submitted by mail or email as follows:

Mail: Caldwell Planning and Zoning Department, P.O. Box 1179, Caldwell, ID 83605
Email: Katie Wright, Planner III at kwright@cityofcaldwell.org

Please Note: We will assume that your agency has no objections or concerns if we do not receive written testimony or comments within the requested timeframe.

PUBLIC AGENCY NOTIFICATION LIST

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

City of Caldwell Engineering Department
City of Caldwell Engineering Inspections
City of Caldwell Fire Chief
City of Caldwell Fire Marshall
City of Caldwell Building Department
City of Caldwell Police Chief
City of Caldwell Lieutenant Wright
City of Caldwell Mapping Department
City of Caldwell Code Compliance Division
City of Caldwell Economic Development
City of Caldwell Airport
City of Caldwell Water Department
Vallivue School District #139
Caldwell School District #132
Pioneer Irrigation District
Riverside Irrigation District
Canyon Hill Irrigation
Franklin Ditch Co.
Nampa-Meridian Irrigation Dist.
Black Canyon Irrigation District
Golden Gate Irrigation
Caldwell Lateral Irrigation
Wilder Irrigation District
Compass Idaho
Hilty, Bower, Haws & Seable
Caldwell Transportation
Brown Bus Company
Canyon Highway District #4
Nampa Highway District #1
Idaho Transportation Department
Valley Regional Transit
Canyon County Development Services
Canyon County Plat Room
City of Nampa Planning and Zoning
Boise Project Board of Control
Southwest District Health
Idaho Power
Intermountain Gas
DTG Maps (only for final plats)
Boise River Flood Control Dist. #10
Bureau of Land Management
Bureau of Reclamation - Snake River Area Office
Corps of Engineers
Idaho Fish and Game
Department of Water Resources
College of Idaho
Department of Lands
USPS Caldwell
Union Pacific Railroad

Katie Wright

From: Morgan Bessaw
Sent: Wednesday, November 12, 2025 3:01 PM
To: Katie Wright
Subject: FW: Request for Agency Comments - Ambrosia Subdivision

COMMUNITY DEVELOPMENT
Planning & Zoning Division
Morgan Bessaw, AICP, CFM
Deputy Director
205 S 6th Ave • Caldwell, Idaho 83605
www.cityofcaldwell.org • (208) 455-4594

From: D3 Development Services <D3Development.Services@itd.idaho.gov>
Sent: Wednesday, November 12, 2025 2:34 PM
To: Morgan Bessaw <mbessaw@cityofcaldwell.org>
Subject: RE: Request for Agency Comments - Ambrosia Subdivision

Hello,

After careful review of the transmittal submitted to ITD on November 12, 2025, regarding, Ambrosia Subdivision, the Department has no comments or concerns to make at this time. This application does not meet thresholds for a Traffic Impact Study nor does it pose any safety concerns. If you have any questions please contact Kendra Conder at 208-334-8377 /Kendra.Conder@itd.idaho.gov

Thank you
Mila Kinakh
D3 Planning and Development

From: Morgan Bessaw <mbessaw@cityofcaldwell.org>
Sent: Wednesday, November 12, 2025 11:07 AM
To: Alan Perry <aperry@cityofcaldwell.org>; Angelica Gomez <agomez@cityofcaldwell.org>; Anita Means (Caldwell Transportation Co) <anita@ctcbus.com>; Bill Pastoor <wpastoor@republicservices.com>; Black Canyon Irrigation Dist. (bcid@blackcanyonirrigation.com) <bcid@blackcanyonirrigation.com>; Boise Project Board of Control (tritthaler@boiseproject.org) <tritthaler@boiseproject.org>; Boise River Food Control Dist. #10 (projectmgr@boiseriver.org) <projectmgr@boiseriver.org>; 'brandon.flack@idfg.idaho.gov' <brandon.flack@idfg.idaho.gov>; Brett Clark <bclark@cityofcaldwell.org>; Brian Courtright <bcourtright@republicservices.com>; Brown Bus Company (brent.carpenter@brownbuscompany.com) <brent.carpenter@brownbuscompany.com>; Bruce Smith <smithbr9@republicservices.com>; Bureau of Land

EXHIBIT 4:

PUBLIC COMMENTS

Katie Wright

Subject: FW: Case#SPP25-000009 ZON25-000005

-----Original Message-----
From: Sherry Marsicola <lewis1paradise@att.net>
Sent: Monday, December 22, 2025 3:07 PM
To: PZ <PZ@cityofcaldwell.org>
Subject: Case#SPP25-000009 ZON25-000005

To planning and zoning
We live at 107 Appalachian st. We believe that rezoning this parcel would be detrimental to Caldwell's growth . Caldwell is a growing community with the need for commercial growth as well as housing but once this property is given to more developers building housing ,which is currently happening everywhere you look ! It's GONE forever ! if approved it is our opinion that the commercial would take a backseat to getting the housing development under way! I know the developers always say with housing first the commercial will follow? We strongly disagree! There IS already the need for community commercial in this area of Caldwell ! The preliminary plot plan is calling for approximately 9 units per acre . The existing subdivision on the south boundary of this proposed development is roughly 3 units per acre!! Our property spans 160 ft. On our north boundary to this property that would put about 4 units spanning our back yard fence line with a retail value of around a 1/4 million dollars less than our property value which would (I'm not a real estate broker but) affect our property values dramatically! The plan that was shown to us at the initial meeting with ALC architects has a city street dead ending at our back yard fence ! Not only would this be unprecedented in Caldwell but a serious safety issue that scares us to death ! I would not feel safe for my safety or the safety my kids or grandkids while being in the back yard !!! WE love Caldwell and would like to see the already existing residents to enjoy thoughtful and realistic business development in this area instead of the developers that are building as much high density housing developments that you allow them to with little or no regard to the REAL needs of the existing residents . Thank you in advance for your consideration of our concerns Sincerely, Ray and Sherry Marsicola

Sent from my iPad

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Katie Wright

Subject: FW: Attention examiner regarding ambrosia subdivision

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From: Linda Davis <ldavis4413@gmail.com>
Sent: Tuesday, February 24, 2026 13:18
To: Morgan Bessaw <mbessaw@cityofcaldwell.org>
Subject: Attention examiner regarding ambrosia subdivision

Dare examiner.

I am very concerned for this subdivision originally it was supposed to be all C2 commercial but I am not objecting to having houses across the backside of our division which would bump up to Appalachian Street. I would just prefer them to have less density instead of 63 units A bigger lot per unit so it would be like around 50 single level homes instead. Also my main concern too, is not only the density but having them be single level so that the two-story houses are not overlooking our subdivision's backyards. So that is my take on it all. I also think it would be quieter in our neighborhood that borders our neighborhood not to have that density. Thank you for your consideration.

Linda L Davis at 4413 Pinnacle Pl., Caldwell, ID
Sent from my iPhone

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Katie Wright

From: Jeffrey Allen <jeff.ihsh@gmail.com>
Sent: Friday, April 3, 2026 1:37 PM
To: Katie Wright
Subject: Input on Ambrosia Subdivision for City Council Meeting

Katie,

Thanks for your time to discuss the pending Ambrosia project
SPP25-000009, ZON25-000005
that will be on the agenda for the April 20th Caldwell City Council meeting.
As I mentioned, the 12 or 15 of us that discussed this project from the viewpoints of the adjacent Cumberland Estates neighborhood are generally in agreement that we prefer to leave the two parcels in question as currently zoned, Commercial only with many possibilities for some thriving businesses. However, if the latest Comprehensive Plan and other factors require changing to some of it being residential, then a solution most of us could live with would involve the developer agreeing to only build single-level homes for that South row of homes that will share a boundary with residents on Appalachia.
That being said, I can't say for certain that this position will be something everyone in Cumberland Estates can live with, but it will help for many of us.
Should this be the way P&Z, the developer, and the Council work things out, the remaining concern is that the developer may make an attempt at a later date to make zoning changes to allow for the more profitable apartment buildings that we are unanimously opposed to.

Thanks for your understanding on this matter.

PS: I'm not able to attend the meeting for reasons we discussed and look forward to a positive outcome for everyone.

Respectfully,

Jeff Allen
4614 Gap Creek Ave, Caldwell
208-602-4600

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Katie Wright

From: Laura Shannon <lauraleeshannon@gmail.com>
Sent: Tuesday, April 7, 2026 1:42 PM
To: Katie Wright; City Clerk
Subject: Ambrosia Subdivision - Please put this letter in the packet!

April 7, 2026

Dear Mayor and City Councilmembers,

Ambrosia Subdivision seems like a fairly reasonable proposal, but please consider the following concerns:

The Hearing Examiner turned this proposal down because it left no transitional buffer into the Cumberland Estates homes. These structures only have a 15-foot setback from the property line, and the existing homes on the north end of Cumberland would appreciate it if newbuilds sharing their fence lines were **restricted** to single story structures, with heights similar to the homes in Cumberland Estates.

It would be nice to have a **development agreement** on the whole subdivision plan, as we know that once the zoning changes to R-2, many other uses are permitted.

Caldwell needs commercial development. This land was earmarked for such use under the Nancolas administration, and is ideally located for accessibility near the corner of two key corridors. It is also one of the last available parcels for such use in the midst of several established and upcoming neighborhoods. Is it possible to **require that the commercial portions of the property be built first** to ensure that they actually happen? It would be great to see the intended commercial purpose prioritized on this site.

In the Caldwell Comprehensive Plan, much of Ustick is designated as a Community Center Placetype (p.36), "...a low-to-mid intensity commercial place type that focuses on creating a destination for residents". Yet, all along Ustick is a plethora of housing with very little commercial development to serve the neighborhoods. Requiring the commercial portions to place their infrastructure and landscaping first may encourage them to follow through with their stated plan.

Finally, I'm not seeing much parking on the subdivision plat. Please ensure there is adequate parking so stray cars don't spill over into area streets and neighborhoods.

Thank you for your time!

Sincerely,
Laura Shannon

Katie Wright

From: David Kroll <dkroll8944@aol.com>
Sent: Thursday, April 16, 2026 1:37 PM
To: Katie Wright
Subject: Ambrosa Subdivision, Case SPP25-000009 and Zon25-000005

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon Katie,

I hope I should be addressing this concern/comment to you regarding the subject item. If not, would you please forward this to the planner who is handling this case.

I spoke at the February 24 hearing regarding this item. My wife and I and another couple from the Cumberland Estates subdivision also spoke with the developers following the hearing.

I am generally in favor of this proposal with certain restrictions. We live at 4521 Pine Mountain, approximately 1,000 feet southerly of this development/property.

I realize the potential for this remaining C-2 zoning. I had a relative in a different city whose house was similarly situated to those houses on Appalachian. When the vacant property behind him developed, they ended up with a Winco type business immediately behind their house. With the 24-hour operation and associated noise, their house was just about unhabitable. They eventually sold and moved. While our house is 1,000 feet from the subject property, a potential 24-hour operation would bring disruption to our property. So, this proposed rezoning could mitigate that potential. My concern is how to accomplish the rezoning while protecting privacy for the existing Cumberland residents along Appalachian that back up to this proposed development and providing the developer with an economically viable project.

I understand the developer has increased the width of the lots backing to Appalachian to reduce the number of houses. All the houses in Cumberland are single story. There are a few with 'bonus rooms' over garage areas. These have a window that open to the street side of the house. So no one is looking into anyone's back yard from a second story. One of the concerns I heard from the developer in February is being able to build a single-story house of sufficient square footage to make it marketable.

One of my requests at the February 24 hearing was that a restriction be included on the rezoning, D/A, and preliminary plat limiting the houses on the lots that back to Appalachian to single story. The concern being if two story was allowed, there would be second story windows overlooking into the Appalachian properties.

So, what if there is a restriction on the D/A and preliminary plat that would limit structures to: 1) a maximum of two-story single-family residences; and 2) any windows on the second story must face north. This would provide the developer with marketability and provide property owners on Appalachian with continues privacy.

I intend to speak on this item at the April 20 Council meeting and propose these restrictions. Is this something I should contact ALC about? Or will this e-mail to you be forwarded to them? Not a big deal if I should contact ALC.

Thanks for reading. Hope this all makes sense.

Please let me know if there are any questions or comments.

David Kroll
4521 Pine Mountain Ave.
209-470-2296

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April 13, 2026

Caldwell City Council
Planning and Zoning Department PZ@cityofcaldwell.org
411 N. 10th Ave.
Caldwell, ID 83605

RE: Case Number SPP25-000009, ZON25-000005
Formal Opposition to Proposed Multi-Family Development Adjacent to Cumberland Estates

To the Honorable Mayor Phillips, Members of the Caldwell City Council and Planning and Zoning Department:

I am writing to formally express my opposition to the proposed multi-family apartment development adjacent to the Cumberland Estates subdivision. As a concerned resident, I urge the Council to uphold the vision of the 2025 Comprehensive Plan and recognize that high-density residential expansion in this specific corridor represents an incompatible land use that threatens neighborhood stability, educational infrastructure, and our local economic core.

The following points summarize the primary reasons this proposal should be denied:

1. Violation of the "Retail Core" and Preservation of C-2 Zoning The loss of Community Commercial (C-2) zoning to multi-family residential is a strategic error for our growing community. C-2 zoning is established specifically to fulfill general shopping, retail, and professional needs. On December 2, 2024, this Council set a clear precedent by unanimously denying the SoTerra rezone request, citing the critical need to preserve commercial frontage along corridors like Ustick and Kimball. Converting these parcels to apartments effectively "gives away" the retail amenities necessary to support our population, forcing residents to travel further for basic services and increasing regional congestion.

2. Severe Strain on Educational Infrastructure Our schools are in a state of crisis that high-density development only exacerbates. The Vallivue School District has testified that 8 of its 9 elementary schools are projected to reach maximum capacity by 2029. Because Idaho state law prohibits school districts from collecting impact fees from developers, our schools receive zero direct funding from these large-scale apartment projects to expand building capacity. Approving more apartments before resolving this "vicious cycle" of overcrowding erodes voter trust and places an unfair burden on existing homeowners who must eventually fund these facilities through bonds.

3. Traffic Congestion and Neighborhood Safety Individual Traffic Impact Studies (TIS) for recent projects frequently fail to account for the cumulative growth of our city, leading to what many residents describe as "premature" development approvals. Residents in neighboring subdivisions have already reported dangerous "cut-through traffic" as apartment residents use quiet residential streets to bypass arterial gridlock. This introduces significant safety risks for

children walking to local schools and diminishes the "quiet enjoyment" that is a foundational component of single-family residential value.

4. Incompatibility and Property Value Impacts High-density apartments create measurable negative externalities for adjacent single-family homes, including visual intrusion from multi-story balconies, light pollution from parking lots, and a perceived loss of privacy. Professional appraisal standards recognize these "fence-line" conflicts as external obsolescence, which can result in a "marketability discount" that causes homes in established subdivisions to sit on the market significantly longer than those in buffered areas. Furthermore, the lack of a homeowner's exemption for rental properties shifts a larger portion of the property tax burden onto primary residents.

In conclusion, I request that the City Council adhere to the "Intentional and Distinct Centers" philosophy of our new Comprehensive Plan. We must prioritize growth that pays for itself and respects the character of existing neighborhoods. Please deny this request and require the developer to return to a lower intensity use that aligns with the established residential pattern of Cumberland Estates.

Sincerely,

Cher Travis Ellis
4318 Gap Creek Ave
Caldwell, ID 83607

Enclosure: Opposition to Multi-family Development Adjacent to Cumberland Estates

Opposition to Multi-family Development Adjacent to Cumberland Estates

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Prepared by: Cher Travis Ellis, 4318 Gap Creek Ave, Caldwell, ID 83607 missycherlyn@gmail.com

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The residential real estate landscape of Caldwell, Idaho, is currently navigating a period of profound structural transition, characterized by a rapid shift from traditional low-density agricultural and suburban configurations to high-density multi-family urbanism. As the "value leader" of the Treasure Valley, Caldwell has experienced unprecedented population growth, which has in turn catalyzed a surge in large-scale apartment complex developments.[1] This transformation, while addressing regional housing shortages, has introduced significant friction between established single-family neighborhoods and new multi-family projects. The intersection of these disparate housing typologies has become a focal point for neighborhood opposition, professional appraisal challenges, and municipal policy debates regarding the preservation of property values. This report provides an exhaustive examination of the mechanisms by which high-density multi-family housing exerts downward pressure on adjacent residential values in Caldwell, synthesized through real-time market data, public testimony, fiscal analysis, and comparative urban studies.

The Macroeconomic Context of the Caldwell Residential Pivot

Caldwell's emergence as a primary destination for interstate migration is rooted in its relative affordability compared to the larger Boise metropolitan area. In early 2026, the median home price in Caldwell settled at approximately $454,845, a figure that represents a significant "price gap" when compared to Ada County's median of $542,415.[1] This $132,000 savings has made Caldwell the "last affordable stronghold" for many families, driving a construction boom that has increasingly prioritized high-density rentals as interest rates and land costs have escalated.[1]

The pivot toward multi-family housing is evidenced by the proliferation of major complexes such as The Jaxon, The Hawthorne, and Starpointe Logan, which offer luxury-style amenities at price points that often compete directly with the monthly mortgage obligations of local starter homes.[5] This competition creates a subtle form of downward pressure: when "renter-occupied luxury" provides a higher perceived quality of life than "owner-occupied entry-level," the marketability of adjacent older single-family homes begins to soften.

Market Metric (February/March 2026)	Caldwell Overall	Zip Code 83607	Zip Code 83605
Median Home Listing Price	$454,845 [3]	$526,950 [8]	$399,999 [8]
Median Sale Price	$420,000 [9]	$449,995 [10]	$383,250 [11]

Median Price per Square Foot	$227 - $246 [3]	$249 [8]	$242 [8]
Median Monthly Rental Price	$2,376 [3]	$2,536 [8]	$2,299 [8]
Median Days on Market (DOM)	32 - 78 [3]	32 - 75 [8]	29 [8]
Active Listings for Sale	732 [12]	402 [8]	214 [8]

The data indicates that while the citywide market remains resilient, the 83607 zip code—which houses a high concentration of new multi-family developments—experiences significantly longer marketing periods (up to 75 days) compared to the city average.[10] This suggests that high inventory and proximity to high-density rentals may be cooling the "sales velocity" of surrounding single-family properties.

Spatial Adjacency and the Mechanics of Devaluation

The most direct examples of downward pressure occur where large-scale apartment complexes share property boundaries with established single-family subdivisions. These "fence-line" conflicts introduce environmental, social, and aesthetic externalities that professional appraisers must account for when determining market value.[13]

Case Study of The Jaxon and The Hawthorne Adjacency

The Jaxon (401 Canyon Village Ln) and The Hawthorne (3919 Thatcher Ln) represent a new breed of "amenity-heavy" multi-family housing in Caldwell.[7] These complexes are frequently situated near major arterial intersections and established residential tracts. The Jaxon, with its resort-style pool and outdoor grill areas, serves as a high-visibility neighbor to single-family homes in North Caldwell.[7] The downward pressure here is often psychological and aesthetic; prospective buyers of adjacent homes may perceive a loss of privacy as multi-story balconies overlook their private backyards. [15]

Similarly, The Hawthorne is located immediately adjacent to the Caldwell YMCA.[16] While this proximity is a benefit for the apartment residents, for nearby single-family homeowners, it represents a further densification of an already busy corridor. The concentration of residents in these complexes leads to increased traffic on local roads like Thatcher Lane and Indiana Avenue, which can diminish the "quiet enjoyment" premium typically associated with suburban single-family living.[16]

Faith Landing and the "Stigma" of High-Density Neighbors

The Faith Landing development (6819 Noah Ct) provides a stark example of neighborhood opposition rooted in property value concerns. During public hearings, residents from the neighboring subdivisions expressed fears that the proximity of these apartments would lead to a decrease in their home values.[15] Specific testimony from individuals like Loraine Knigge highlighted that the apartment buildings would "look down on her home" and that a gated exit was placed directly across from her driveway, creating a sense of being "boxed in" by high-density units.[15]

Resident Concern	Impact on Residential Value	Appraisal Factor
Visual Intrusion	Multi-story views into private yards [15]	External Obsolescence
Light Pollution	Headlights and parking lot lighting [15]	Functional Utility
Odor Nuisance	Proximity to apartment dumpsters [15]	Nuisance Discount
Traffic Volume	Congestion and safety concerns [15]	Accessibility/Desirability
Perceived Crime	Fear of long-term social instability [15]	Neighborhood Stigma

Appraisers note that "stigmatized" properties—those with a perceived history of proximity to negative influences—often require additional research to support market value conclusions.[14] In Caldwell, the shift of neighborly expectations from low-density "ranchettes" to high-density apartments can result in a "marketability discount," where a home sits on the market significantly longer than similar homes in isolated areas.[2]

Municipal Decision-Making and Value Preservation: The SoTerra Precedent

On December 2, 2024, the Caldwell City Council made a landmark decision that underscored the municipal government's recognition of the potential for multi-family housing to negatively impact surrounding values. The council unanimously denied a rezone request for the SoTerra subdivision, which sought to convert 9.09 acres of previously approved commercial land into medium-density residential (R-2).[17]

The Loss of Commercial "Buffer" and Identity

Residents from the adjacent Cumberland Estates subdivision argued that the commercial frontage along Ustick and Kimball was intended to serve as the area's retail core. Converting this land to apartments would, in their view, diminish the long-term commercial viability and the "community center" feel of the neighborhood.[17] This reveals a critical second-order insight: downward pressure is not always caused by the *presence* of apartments alone, but by the *loss* of planned amenities that would have supported single-family values. Scott Tillman, a local resident, summarized this by stating that the community was "giving away" the retail amenities needed to support the growing residential base.

The City Council's rationale for denial centered on the preservation of the "existing pattern" of the area. Council members noted that the applicant could pursue "lower-intensity residential" that more closely matched the surrounding single-family neighborhoods, effectively validating the argument that high-density multi-family is inherently incompatible with the value structures of established subdivisions like Cumberland Estates.

Zoning Attrition: The Strategic and Fiscal Impact of Losing C-2 Commercial Land

The systematic conversion of C-2 (Community Commercial) zoning into multi-family residential units represents a fundamental shift in Caldwell's urban economics. C-2 zoning is established specifically to fulfill general shopping, retail, and professional needs. When this inventory is lost to large-scale apartment developments, it triggers several negative fiscal and social externalities.

Fiscal Imbalance and Tax Burden Shifting

Commercial properties typically act as "net contributors" to the city's general fund, generating significant tax revenue while placing minimal demand on public schools and neighborhood-specific social services. Research into Treasure Valley property tax trends indicates that as residential values appreciate faster than commercial values, the proportion of the tax burden has shifted dramatically toward homeowners. In 2022, primary residential property owners in Idaho already paid 51% of the total property tax. Replacing high-value C-2 frontage with multi-family housing eliminates the commercial tax "subsidy," potentially leading

to increased tax rates for existing single-family residents to cover the rising costs of growth-related services like police, fire, and EMS.

The Erosion of the Economic Multiplier

The loss of C-2 land results in the "leakage" of spendable income from the community. Commercial developments provide a "multiplier effect" where money spent locally cycles back through local labor and services. When residents are forced to travel outside their immediate neighborhood for basic shopping and professional needs—a dynamic explicitly cited by Cumberland Estates residents during the SoTerra hearings—the neighborhood's role as a "main market center" is diminished, reducing long-term economic stability and nearby home values.

Legislative Preemption: Idaho House Bill 705

Local efforts to preserve C-2 zoning face increasing pressure from state-level legislation. House Bill 705 seeks to require Idaho cities to permit multi-family residential developments in all commercial zones by-right. If enacted, this could effectively strip the Caldwell City Council of its ability to prevent the loss of retail core acreage to high-density apartments, further accelerating the "downward pressure" on adjacent residential values by removing local control over land-use compatibility.

Traffic Engineering and Neighborhood Circulation: The Physical Externality of Density

The transition to high-density multi-family housing in Caldwell has made Traffic Impact Studies (TIS) a central component of the municipal approval process. These studies quantify the "trip generation" of new developments, providing the technical basis for required infrastructure improvements.

Trip Generation Metrics for Key Developments

Technical reports from recent project applications reveal the scale of additional vehicle movements introduced into the city's arterial network:

Project Name	Daily Trip Generation (Net New)	Infrastructure Mitigation Requirements
Obendorf Development	1,770 trips	Northbound right-turn lane (Farmway); westbound turn lane (SH-55)

SoTerra Subdivision	1,184 trips	Analysis suggested minimum thresholds met without new turn lanes in 2025
Copper Pointe	(Study Approved)	Direct funding for traffic mitigation; design accommodates 1.73 parking spaces per unit
Verbena Ranch	(Master Planned)	$2.5 million in total traffic impact fees; turn light required before any occupancy permits

The "Cumulative Impact" and Neighborhood Gridlock

A significant point of conflict identified in public hearings is the perceived failure of individual traffic studies to account for the cumulative growth of the city. During the 2022 hearing for the Obendorf project, the Planning and Zoning Commission found the development "premature," noting that the TIS did not sufficiently address the broader regional congestion on State Highway 55. Neighbors of the Faith Landing and Midway Estates developments have echoed these concerns, testifying that the rapid concentration of apartments requires the immediate conversion of 4-way stops into roundabouts and the widening of roads like Homedale and Moss Lane to manage daily commuter flows.

Parking Displacement and Student Safety

The "spillover" effect of multi-family traffic extends into the safety and marketability of adjacent single-family streets. Residents speaking in opposition to high-density projects in July 2025 specifically cited concerns over "overflow parking" from apartments and the resulting safety risks for children walking to school.[21] In response to these pressures, newer approvals like Copper Pointe have been designed to provide higher-than-standard parking ratios (1.73 per unit) to internalize the parking demand within the development boundaries.

Multifamily Growth and the Educational Infrastructure Crisis

The rapid expansion of high-density housing in Caldwell is exacerbating a geographical divide in school capacity. While current and approved apartment complexes are concentrated in the city's growth corridors, their impact is disproportionately felt by the Vallivue School District (VSD) rather than the Caldwell School District (CSD).

The Approved Multifamily Pipeline (2024–2026)

The following large-scale projects represent a major influx of residents into the city's educational boundaries:

Project Name	Total Dwelling Units	Status/Notes
The Charles at Karcher	1,258 units	Eight-phase mixed-use development; Phases 7-8 approved for 268 Class A units
Verbena Ranch	1,019 units	Master-planned community including multifamily fourplexes and age-restricted areas
Karcher Commons	548 units	High-density development in the Lake Ave/Karcher corridor
Copper Pointe	128 units	12 triplexes, 5 fourplexes, and 12 sixplexes on S. Florida Ave
Tilian	142 units	Completed 2023; high-visibility downtown complex

Sawgrass Village	144 units	Approved residential density near commercial anchors

Divergent District Realities: Overcrowding vs. Attrition

The impact of these developments on schools depends strictly on district boundaries. The Vallivue School District is currently in a "vicious cycle" of overcrowding, with projections indicating that 8 of its 9 elementary schools will reach maximum capacity by 2029. Conversely, the Caldwell School District has seen a 2.1% decline in enrollment, leaving nearly 1,000 student seats vacant. This decline has led CSD to advocate for more affordable housing to attract families back to the city center.

Multifamily units generally have lower **Student Generation Rates (SGR)** than single-family homes. VSD and nearby West Ada utilize SGRs of roughly 0.1 to 0.22 students per unit for apartments, compared to 0.7 students for single-family homes. Despite this lower per-unit impact, the sheer volume of the 1,258-unit Charles at Karcher and 1,019-unit Verbena Ranch projects creates a massive aggregate demand that local infrastructure struggles to absorb.

Fiscal and Legislative Mechanisms of Value Compression

The relationship between property taxes and market value in Idaho is governed by the Local Land Use Act and recent legislation like House Bill 389 (HB 389) and House Bill 292 (HB 292), which have profound implications for Caldwell homeowners.[18]

House Bill 389 and the Growth Revenue Cap

HB 389 placed a cap on local property tax revenue growth, limiting it to 3% annually plus a growth factor for new construction. Critically, revenue from new construction is now calculated based on only 90% of its assessed value.[18] This creates a fiscal "downward pressure" on existing residents:

1. Infrastructure Strain: As high-density complexes add residents, the city's ability to fund necessary infrastructure is restricted by the 90% cap.[18]
2. Service Degradation: If public service quality declines because revenue cannot keep pace with density, the value of existing neighborhoods is negatively impacted.

Supplemental Levies and the "Stay-Put" Fiscal Paradox

Homeowners are increasingly resistant to supplemental levies and bonds, citing "voter trust" concerns when high-density growth is approved without clear infrastructure solutions. In May 2024, Caldwell School District voters rejected the renewal of a $4.1 million supplemental levy for the first time in 50 years. This loss of funding led to the immediate closure of **Lincoln Elementary School** and the implementation of $100 "pay-to-play" athletic fees.

However, the fiscal impact on homeowners for these ballot measures has been fundamentally altered by **House Bill 292**. This legislation created the **School District Facilities Fund**, which uses state sales tax and lottery revenue to pay down school bonds and levies.

- **Zero-Out Relief:** In the 2025–2026 fiscal year, state relief funds have completely covered the supplemental levies in 12 Idaho districts, including Caldwell.
- **Net Impact:** Homeowners in Caldwell may see a $0 property tax hit for supplemental levies even if they are approved, as the state effectively "picks up the tab". This relief mechanism can be used by districts to leverage larger levies without increasing the direct out-of-pocket cost to taxpayers, though it requires a supermajority of 66.7% for new building bonds, which remains a significant barrier.

Empirical Divergence: New Construction vs. Existing Residences

The Caldwell real estate market is increasingly split into two distinct sectors: Northwest Caldwell (North of the Freeway), dominated by new construction, and Southwest Caldwell (South of the Freeway), characterized by established communities near the College of Idaho.[1]

Pricing Trends and the "Builder's Playground"

In the Northwest quadrant, approximately 73% of all homes sold in the final quarter of 2025 were new construction.[1] This massive influx of new inventory creates a competitive environment that exerts downward pressure on the resale values of older, existing homes.

Year	North Caldwell Median Price	% Change YoY	South Caldwell Median Price	% Change YoY
2017	$168,750	+12.58%	$164,900	+12.18%
2018	$200,632	+18.90%	$198,250	+20.22%

2019	$226,000	+12.64%	$229,995	+16.01%
2020	$279,900	+23.85%	$278,000	+20.87%
2021	$389,990	+39.33%	$380,000	+36.69%

Source: [2]

As the market has cooled from the 2021 peak, builders have begun aggressively pricing new homes to move, with median prices for brand-new builds in early 2026 hovering around $419,995.[1] This "builder pressure" forces existing homeowners to lower their expectations; a buyer who can purchase a new home with a warranty for $420,000 is unlikely to pay a similar price for a 20-year-old home located next to a high-density apartment complex.[1]

Conclusion: The Trajectory of Residential Value Elasticity in Caldwell

The evidence from market data, municipal testimony, and appraisal standards confirms that high-density apartment complexes exert measurable downward pressure on adjacent single-family residential values in Caldwell. This pressure is manifested not only in softer pricing and longer marketing periods, but also in the degradation of neighborhood character through increased traffic, visual intrusion, and the systemic loss of commercial synergy.[17]

The localized impact on homes bordering developments like Faith Landing and The Hawthorne is significant, yet the fiscal burden of supporting the growth these complexes generate is shifting. While growth in the Vallivue School District pushes elementaries toward total capacity by 2029, state tax relief through HB 292 has begun to shield homeowners from the direct costs of supplemental school levies. However, the accumulation of "trip generation" documented in Traffic Impact Studies for projects like Obendorf and SoTerra highlights the physical strain on the arterial network. As Caldwell continues to evolve, the primary determinant of property value stability will be the city's ability to preserve its essential commercial buffers and align its multifamily pipeline with regional transit and sustainable infrastructure planning.

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EXHIBIT 5:

MINUTES OF THE HEARING EXAMINER HEARING

HEARING EXAMINER
MEETING MINUTES
Tuesday, February 24th, 2026 @ 1:30 pm
Caldwell City Council Chambers Room, 205 S. 6th Avenue, Caldwell, Idaho

CALL TO ORDER – Hearing Examiner, Ms. Sabrina Durtschi opened the meeting for the public hearing at 1:30 p.m.

REVIEW OF PROCEEDINGS (OPENING STATEMENT) – Ms. Sabrina Durtschi outlined the procedures for the public hearing.

MEMBERS PRESENT: Angelica Gomez (Administrative Assistant); Katie Wright (Planner III); Morgan Bessaw (Deputy Director); Hallie Hart (City Engineer)

CONSENT CALENDAR: The Hearing Examiner approved the December 23, 2025, and January 13, 2026, Hearing Examiner Meeting Minutes as drafted.

OLD BUSINESS: None

NEW BUSINESS:

1. **ACTION ITEM: Public Hearing Quasi-Judicial: Case Number: SPP25-000009, ZON25-000005:** The applicant, ALC Architecture, on behalf of Bennett Forest Industries INC., is requesting a rezone of a portion of parcel(s) R3258200000 and R325810000, from C-2 to R-2 to include a Development Agreement, as well as approval of a preliminary plat for Ambrosa Subdivision on parcels R3258200000 and R3258100000, a mixed use subdivision with 8.42 acres of commercial fronting on Ustick Rd. and S. 10th Ave. The subdivision will also include 5.03 acres of single family residential (63 single family detached lots) with a density of 8.6 units per acre. The subject site is located on the south side of E. Ustick Rd., approximately 275 feet west of the intersection with S. 10th Ave.

   Katie Wright (Planner III) 205 S. 6th Avenue, provided the staff report by outlining its contents by use of a PowerPoint presentation.

   In response to the Hearing Examiner's question, Ms. Wright agreed to go over the proposed new open space again and stated:

   - The plan shown was two plans ago. It is no longer applicable.
   - The applicant sent an updated plan.
   - There were 63 single family lots, and the applicant removed 3 so they could accommodate the open space requirements.
   - The 9.7% of open space on the slide is inaccurate. The applicant is now meeting the required 10%.

   Jeff Likes (Applicant) 1119 E State St. Eagle, signed in favor of the application and provided a description of the application.

   in response to the Hearing Examiner's questions Mr. Likes stated:

   - Neighborhood meeting was on site.
   - Density allows 90 units, but that applicant is proposing 60 units.
   - The transition from the adjacent single-family neighborhood is to more dense single family, then to commercial going from south to north.
   - It is hard to make neighborhood commercial work when there is no street frontage.

In response to the Hearing Examiner's question, Hallie Hart (City Engineer) 205 S. 6th Avenue, stated the traffic impact study was requested after the application submittal but will be done before city council.

The Public Hearing Testimony was opened:

- David Kroll, 4521 Pine Mountain Ave, signed in opposition with concerns related to S 10th Ave.

In response to the Hearing Examiners question's Ms. Hart stated:

- Staff is evaluating existing conditions and working with the applicant on spacing requirements
- There was some consideration about moving the road further north towards Walmart, which a TIS should help address
- As stated, a traffic impact study is being required.
- The traffic engineer will examine the intersections onto the existing roadways to make sure any added access points are safe for existing residents and new residents that may be added with the subdivision.

- David Kroll continued by stating he would like to request a 7-foot-tall masonry block wall along the roadway. He also stated he did not attend the neighborhood meeting.

- Ray Marsicola, 107 Appalachian St, signed in opposition, concerns about the density negatively affecting property.

  In response to the Hearing Examiner's questions, Mr. Marsicola stated:

  - He prefers the whole site to be commercial and no housing.
  - He would like to request the houses to the south be single level

In response to the Hearing Examiner's questions, Ms. Wright stated she would need to check the land use schedule to see if a big box store would be allowed here but added that the commercial lot size was likely insufficient for big-box regardless.

- Laura Shannon, 4707 Middlesboro Way, signed in opposition with concerns on the intensity of rezone, density, and parking needs.

  In response to the Hearing Examiner's questions Ms. Shannon stated she would love to see senior housing in the development.

- Paul McLane,113 Appalachian St., signed in opposition, and stated he was concerned with the single family residential abutting the south border being 2 story.

  In response to the Hearing Examiner's questions, Mr. McLane stated a previous application proposed multifamily. He also stated the parcel should be commercial only.

Ms. Wright did clarify that in the C-2 zone the largest commercial they could build would be an 80,000 square foot building. Bix box is not permitted.

- Bruce Davis, 4413 Pinnacle Pl., signed in opposition, is concerned with the density and would prefer the whole parcel to be commercial.

- Marshall Smith, 303 Appalachian St., did not sign in, stated he is neutral on the project. He does agree that the homes along the south side of the parcel should be limited to one story and with the possibility of senior housing.

- Robert Nash, 13065 Highlander Rd. Boise, did not sign in, stated there is a need for affordable housing and he hopes this project gets approved.

Jeff Likes (Applicant) 1119 E State St. Eagle, in the rebuttal stated:

- The residents in Cumberland Estates do not want residential next to their residential.
- He believes that they also do not want a 50-foot-tall Walmart with delivery trucks and lights and everything that comes along with it.
- They do not agree with the 1-story houses along the south side of the parcel. They are hoping that the Hearing Examiner will approve to leave the homes to be 2-story.
- There is a minimum of 40 feet of separation between the new development to the north and the development to the south.

Travis Stroud (Developer) 1980 S Meridian Rd. Meridian, stated if an intense use went in behind the neighboring development, it would affect the property values worse than residential.

In response to the Hearing Examiner's questions Mr. Stroud stated:

- The fencing will be vinyl or composite wood.
- The amenity does not have to be pickleball; he does like the suggestion of it being open space to gather.
- The type of anticipated commercial uses will be restaurants, coffee shops, and other neighborhood scale commercial.

In response to the Hearing Examiner's questions Mr. Stroud stated he likely cannot change how the transition currently is shown, that it would be challenging to increase those lot sizes.

In response to the Hearing Examiner's question Ms. Wright stated the only previous applications she could find were the original annexation of the two parcels. She was unable to find any other official applications for this site. She has seen a few different plans for this property that have shown multifamily but there has been no official application for it.

Ms. Durtschi closed the public hearing testimony at 2:46 pm.

FINDINGS OF FACT AND CONCLUSSIONS OF LAW FOR Case Numbers SPP25-000009, ZON25-000005: The Caldwell Hearing Examiner accepts the Findings of Fact and Conclusions of Law outlined in the staff report, public testimony, and the evidence list. All adopted ordinances, standards and codes were used in evaluating the application. The proposed use was conditionally permitted by the terms of the ordinance and such conditions of approval.

ORDER OF DECISION FOR CASE NUMBERS SPP25-000009, ZON25-000005: Based on the Findings of Fact and Conclusions of Law, the Caldwell Hearing Examiner hereby orders that Case Numbers SPP25-000009, ZON25-000005 is **recommended for denial** by City Council, subject to the conditions of approval listed in the staff report.

2. **ACTION ITEM: Public Hearing Quasi-Judicial: Case Number: SPP25-000008, ZON25-000004:** The applicant, The Land Architect LLC, on behalf of Patriots Landing LLC, is requesting a rezone of parcels R0266001100, R0266001000, and R02660010A0 from R-1 to R-2. Additionally, the applicant is requesting approval of a preliminary plat for Patriot's Landing Subdivision, a residential subdivision with 12 buildable lots, which will include eleven (11) duplex structures and one (1) detached single family residential unit. The 3.28 acre site is identified as Neighborhood 2 in the Future Land use Map and is located on the Northeast side of Interstate-84, approximately 1,800 feet from the Franklin St. exit. This case will be rescheduled.

ADJOURNMENT

The Hearing Examiner adjourned the meeting at approximately 2:47 pm.

The next meeting for the Hearing Examiner will be on Tuesday, March 10, 2025, at 1:30 p.m.
Respectfully submitted by Angelica Gomez, Administrative Assistant

MINUTES APPROVED AND SIGNED BY THE HEARING EXAMINER, SABRINA DURTSCHI, ON THE DATE NOTED BELOW:

_____ _____
Ms. Sabrina Durtschi Date

ATTEST:

_____ _____
Morgan Bessaw, Deputy Director Date

A digital recording of the public hearing is available upon request.

EXHIBIT 6:

DRAFT DEVELOPMENT AGREEMENT

July 20, 2026
Ambrosa Subdivision Development Agreement
ZON25-000005/SPP25-000009

After Recording
Return to:
Director
Caldwell Planning and Zoning Dept.
205 S. 6th Ave.
Caldwell, Idaho 83605

For Recording Purposes,
Do Not Write Above This Line

DEVELOPMENT AGREEMENT

This Development Agreement ("Agreement") was approved by Council this _____ of _____, 2026, by and between the City of Caldwell, a municipal corporation of the State of Idaho ("City"), whose address is 205 S. 6th Avenue, Caldwell, Idaho 83605, and NWDC-Nash LLC, an Idaho limited liability company ("Owner").

RECITALS

WHEREAS, the Owner is the owner of record of approximately 16.57 acres of certain real estate identified as Canyon County Parcel No. R3258200000 (0 S. 10th Avenue) and R3258100000 (106 E. Ustick Rd), generally located on the SWC of Ustick Road and 10th Avenue, in Caldwell, Idaho, ("Property"), and legally described in the attached legal description (**Exhibit A)** and as depicted on the map in **(Exhibit B)**; and

WHEREAS, the Property is currently designated as C-2 (Community Commercial) on the City of Caldwell Zoning Map; and

WHEREAS, the Property is currently designated as the Community Center Placetype on the City of Caldwell Comprehensive Land Use Map; and

WHEREAS, the Owner seeks to rezone 8.84 acres of the Property to the R-2 (Community Residential) zoning classification, with 7.73 acres remaining in the C-2 zone; and

WHEREAS, the Owner is proposing to develop the site as a Mixed-Use development with 47 single family homes with 6.21 acres of commercial development; and

WHEREAS, the intent of this Development Agreement is to protect the rights of Owner to use and enjoy the Property, while at the same time limiting any adverse impacts resulting from the development of this property upon neighboring properties and the existing community, and ensuring the Property is developed in a manner consistent with Caldwell's Comprehensive Plan and City Code; and

WHEREAS, the City and Owner desire to set forth herein limitations and/or conditions upon the use and future development of the property; and

WHEREAS, all capitalized terms in this Development Agreement not herein defined shall have those meanings designated in the Caldwell City Code, the Caldwell Zoning Ordinance, and the Caldwell

Comprehensive Plan; and

WHEREAS, the zoning designation requested by Owner with respect to the Property, if granted by the City, will only be granted upon execution of this Development Agreement; and

WHEREAS, the Owner has provided Caldwell with an affidavit agreeing to submit the Property to a Development Agreement (**Exhibit C**) pursuant to Caldwell City Code and the provisions set forth in Idaho Code Section 67-6511A and be bound by same; and

WHEREAS, all exhibits mentioned herein are attached hereto and are incorporated herein by reference; and

AGREEMENT

In consideration of the above Recitals and of the mutual covenants, duties, and obligations contained herein, the parties agreed as follows:

ARTICLE I
LEGAL AUTHORITY

This Development Agreement is made pursuant to and in accordance with the provisions of Idaho Code Section 67-6511A and Caldwell City Code, Chapter 10, Article 3.

ARTICLE II
ZONING ORDINANCE AMENDMENT

Caldwell will adopt an ordinance amending the Caldwell Zoning Ordinance to rezone 8.84 acres of the Property that is the subject of the application to the R-2 (Community Residential) zone, subject to the terms and conditions of this Development Agreement. This Development Agreement shall be signed to meet the conditions of approval for the rezone as approved in the **Order of Decision signed July 20, 2026.** The ordinance will become effective after its passage, approval, and publication.

ARTICLE III
GENERAL CONDITIONS OF DEVELOPMENT

3.1 The Property will be developed and utilized in the fashion and according to the terms, conditions and limitations set forth in this Development Agreement and development application number(s) SPP25-000009/ZON25-000005.

3.2 Development of the Property shall be consistent with all requirements, codes, rules and regulations of the City of Caldwell, unless specifically stated otherwise in this Development Agreement.

3.3 If the City of Caldwell has established a design review process at the time of submittal of building permits or development application(s) for the Property, the applicant will be required to go through the design review process.

3.4 In the event the Property's legal description is discovered to be in error, the Owner will be responsible for assuming the measures necessary to provide the City with an accurate legal description of the Property.

3.5 Change in Use. No change in the uses specified in this Agreement shall be allowed without modification of this Agreement pursuant to the requirements of Caldwell City Code. In the event that

the Owner changes or expands the uses permitted by this Agreement without the approval required by this Agreement, the Caldwell City Code, and Idaho Code 67-6509, the Owner shall be in default of this Agreement.

3.6 Construction. Development and site work on the Property shall be in accordance with all applicable laws and regulations and shall also be consistent with the development standards set forth in this Agreement. Construction of any development on the Property that is inconsistent with this Agreement or with any amendment of this Agreement shall constitute a default of this Agreement by the Owner.

3.7 Modifications to Plans and/or Specifications: Any changes to the plans and specifications for the approved uses on the Property will require submittal of an application for modification and approval of that application prior to commencing any change consistent with Caldwell City Code.

3.8 Landscape Plan. The applicant shall comply with all landscaping requirements based on Caldwell City Code, Chapter 10, Article 2. The Landscape Plan **(Exhibit E)** represents the Owner's current concept for all existing and proposed landscape street buffers, buffers between land uses, open space, parking lot landscaping, landscape planters, existing and proposed trees, shrubs and plantings, micro and major pathways, landscape strips, public amenities, structures and equipment proposed for recreational use, common lots, common easements, school bus stop areas, irrigation system and water source, and all other landscape improvements including, but not limited to, earth berms, walls, trash enclosures, specialty lighting, required or proposed fences. The Owner understands and agrees that any changes or modifications to the landscape plan must submitted to the City for review and approval prior to installation. The City understands and agrees that certain changes in that concept may occur or be required. If the City determines that any such changes require additional public comment due to potential impacts on surrounding property or the community, or that such change is a substantial enough change from the landscape plan presented to the public, a public hearing shall be held on the proposed changes and notice shall be provided as may be required by the City.

3.9 Landscape Maintenance: All landscaping and screening devices shall be maintained in an attractive, live, safe and healthy manner. The controller as defined by Caldwell City Code is responsible for maintaining all landscaping and screening devices within a subdivision and/or development and/or the subject property. As applied to the subdivision or development process, the controller is understood to be the property owner, association or person representing the property owner's interest with responsibility for abiding by the city's standards, rules, regulations, policies, codes and ordinances.

3.10 Cluster Mailboxes: The development shall utilize cluster mailboxes for delivery of mail. Individual mailboxes shall not be allowed. A cluster mailbox placement plan shall be submitted to the Planning and Zoning department showing coordination with the United States Postal Services prior to submitting the construction drawings.

3.11 Development Construction Signage: At the time of development a "rules and regulations" sign shall be posted and maintained at the entryways to the project until it is fully developed and build out is complete. The signs would be intended for subcontractors performing work and should include: a) no dogs; b) no loud music; c) no alcohol or drugs; d) no abusive language; e) disposal of personal trash and site debris; f) daily cleanup of any mud and/or dirt that is deposited from the construction parcel onto streets; g) installation of a temporary construction fence that would keep debris from being blown off site by the wind; h) no burning of construction or other debris on the Property.

3.12 Preliminary Plat Expiration: Final plats must be submitted for approval within twenty-four (24) months of the date of signature on the approving order of decision for the preliminary plat unless extended in accordance with Caldwell City Code.

3.13 Phased Subdivisions: The subdivider may file and obtain acceptance of successive final plats for

continuous segments of the approved preliminary plat without reapplication for preliminary plat approval, provided that final plats are recorded in successive intervals of not more than one year each, as measured from the date of signature on the approving order of decision for the preliminary plat, and provided that "city code", as herein defined, and any subsequent amendments as adopted by the city before, during or after preliminary plat approval, is followed in all design, engineering plans, construction and final plats for all phases, with the exception of lot sizes, lot dimensions, setbacks, number of lots and any exceptions approved at the time of preliminary platting, which shall remain as indicated in the preliminary plat order of decision and/or development agreement.

3.14 Final plats must be recorded for a single-phase development or for the first phase of a multi-phase development within twenty-four (24) months of City Council approval of the final plat. For phased subdivisions, see 11-02-02 (1).

3.15 Approved Subdivision Name: No changes to an approved subdivision name on a preliminary plat shall occur unless a request is initiated through the filing of a Subdivision Name Change Request Application for administrative staff level review and approval. If approved, preliminary plat drawings will need to be amended and submitted to the Planning and Zoning Department with the reflected subdivision name change prior to the acceptance and/or approval of construction drawings. All construction drawings and final plats shall reflect the new approved subdivision name. Upon recordation of the final plat, all recorded subdivisions shall be known and referred to by the city approved subdivision name, in all permanent or temporary signage physically located on or near the location of the subdivision, and on all deeds and legal documents. This requirement shall continue through the development of each phase of the subdivision and shall survive completion of the subdivision unless a request is initiated through the filing of a Subdivision Name Change Request Application for administrative staff level review and approval. If approved, an amended final plat drawing indicating the new subdivision name OR an Affidavit of Correction indicating that the plat is otherwise known as “insert the new approved subdivision name”, shall be recorded at the county recorder’s office. Once the plat or affidavit is recorded, a copy of the recorded plat or affidavit shall be provided to the Planning and Zoning Department.

3.16 Approved Development Name, Street Names, Street Layout, Lot and Block Numbering, and Subdivision Phasing Plan. No changes to the original approved development name, street names, street layout and configuration, lot and block numbering, or subdivision phasing plan shall occur without prior approval from the City of Caldwell Mapping Division. Any substantial changes from what was originally approved may require additional public hearings.

3.17 Dimensional/Bulk Standards: All new construction shall comply with the current height, setback, and area schedule in effect at the time the building permit is filed, excluding any setbacks, height, lot size, or frontage deviations as noted in Article IV.

ARTICLE IV
SITE SPECIFIC CONDITIONS OF DEVELOPMENT

4.1 The Property will be developed and utilized in the fashion and according to the terms, conditions and limitations set forth in this Development Agreement and development application number(s) SPP25-000009/ZON25-000005.

4.2 All development shall be in conformance with the Comprehensive Plan and comply with the City Code at time of Building permit submittal.

4.3 Concept Site Plan. The Concept Site Plan **(Exhibit D)** represents the Owner’s current concept for completion of the Project. As the Concept Site Plan evolves, the City understands and agrees that

certain changes in that concept may occur or be required. If the City determines that any such changes require additional public comment due to potential impacts on surrounding property or the community, a public hearing shall be held on any proposed changes in the Concept Plan and notice shall be provided as may be required by the City. The Owner understands and agrees that any changes or modifications to the site plan must submitted to the City for review and approval prior to development.

4.4 Building Elevations. The Building Elevations **(Exhibit D)** represents the Owner's current concept for the style of architecture, architectural features, colors, finishes and materials, and surrounding landscaping for the project. As the building design evolves, the City understands and agrees that certain changes in that concept may occur or be required. If the City determines that any such changes require additional public comment due to potential impacts on surrounding property or the community, or that such change is a substantial enough change from the elevations presented to the public, a public hearing shall be held on the proposed changes and notice shall be provided as may be required by the City. The Owner understands and agrees that any changes or modifications to the building elevations must submitted to the City for review and approval prior to construction of such building(s).

4.5 Street Landscape Buffers. A twenty-five foot (25') wide street landscape buffer is required along 10th Avenue, a twenty-five foot (25') wide street landscape buffer is required along Ustick Road, a ten foot (10') wide street landscape buffer is required along Kimball Avenue, and a ten foot (10') wide street landscape buffer is required along the north side of Marte Street. The street landscape buffers shall comply with Caldwell City Code 10-02-09-5. Seeding, hydro-seeding, or similar methods shall not be allowed, and the plant sizes shall meet or exceed the minimum plant sizes as set forth in §10-02-09-5.

4.6 Frontage improvements along Ustick Rd. and 10th Ave. shall be completed with the residential development, if the development decides to be phased in the future.

4.7 Comply with all City of Caldwell Engineering Department conditions as shown in **Exhibit F.**

4.8 Comply with all City of Caldwell Fire Department conditions as shown in **Exhibit G.**

4.9 Comply with all City of Caldwell Mapping Department conditions as shown in **Exhibit H.**

4.10 All buildable lots along the southern boundary of the development shall be limited to:
single story homes; **or**
single story homes that include a second story bonus room that has a height limitation of 22' to the peak and the second story windows may only be north facing.

4.11 Common Lot 17 Block 9 will have passive amenities only. Amenities such as a dog park or playground shall not be located in this lot.

CONDITIONS SHALL REFLECT FINAL COUNCIL DECISION

ARTICLE V
AFFIDAVIT OF PROPERTY OWNER(S)

An affidavit of the owner(s) of the Property, attached hereto and incorporated by reference herein, agrees to subject the Property to this Development Agreement **(Exhibit C)** and be bound thereby, and comply with and be bound by the provisions set forth in Idaho Code Section 67-6511A and Caldwell City Code.

ARTICLE VI
DEFAULT

6.1 In the event the Owner, their heirs or assigns or subsequent owners of the Property or any other person acquiring an interest in the Property, fails to faithfully comply with all of the terms, conditions, and commitments included in this Agreement, within thirty (30) days of written notice of such failure from the City, the City shall have the right without prejudice to any other rights or remedies to cure such default or enjoin such violation and otherwise enforce the requirements contained in this Development Agreement. The City shall have the following non-exclusive and cumulative remedies, upon the City's compliance with the requirements of Caldwell City Code and Idaho Code 67-6509.

6.2 If required to proceed in a court of law or equity to enforce any provision of this Development Agreement, City shall be entitled to recover all direct out-of-pocket costs so incurred to cure or enjoin such default and to enforce the commitments contained in this Development Agreement, including attorney's fees and court costs.

ARTICLE VII
UNENFORCEABLE PROVISIONS

If any term, provision, commitment, or restriction of this Agreement or the application thereof to any party or circumstances shall, to any extent, be held invalid or unenforceable, the remainder of this instrument shall nevertheless remain in full force and effect and that portion determined to be invalid or unenforceable shall be re-negotiated in good faith between Owner(s), or other appropriate party, and the City.

ARTICLE VIII
ASSIGNMENT AND TRANSFER

After its execution, the Development Agreement shall be recorded in the office of the County Recorder at the expense of the Owner. Each commitment and restriction on the development shall be a burden on the Property, shall be appurtenant to and for the benefit of the Property, and shall run with the land. This Development Agreement shall be binding on Owner, and its respective heirs, administrators, executors, agents, legal representatives, successors, and assigns; provided, however, that if all or any portion of the development is sold, the sellers shall thereupon be released and discharged from any and all obligations in connection with the property sold arising under this Agreement. The new owner of the Property or any portion thereof (including, without limitation, any owner who acquires its interest by foreclosure, trustee's sale or otherwise) shall be bound by and liable for all commitments and other obligations arising under this Agreement with respect to the Property or portion thereof.

ARTICLE IX
GENERAL MATTERS

9.1 Amendments. Any alteration or change to this Development Agreement shall be made only after complying with the notice and hearing provisions of Idaho Code Section 67-6509.

9.2 Termination. This Agreement may be terminated by the City, and the zoning designation upon which the use is based may be reversed, after complying with the notice and hearing provisions of Idaho Code Section 67-6509, upon the occurrence of any of the following events:

a) failure of the Owner and successors to commence development on the Property within five (5) years.

b) The preliminary plat expires;

c) The final plat is not submitted within twenty-four (24) months of the date of signature on

the approving order of decision for the preliminary plat or prior to any approved time extension expiration;

d) The final plat is not recorded for a single phase or for the first phase of a multi-phase development within twenty-four months of City Council approval of the final plat, or prior to any approved time extension expiration;

e) The final plat for subsequent phases is not recorded in successive intervals of two years each, as measured from the date of recordation of the prior phase final plat or prior to any approved time extension expiration.

The five (5) year period of time for compliance of these commitments may be extended by the City for just cause and upon application for such by the Owner, and after complying with the notice and hearing provisions of Idaho Code Section 67-6509.

9.3 No failure by the City to enforce this Agreement or any provision hereof shall constitute a waiver of such provision or of any other right of the City or obligation of the Owner contained herein. This non-waiver provision shall apply regardless of the amount of time that may elapse after such default by Owner. This non-waiver provision shall apply regardless of whether such waiver by the City is express or implied.

9.4 Consent to Change Zoning. The establishment of a development agreement and the written commitments contained therein, in accordance with the provisions of this section, shall be deemed written consent to change the zoning of the portion of the Property at issue in any default of this Agreement to its prior designation upon failure to comply with the conditions imposed by the agreement.

9.5 Other Laws. This Development Agreement shall not prevent City, in subsequent actions applicable to the Property, from applying new ordinances and regulations of general application adopted by City in the exercise of its police powers that do not conflict with the Parties' commitments set forth herein, including, but not limited to, amendments to the City's zoning ordinance which may prohibit the use or uses Owner proposes in this Agreement. Owner understands that the building and fire codes applicable to its development shall be those in effect at the time when a complete application for a building permit is filed. Nothing in this Development Agreement shall preclude the application of any law that is specifically mandated and required by changes in state or federal laws or regulations. In the event such law prevents or precludes compliance with one or more provisions of this Development Agreement, City and Developer shall meet and confer to determine how provisions of this Development Agreement would need to be modified or suspended in order to comply with the law and shall prepare and process the necessary amendment or amendments to this Development Agreement.

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

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

9.8 Legal Representation. Both the Owner and City acknowledge that they each have been represented by legal counsel in negotiating this Development Agreement and that neither party shall have been deemed to have been the drafter of this agreement.

9.9 Ongoing Performance Commitments. If the Development Agreement has commitments involving ongoing performance and the Owner fails to comply with the commitment after completion of construction, said failure may be dealt with by the city according to the violation and penalty provisions of this chapter and for specific performance of the development agreement, including attorney fees and costs associated with the enforcement of the agreement.

9.10 Notices. Any notice which a party may desire to give to another party must be in writing and may be given by personal delivery, by mailing the same by registered or certified mail, return receipt requested postage prepaid, or by Federal Express or other reputable overnight delivery service, to the party to whom the notice is directed at the address of such party set forth herein below, or such other address and to such other persons as the parties may hereafter designate. Any such notice shall be deemed given upon receipt if by personal delivery, forty-eight (48) hours after deposit in the United States mail, if sent by mail pursuant to the foregoing, or twenty-four (24) hours after timely deposit with a reputable overnight delivery service.

To City:

City of Caldwell
c/o Director, Planning & Zoning Department
205 S. 6th Ave.
Caldwell, Idaho 83605

With a Copy to:

City of Caldwell
c/o Oscar Klaas, City of Caldwell Attorney
205 S. 6th Ave.
Caldwell, Idaho 83605

To Owner:

NWDC-Nash LLC
c/o Travis Stroud
1980 S. Meridian Rd., #140
Meridian, Idaho 83642

9.11 Change of Address. Either Party shall give notice to the other Party of any change of its address for the purpose of this section by giving written notice of such change to the other in the manner herein provided. In the event any successor or assign fails to provide an address, the City's obligation of mailing shall be deemed accomplished by uses of the address on file with the County Tax Assessor.

9.12 Default. In the event Owner fails to comply with the terms and conditions hereof in any material respect, the City may, without further notice to Owner, exercise any or all of the following remedies.

a) Withhold the issuance of any building permit or certificate of occupancy of any structure located within the portion of the Property at issue in the default of this Agreement;

b) Withhold the connection of water, sewer or electric service to any property located within the Project;

c) Refuse to accept public ownership and maintenance of public improvements within the Project and record a notice of such action with the Canyon County Recorder's Office;

d) Issue a stop work order for any building under construction within the Project;

e) Bring an action for damages, injunctive relief, specific performance or any other remedy available at law or in equity;

All of the above remedies are cumulative and to the extent not wholly inconsistent with each other, may be enforced simultaneously or separately, at the sole discretion of the City.

9.13 Attorney. The prevailing party in any claims or disputes arising out of this Agreement shall be entitled to recover reasonable attorney's fees in addition to other relief which a court of competent jurisdiction may award.

9.14 Effective Date. This Development Agreement shall be effective upon the signing and execution of this agreement by both parties.

9.15 Authority to Enter Into Agreement: By the execution and delivery of this Agreement by the parties, and the performance of their covenants and obligations therein, the parties acknowledge such action has been duly authorized by all necessary corporate (or LLC) action, and necessary corporate (or LLC) resolution(s) have been executed for the undersigned representatives to sign this Agreement and so bind their respective parties.

IN WITNESS WHEREOF, the parties hereto have executed this Development Agreement.

DATED this _____day of _____, 2026.

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

By:_____
Eric Phillips, Mayor

ATTEST:

_____
Kristina Buchan, Caldwell City Clerk

STATE OF IDAHO)
) ss.
County of Canyon)

On this _____ day of _____, in the year _____, before me, the undersigned, a Notary Public in and for said State, personally appeared ERIC PHILLIPS, known to me to be the MAYOR of said municipal corporation that executed this instrument and the persons who executed the said instrument on behalf of said corporation, and acknowledged to me that such corporation executed the same.

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

_____
Notary Public

Residing at: _____

My Commission Expires: _____

OWNER(S):

NWDC-Nash LLC

By: _____
Travis Stroud

STATE OF IDAHO)
) ss.
County of Canyon)

On this _____ day of _____, in the year 2026, before me, the undersigned, a Notary Public in and for said State, personally appeared_____, known or identified to me to be an owner of the property referenced herein and the persons who executed the foregoing instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first written

_____
Notary Public

Residing at: _____

My Commission Expires: _____

STATE OF IDAHO)
) ss.
County of Canyon)

On this _____ day of _____, in the year _____, before me, the undersigned, a Notary Public in and for said State, personally appeared_____, known or identified to me to be an owner of the property referenced herein and the persons who executed the foregoing instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first written

_____
Notary Public

Residing at: _____

My Commission Expires: _____

INDEX OF EXHIBITS

A - Legal Description
B - Parcel Map
C - Affidavit of Owner
D - Concept Plans and Elevations
E - Concept Landscape Plan
F - Engineering Conditions
G - Fire Conditions
H - Mapping Conditions

Exhibit A
Legal Description of Property

ZONING EXHIBIT A

LEGAL DESCRIPTION

A parcel of land being a portion of Government Lot 1 NE 1/4 of Section 4, T. 3N., R. 3W., Boise Meridian, City of Caldwell, Canyon County, Idaho, more particularly described as follows:

Commencing at the northeast corner of said Government Lot 1 thence on the east line of said Government Lot 1 S00°17'36"W a distance of 659.81 feet to a point on the easterly extension of the North line of Cumberland Subdivision No. 1 filed for Record in Book 41 Page 31, I.N. 2008027165, Canyon County Records being the Point of Beginning; thence on last said line and its westerly extension N89°40'23"W a distance of 1331.76 feet to the northwest corner of Cumberland Subdivision No. 4 filed for Record in Book 46 Page 36, I.N. 2017-056424, Canyon County Records; thence on the west line of said Government Lot 1 N00°15'57"E a distance of 301.79 feet to a point on the Centerline of Soterra Way as shown on the plat of Soterra Subdivision Phase 1 filed for Record in Book 58 Page 27 I.N. 2025-002568, Canyon County Records; thence on the easterly extension of last said centerline S89°40'27"E a distance of 131.50 feet; thence N00°15'57"E a distance of 46.16 feet; thence a curve to the right having a radius of 46.50 feet, a length of 73.09 feet, an angle of 90°03'40" and a chord bearing N45°17'47"E a distance of 65.80 feet; thence S89°40'23"E a distance of 759.73 feet; thence a curve to the right having a radius of 46.50 feet, a length of 73.27 feet, an angle of 90°16'28" and a chord bearing S44°52'20"E a distance of 65.92 feet; thence S00°15'57"W a distance of 275.10 feet; thence a curve to the left having a radius of 46.50 feet, a length of 72.99 feet, an angle of 89°56'20" and a chord bearing S44°42'13"E a distance of 65.73 feet; thence S89°40'23"E a distance of 300.83 feet to a point on the east line of said Government Lot 1; thence on the last said East line S00°17'36"W a distance of 26.50 feet to the Point of Beginning

The above described parcel contains 8.84 Acres, more or less.

Exhibit B
Parcel Map

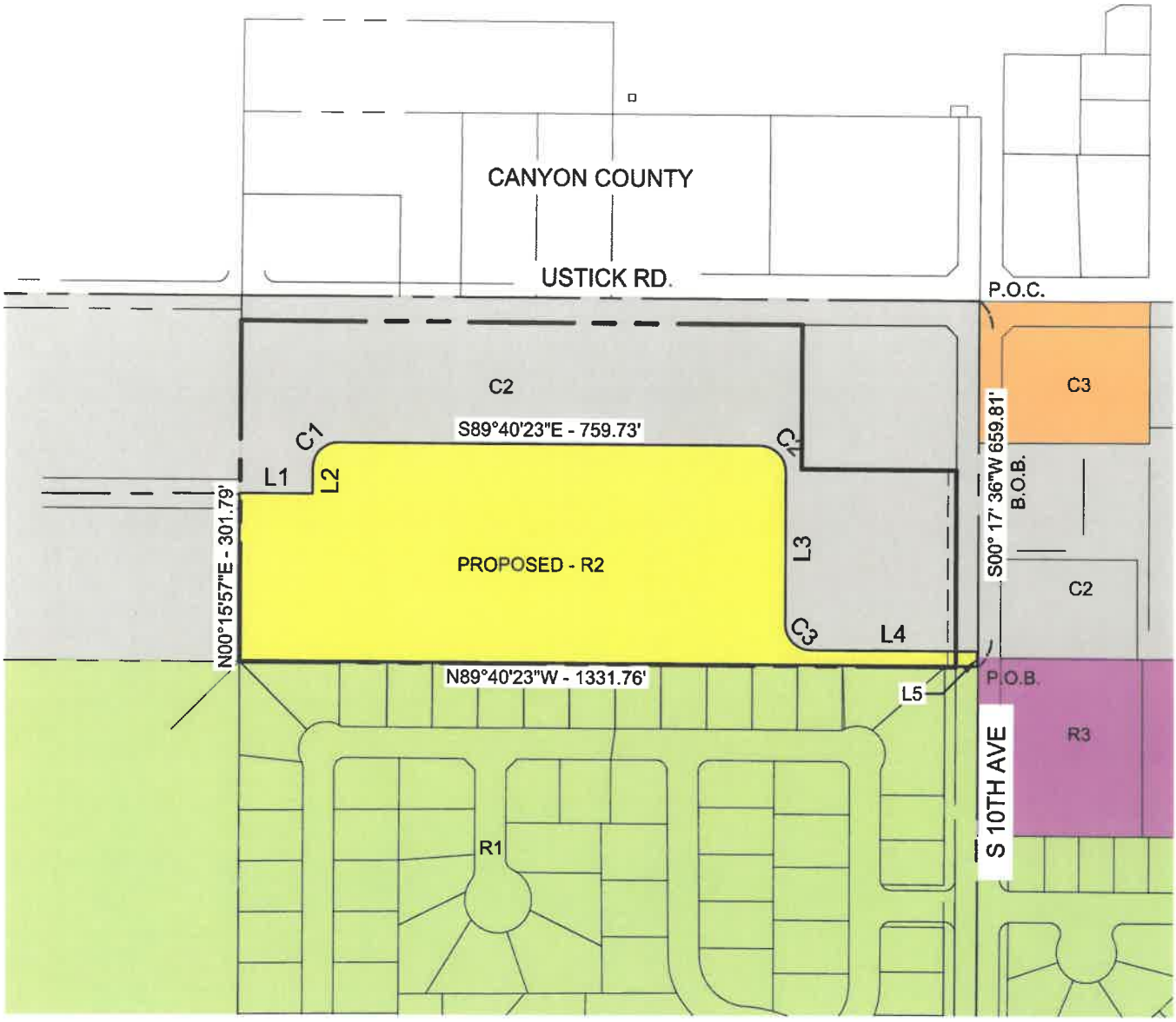
B.O.B. BASIS OF BEARING
P.O.B. POINT OF BEGINNING
P.O.C. POINT OF COMMENCEMENT

ZONING EXHIBIT B

PORTION OF GOVERNMENT LOT 1, NE 1/4 SECTION 4, T.3N., R3.W.,
BOISE MERIDIAN, CITY OF CALDWELL, CANYON COUNTY, IDAHO.

Scale 1" = 300'
0 150' 300'

BEARINGS AND DISTANCES MAY VARY FROM PREVIOUS PLATS DUE TO DIFFERENT METHODS OF MEASUREMENTS.



Parcel Line Table

Line #	Length	Bearing
L1	131.50'	S89° 40' 27"E
L2	46.16'	N0° 15' 57"E
L3	275.10'	S0° 15' 57"W
L4	300.83'	S89° 40' 23"E
L5	26.50'	S0° 17' 36"W

Curve Table

Curve #	Length	Radius	Delta	Chord
C1	73.09'	46.50'	90°03'40"°	N45° 17' 47"E - 65.80
C2	73.27'	46.50'	90°16'28"°	S44° 52' 20"E - 65.92
C3	72.99'	46.50'	89°56'20"°	S44° 42' 13"E - 65.73

PROFESSIONAL LAND SURVEYOR LICENSED 18350 2/9/26 STATE OF IDAHO ANTONIO M. CONTI

ACKERMAN ESTVOLD
7655 W Riverside Dr • Garden City, ID 83714
208.853.6470 • www.ackerman-estvold.com
Minot, ND | Fargo, ND | Williston, ND | Boise, ID

JOB No: R25146

Exhibit C
Affidavit of Legal Interest

STATE OF IDAHO)
)
County of Canyon)

_____, who being first duly sworn under oath, deposes and says:

1. I am _____ **("Owner"),** whose mailing address is _____.

2. Owner is the fee simple owner of the parcel of real property **("Property")**, and legally described as:

See "Exhibit A" for legal description.

3. _____authorizes the submission of Property to certain Development Agreement pursuant to the provisions set forth in Idaho Code Section 67-6511A and Caldwell City Code dated the ___ day of _____, 2026 by and between the City of Caldwell, a municipal corporation in the State of Idaho, and Owner (the "**Agreement**").

DATED this ____ day of _____, 2026.

Owner
By: _____
Travis Stroud

SUBSCRIBED AND SWORN to before me this _____day of _____, 2026.

Notary Public
Residing at _____, Idaho
My Commission expires _____

Exhibit D
Concept Plans and Elevations

This space reserved for insertion of documents after City Council final approval

Exhibit E
Concept Landscape Plans

This space reserved for insertion of documents after City Council final approval

Exhibit F
City of Caldwell Engineering Conditions

This space reserved for insertion of documents after City Council final approval

Exhibit G
City of Caldwell Fire Department Conditions

This space reserved for insertion of documents after City Council final approval

Exhibit H
City of Caldwell Mapping Department Conditions

This space reserved for insertion of documents after City Council final approval

EXHIBIT 7:

ORDINANCE AND SUMMARY

BILL NO. 60
ORDINANCE NO. 3712

AN ORDINANCE DETERMINING THAT CERTAIN LAND LAYS WITHIN THE CITY LIMITS OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO, AND THAT SAID LANDS SHOULD BE REZONED FROM C-2 (COMMUNITY COMMERCIAL) ZONE TO THE R-2 (COMMUNITY RESIDENTIAL) ZONE; DETERMINING THAT SAID CHANGE IN ZONING IS IN THE BEST INTEREST OF THE CITY OF CALDWELL, CANYON COUNTY, IDAHO; DIRECTING THE CITY ENGINEER AND PLANNING AND ZONING DIRECTOR TO AMEND SAID PROPERTY ON THE OFFICIAL MAPS OF THE CITY OF CALDWELL, IDAHO; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS OR PARTS THEREOF IN CONFLICT HEREWITH.

BE IT ORDAINED, BY THE MAYOR AND CITY COUNCIL OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO:

Section 1. That the Caldwell City Council, upon recommendation of the Hearing Examiner and following the public notice and hearing procedures as required in Section 10-03-12, Caldwell Municipal Code, approved Case No. ZON25-000005 (Ambrosa Subdivision) at a public hearing held this 20th day of July, 2026.

Section 2. The parcel(s) are within the City of Caldwell, Idaho and the applicant has requested that said following described property(s) should be rezoned as follows:

Parcel(s) are more particularly shown on **Exhibits A and B** attached hereto.

Section 3. That the City Engineer and the Planning and Zoning Director of the City of Caldwell, Idaho, are hereby instructed to so designate the same above-described property(s) on the official zoning map and other area maps of the City of Caldwell, Idaho as R-2 (COMMUNITY RESIDENTIAL).

Section 4. All ordinances, resolutions, orders or parts thereof in conflict herewith are hereby repealed, rescinded and annulled.

Section 5. This ordinance shall be in full force and in effect from and after its passage, approval and publication, according to law.

PASSED BY THE COUNCIL OF THE CITY OF CALDWELL, IDAHO, this 20th day of July, 2026.

APPROVED BY THE MAYOR OF THE CITY OF CALDWELL, IDAHO, this 20th day of July, 2026.

_____
Mayor Eric Phillips

ATTEST:

_____
City Clerk

EXHIBIT A: LEGAL DESCRIPTION

ZONING EXHIBIT A

LEGAL DESCRIPTION

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The above described parcel contains 8.84 Acres, more or less.

EXHIBIT B: MAP EXHIBIT

B.O.B. BASIS OF BEARING
P.O.B. POINT OF BEGINNING
P.O.C. POINT OF COMMENCEMENT

ZONING EXHIBIT B

PORTION OF GOVERNMENT LOT 1, NE 1/4 SECTION 4, T.3N., R3.W.,
BOISE MERIDIAN, CITY OF CALDWELL, CANYON COUNTY, IDAHO.

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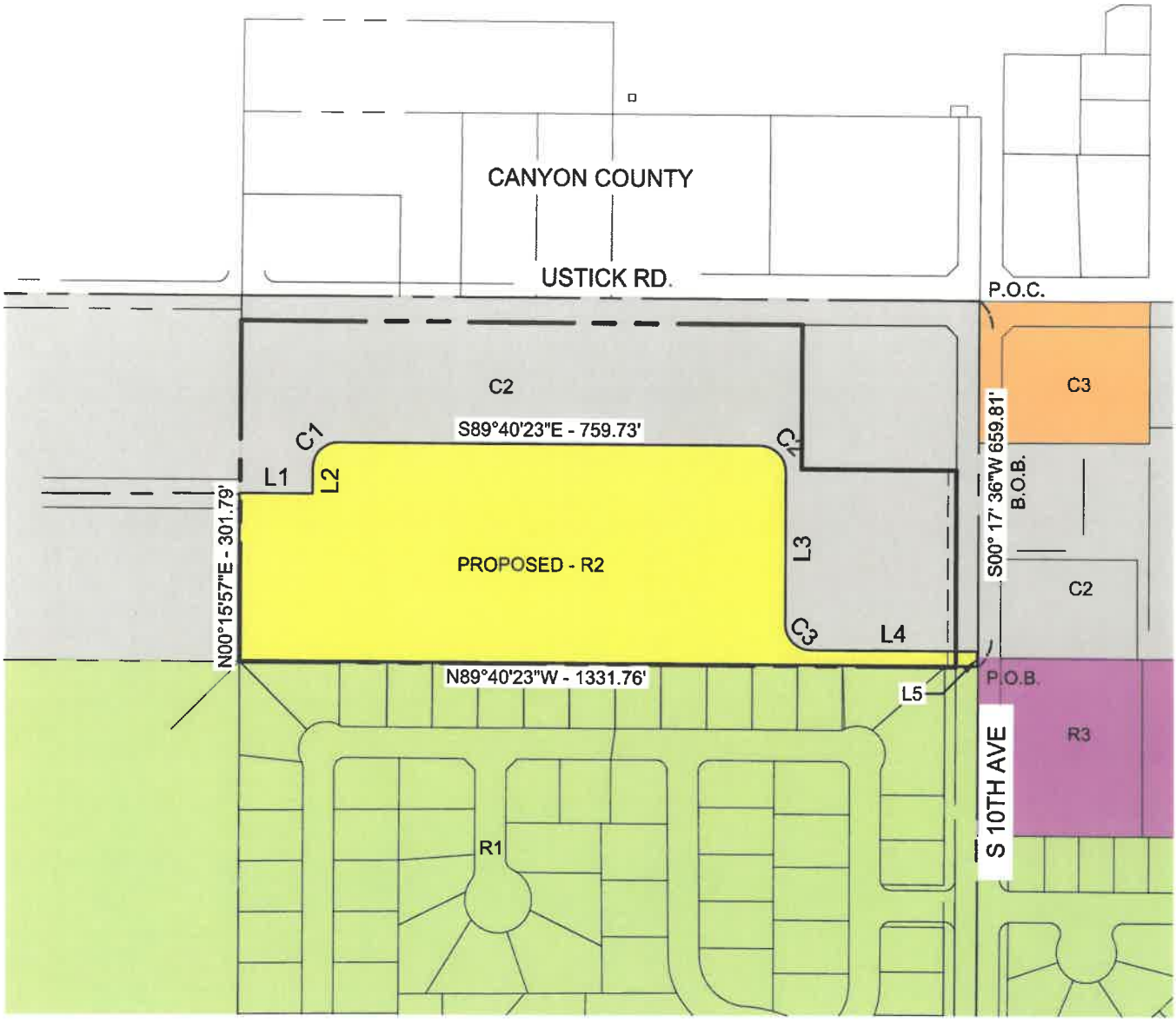

Parcel Line Table

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PROFESSIONAL LAND SURVEYOR LICENSED 18350 2/9/26 STATE OF IDAHO ANTONIO M. CONTI

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JOB No: R25146

ORDINANCES OF THE CITY OF CALDWELL
NOTICE OF ADOPTION AND SUMMARY OF
ORDINANCE NO. 3712
REGARDING ZONE DESIGNATION
OF CERTAIN PROPERTY

AN ORDINANCE DETERMINING THAT CERTAIN LAND LAYS WITHIN THE CITY LIMITS OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO, AND THAT SAID LANDS SHOULD BE REZONED FROM C-2 (COMMUNITY COMMERCIAL) ZONE TO THE R-2 (COMMUNITY RESIDENTIAL) ZONE; DETERMINING THAT SAID CHANGE IN ZONING IS IN THE BEST INTEREST OF THE CITY OF CALDWELL, CANYON COUNTY, IDAHO; DIRECTING THE CITY ENGINEER AND PLANNING AND ZONING DIRECTOR TO AMEND SAID PROPERTY ON THE OFFICIAL MAPS OF THE CITY OF CALDWELL, IDAHO; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS OR PARTS THEREOF IN CONFLICT HEREWITH.

Ordinance No. 3712 provided for the rezone of:

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COMMENCING at the NE corner of said Government Lot 1; thence S00°17'36"W, 659.81 feet on the east line of said Government Lot 1 to a point on the easterly extension of the North line of Cumberland Subdivision No. 1, Book 41 Page 31, Canyon County Records being the **POINT OF BEGINNING**; thence N89°40'23"W, 1331.76 feet on last said line and its westerly extension to the NW corner of Cumberland Subdivision No. 4, Book 46 Page 36, Canyon County Records; thence N00°15'57"E, 301. 79 feet on the west line of said Government Lot 1 to a point on the centerline of Soterra Way as shown on the plat of Soterra Subdivision Phase 1, Book 58 Page 27, Canyon County Records; thence S89°40'27"E, 131.50 feet on the easterly extension of last said centerline; thence N00°15'57"E, 46.16 feet; thence 73.09 feet along a curve to the right having a radius of 46.50 feet, an angle of 90°03'40", and a chord bearing N45°17'47"E, 65.80 feet; thence S89°40'23"E, 759. 73 feet; thence 73.27 feet along a curve to the right having a radius of 46.50 feet, an angle of 90°16'28", and a chord bearing S44°52'20"E, 65.92 feet; thence S00°15'57"W, 275.10 feet; thence 72.99 feet along a curve to the left having a radius of 46.50 feet, an angle of 89°56'20", and a chord bearing S44°42'13"E, 65. 73 feet; thence S89°40'23"E, 300.83 feet to a point on the east line of said Government Lot 1; thence S00°17'36"W, 26.50 feet on the last said East line to the **POINT OF BEGINNING**. Containing 8.84 Acres, more or less.

Section 1. This ordinance shall be in full force and effect from and after its passage, approval, and publication, according to law.

Section 2. This ordinance is hereby declared to be severable. If any portion of this ordinance is declared invalid by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect and shall be read to carry out the purposes of the ordinance before the declaration of partial invalidity.

Section 3. All ordinances, resolutions, orders and parts thereof in conflict herewith are repealed.

Ordinance No. 3712 was passed by the Council and approved by the Mayor on the 20th day of July, 2026. The full text of the Ordinance is available at Caldwell City Hall, 205 S 6th Ave, Caldwell, Idaho 83605. The Mayor and City Council approved the foregoing summary on the 20th day of July, 2026, for publication on the 28th day of July, 2026, pursuant to Idaho Code § 50-901A.

STATEMENT OF LEGAL ADVISOR

I have reviewed the foregoing summary and believe that it provides a true and complete summary of Ordinance No. 3712 and provides adequate notice to the public as to the contents of such ordinance.

DATED this 20th day of July, 2026.

Oscar Klaas, Attorney for City of Caldwell

Regular **Item:** 4.

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

ACTION ITEM: Public Hearing: Consider Bill No. 60 (Ordinance No. 3712) associated with ZON25-000005, with a request to move for its passage by title only and approve the summary for publication.

Summary Statement:

Recommended Action:

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. Ord 3712 (Ambrosa REZONE)
2. Summary 3712 (Ambrosa REZONE)

BILL NO. 60
ORDINANCE NO. 3712

AN ORDINANCE DETERMINING THAT CERTAIN LAND LAYS WITHIN THE CITY LIMITS OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO, AND THAT SAID LANDS SHOULD BE REZONED FROM C-2 (COMMUNITY COMMERCIAL) ZONE TO THE R-2 (COMMUNITY RESIDENTIAL) ZONE; DETERMINING THAT SAID CHANGE IN ZONING IS IN THE BEST INTEREST OF THE CITY OF CALDWELL, CANYON COUNTY, IDAHO; DIRECTING THE CITY ENGINEER AND PLANNING AND ZONING DIRECTOR TO AMEND SAID PROPERTY ON THE OFFICIAL MAPS OF THE CITY OF CALDWELL, IDAHO; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS OR PARTS THEREOF IN CONFLICT HEREWITH.

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PASSED BY THE COUNCIL OF THE CITY OF CALDWELL, IDAHO, this 20th day of July, 2026.

APPROVED BY THE MAYOR OF THE CITY OF CALDWELL, IDAHO, this 20th day of July, 2026.

_____
Mayor Eric Phillips

ATTEST:

_____
City Clerk

EXHIBIT A: LEGAL DESCRIPTION

EXHIBIT B: MAP EXHIBIT

ORDINANCES OF THE CITY OF CALDWELL
NOTICE OF ADOPTION AND SUMMARY OF
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STATEMENT OF LEGAL ADVISOR

I have reviewed the foregoing summary and believe that it provides a true and complete summary of Ordinance No. 3712 and provides adequate notice to the public as to the contents of such ordinance.

DATED this 20th day of July, 2026.

Oscar Klaas, Attorney for City of Caldwell

Regular **Item:** 5.

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

ACTION ITEM: Public Hearing (Quasi-Judicial): Case Number SPP26-000004: The applicant, Hatch Design and Architecture, on behalf of Daniel Isbell, is requesting preliminary plat approval for Isbell Townhomes Subdivision, a single-family subdivision with twelve (12) townhome lots and one single family detached lot. The site is zoned R-1, neighborhood residential, and is located within the Neighborhood 2 place-type within the Future Land Use Map. The approximately 1.65 acre site is addressed as 403 Hill Ln, and is located on the east side of Hill Ln, approximately 240 feet south of the intersection with Syringa Ln., and 260 feet north of Interstate 84., in Caldwell, Idaho. *This application was recommended for approval at the May 26, 2026, Hearing Examiner meeting.*

Summary Statement:

Recommended Action:

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. SR_CC_IsbellTownhomes_2026-07-20

Caldwell Community Development Department
Planning and Zoning Division
STAFF REPORT / FINDINGS
Public Hearing Item | City Council | 7/20/2026

Staff Planner: Katie Wright

CASE NO(s): SPP26-000004
Project Name: Isbell Townhomes

HEARING BODY RECOMMENDATION

The Hearing Examiner at the 5/26/2026 public hearing recommended APPROVAL of the preliminary plat subject to the conditions listed herein.

CITY COUNCIL DECISION

This will be updated once the City Council has made a decision and prior to final signature.

The City Council at the 7/20/2026 public hearing, APPROVED/DENIED Case No (s): SPP26-000004

APPLICATION SUMMARY & PROPOSED LAND USE REQUESTS

- Preliminary Plat for 12 single family attached lots and 1 single family detached lot with ~~0.17~~ 0.29 acres of qualified open space on 1.66 acres in the R-1 zone.

Applicant:	Steve Thiessen, Hatch Design Architecture
Property Owner:	Daniel Isbell
Parcel ID Number(s):	R026640000
School District:	*Caldwell*
Staff Summary of Review:	*Staff thoroughly reviewed and analyzed the above-listed applications and finds that all applications and development proposals are:* ☒ **COMPLIANT** with all applicable city codes, regulations and policies, if all conditions of approval are met. ☐ **NOT COMPLIANT** with all applicable city codes, regulations, and polices.

DECISION BODY – REQUIRED FINDINGS & APPROVAL CRITERIA

Before the Council approves any application, the Council must find and conclude the proposed applications are compliant with **Caldwell City Code approval criteria as listed within section VI. PUBLIC HEARINGS.**

BEFORE THE CALDWELL CITY COUNCIL
CITY OF CALDWELL, CANYON COUNTY, IDAHO

IN THE MATTER OF APPLICATION FOR A PRELIMINARY PLAT FOR 12 SINGLE FAMILY ATTACHED LOTS AND 1 SINGLE FAMILY DETACHED LOT WITH 0.29 AC OF QUALIFING OPEN SPACE ON 1.66 ACRES IN THE R-1 ZONE.	)	**FINDINGS OF FACT, CONCLUSIONS OF LAW AND DECISION**
Property Owners: Daniel Isbell	)	Case No. SPP26-000004

I. APPLICATION FACTS

Applicant:	Steve Thiessen, Hatch Design Architecture
Property Owner:	Daniel Isbell
Application Requests and Development Proposals:	Application for a Preliminary Plat for 12 single family attached lots and 1 single family detached lot with ~~0.17~~ 0.29 acres of qualified open space on 1.66 acres in the R-1 zone.
Applicant Submission:	The applicant, Steve Thiessen, on behalf of the property owner, Daniel Isbell, submitted an application on 2/27/2026.
Proposed Site Location:	The subject site is located north of Owyhee Street, 675' west of Florida Avenue, with a property address of 403 HILL LN, described as located within the NE ¼ of the SW ¼ of Section 23, T4N, R3W, B.M.
Parcel Number(s):	R026640000
Property Size:	Approximately 1.66 acres, more or less
Jurisdiction:	The property is currently located in the City of Caldwell
Applicable Regulations and Guiding Documents:	Applications were thoroughly analyzed and reviewed for compliance with: a. City of Caldwell Zoning Ordinance No. 1451, as amended b. City of Caldwell Subdivision Ordinance, as amended c. City of Caldwell Comprehensive Plan, as amended d. Treasure Valley Tree Selection Guide e. Bicycle and Pedestrian Master Plan f. Caldwell Transportation Master Plan g. Idaho Code

Public Notifications:

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

Neighborhood Meeting Held	3/10/2026
Public Agency Notification Sent (See attached exhibit for list of agencies notified)	4/13/2026
(500') Radius Notices Mailed - Hearing Examiner Hearing (Min. 15 days prior to hearing)	5/7/2026
Legal Ad Published - Hearing Examiner Hearing (Min. 15 days prior to hearing)	5/9/2026
Physical Site Posted - Hearing Examiner Hearing (Min. 10 days prior to hearing)	5/11/2026
Applicant Proof of Posting Received - Hearing Examiner Hearing	5/15/2026
Hearing Examiner Public Hearing	5/26/2026
(500') Radius Notices Mailed – City Council (Min. 15 days prior to hearing)	6/30/2026
Legal Ad Published – City Council (Min. 15 days prior to hearing)	7/2/2026
Physical Site Posted – City Council (Min. 15 days prior to hearing)	7/5/2026
Applicant Proof of Posting Received – City Council (Min. 10 days prior to hearing)	7/8/2026
City Council Public Hearing	7/20/2026

Political Subdivisions Providing Services:

Fire:	Caldwell Fire
Police:	Caldwell Police
School District:	Caldwell
Water Services:	City of Caldwell (Municpal Water)
Sewer:	City of Caldwell (Municipal Sewer)
Trash:	Republic Services
Irrigation Services:	City of Caldwell (Pressurized Irrigation)
Irrigation District:	Canyon Hill Irrigation District
Others:	n/a

Political Subdivisions Notification and Comments:

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

1. Idaho Transportation Department – No comments or concerns.
2. City of Caldwell Engineering Department – Provided general conditions for approval. Specific conditions are provided with the Engineering Staff Report. **See Exhibit 2 of this report for full comments from Engineering.**

3. City of Caldwell Fire Department – Stated the project can be approved and provided general conditions of approval. **See Exhibit 2.**
4. City of Caldwell Mapping Department – Provided general comments and conditions of approval. **See Exhibit 2.**

Public Comments Received:

In response to the public notices, staff has received no public comments at the time of the staff report.

a. Public testimony given at the public hearing will be included in the official minutes of the record.

Site / Project Background and History:

The subject site was annexed into the City of Caldwell in 1960 as part of the Hillcrest subdivision from 1917.

Site Features:

Floodplain:	The property is not within a flood zone.
Mature Trees:	A handful of existing trees are located within the existing residential lots noted above
Streams & Creeks:	None
Wildlife Habitat:	None
Riparian Habitat Area:	None
Steep Slopes & Hillsides:	None
Canals, Ditches, & Drains:	None
Other, Describe:	3 existing structures are located on site that will be removed.

Site and Surrounding Zoning Classifications:

Site:	R-1 (Neighborhood Residential) - City
North:	R-1 (Neighborhood Residential) - City
South:	R-1 (Neighborhood Residential) - City
East:	R-2 (Community Residential) - City
West:	R-1 (Neighborhood Residential) - City

Site and Surrounding Land Uses (existing):

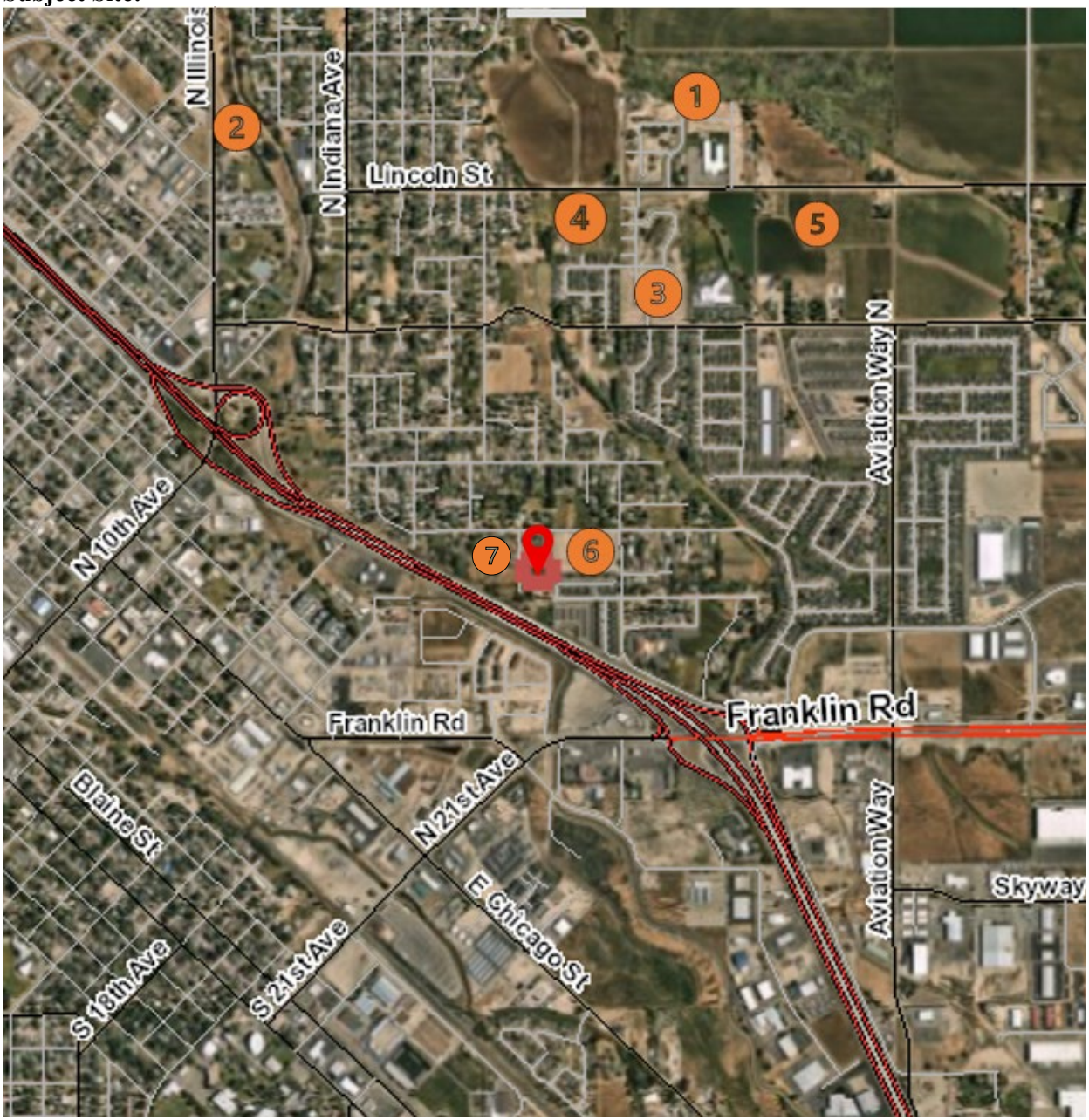
Site:	Single Fmaily Residential
North:	Single Family Residential
South:	Single Family Residential
East:	Canyon Crossing
West:	Single Family Residential Approved Patriots Landing (Duplexes and single family)

Site and Surrounding Comprehensive Plan Land Use Designations:

Site:	Neighborhood 2
North:	Neighborhood 2
South:	Neighborhood 2
East:	Neighborhood 2
West:	Neighborhood 2

Approved Developments within 1-Mile Radius of Subject Site:

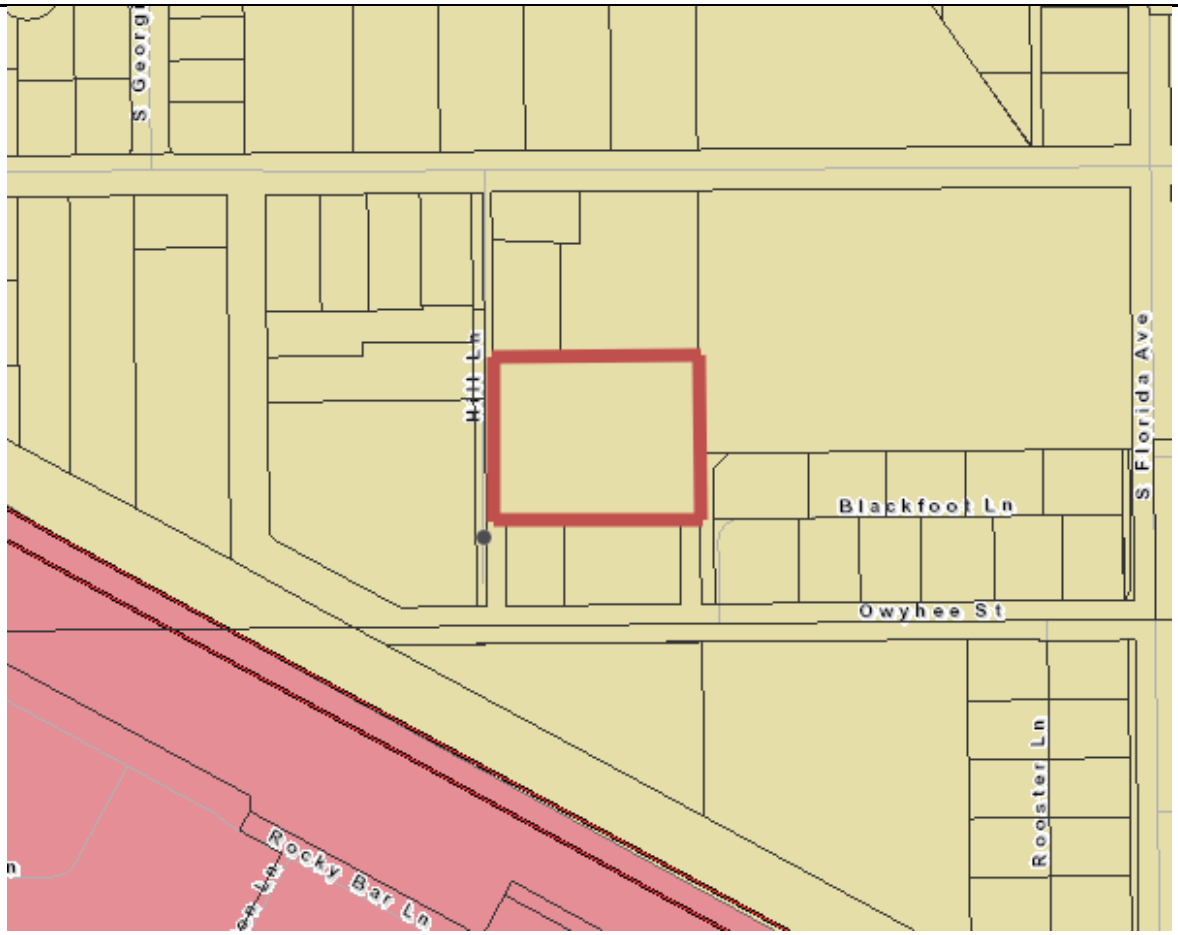
Within a one-mile radius of the subject site, the following entitlements have been approved and are actively being built or have the ability to be built in the future.



Map Exhibit #1 (Above): Approved Developments Surrounding Subject Site

Map Key	Description
1	Huntington Ridge East - 189 single family homes; phase 3 has approved final plat
2	Kahari Apartments – 48 multi-family units
3	El Monterrey – 19 single family attached, 27 detached, and 76 multi-family units; single family is currently being built.
4	Liberty Springs – 26 single family homes; final plat approved, not recorded
5	Hunters Path – 125 single family homes; final plat no. 1 submitted
6	Canyon Crossing – 20 duplex units
7	Patriots Landing – 11 duplexes and 1 single family detached home

II. STAFF REVIEW AND ANALYSIS – COMPREHENSIVE PLAN MAP ANALYSIS



Map Exhibit (Above): City of Caldwell Comprehensive Plan Map

CCC 10-03-03 and Caldwell Comprehensive Plan (2025) Analysis:

The Comprehensive Plan Land Use Map depicts the subject site **(outlined in red).** The subject site is designated within the future land use map as Neighborhood 2. Surrounding parcels are designated as Neighborhood 2 to the North, East, and West, and South. South of the Interstate is the Mixed-Use Center Placetype and the Special Purpose Placetype.

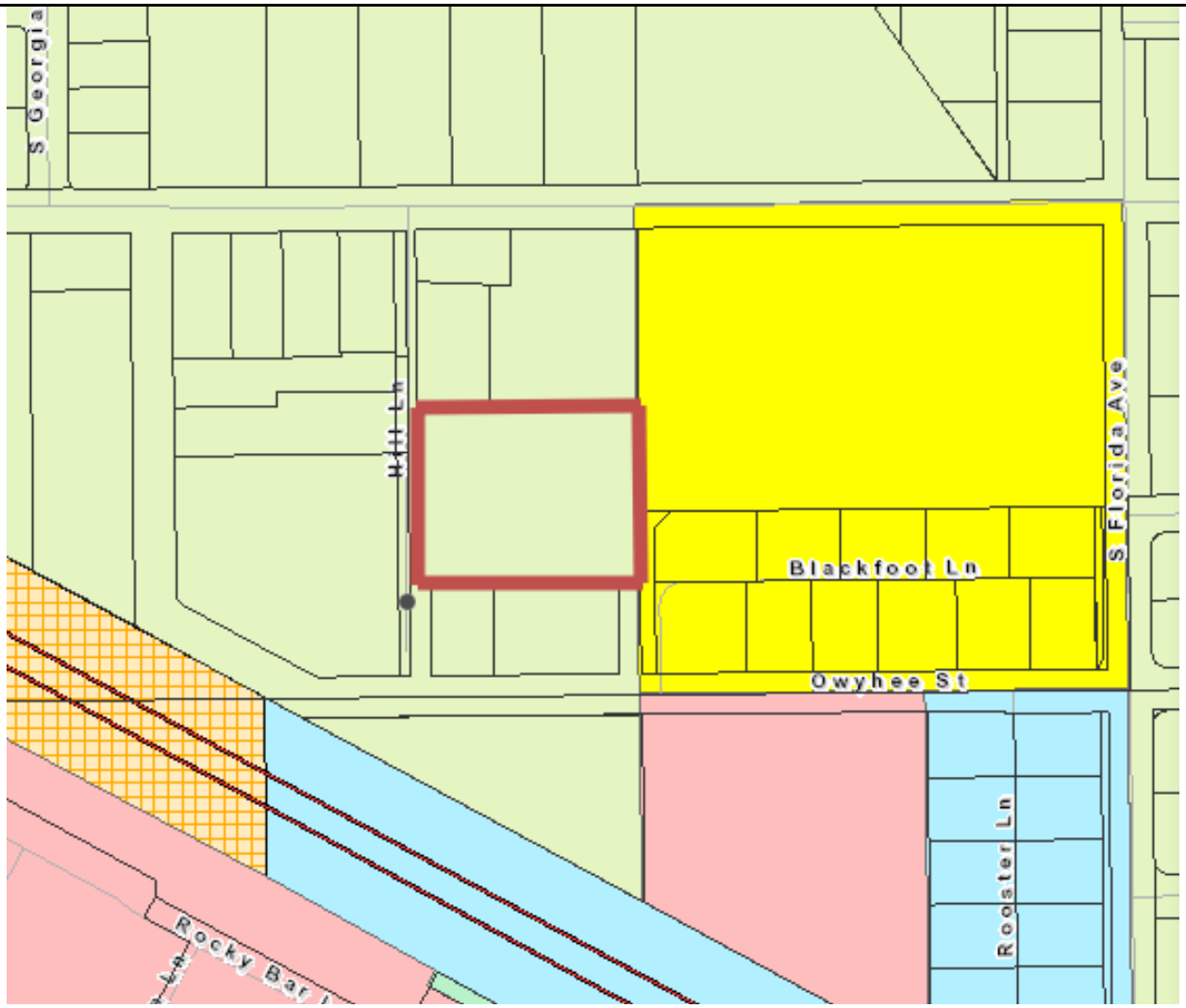
The Neighborhood 2 Placetype includes is the primary residential place type in Caldwell. This encompasses residential areas that provide an array of low and mid-density housing options. These neighborhoods are located outside of most commercial centers but should still be well connected to nearby services. The residential gross density shall be a minimum of 2 dwelling units per acre and a shall not exceed 8 dwelling units per acre.
The applicant is proposing a residential density of 7.8 dwelling units per gross acre, where the allowed density is 2-8 dwelling units per acre.

The Design Character of Neighborhood 2 is intended to have low to mid-density housing with blocks about 300-600 linear feet long. This development does not propose any blocks longer than 600LF. Scaling and massing calls out that buildings shall be 3 stories or less. Transition shall avoid abrupt change in height and building size. Block scale housing is addressed, which is not applicable to this development.

Staff Comment: *Staff finds that the development meets the required density and the design characteristic for Neighborhood 2. Blocks are no longer than 600LF and buildings do not exceed 3 stories. The transition in height and building size is not applicable to this development, as it is all one- and two-family homes. Staff finds the overall proposed development plan is generally consistent with the goals and policies from the adopted Comprehensive Plan as listed in Table 1 below, based on the known factors at the time of publication of this staff report:*

TABLE 1: CONSISTENT COMPREHENSIVE PLAN GOALS AND POLICIES	
CHAPTER 3: CONNECTED COMMUNITY	
Goal 1:	PROVIDE FOR THE EFFICIENT AND COST-EFFECTIVE MOVEMENT OF PEOPLE AND GOODS.
Policy 4.4	Close gaps in the sidewalk network to provide continuous and accessible pedestrian pathways throughout the city
Goal 6:	PRIORITIZE PUBLIC SAFETY IN TRANSPORTATION INFRASTRUCTURE AND DESIGN.
Policy 6.1	Require access for emergency vehicles and responders in all new developments.
Policy 6.2:	Develop new neighborhoods with proper ingress/egress for emergency vehicles, including secondary routes, adequate street widths, and turning spaces.
CHAPTER 6: QUALITY NEIGHBORHOODS TO CALL HOME	
Goal 1:	DIVERSIFY HOUSING OPTIONS TO ACCOMMODATE VARYING HOUSEHOLD INCOMES, LIFESTYLES, AND SIZES, PROMOTING INCLUSIVITY AND AFFORDABILITY.
Policy 1.1:	Allow a mix of housing types and densities within all neighborhoods, such as duplexes, townhouses, cottage communities, and other types as appropriate.
Policy 2.2:	Encourage detached sidewalks and healthy tree canopies along residential streets.
Goal 3:	CONCENTRATE DEVELOPMENT CLOSER TO THE CITY'S CORE AND PRESERVE A RURAL TRANSITION AT THE CITY'S WESTERN AND NORTHERN BOUNDARIES.
Policy 3.2:	Promote infill housing developments to maximize existing infrastructure and slow the loss of open space.

III. STAFF REVIEW AND ANALYSIS – ZONING MAP ANALYSIS



Map Exhibit (Above): City of Caldwell Zoning Map

Semi-Rural Residential-1	Neighborhood Commercial	Industrial and Business Park
Semi-Rural Residential-2	Community Commercial	General Industrial
Neighborhood Residential	General Commercial	Heavy Industrial
Community Residential	Service Commercial	Airport District
Urban Residential	Downtown Central Business	Mixed-Use / Regional Comm.
Healthcare District	Downtown City Center	Downtown Transition Neighborhood
Public District	College District	

Zoning Map Analysis:

The existing zoning of R-1 (Neighborhood Residential) is in compliance with the comprehensive plan Placetype of Neighborhood 2. The applicant is proposing a preliminary plat with twelve single family attached lots and one single family detached lot.

According to Caldwell City Code, the purpose of the Neighborhood Residential zone is to "provide areas by zoning procedures in accordance with the comprehensive plan that accommodates a larger variety of lot sizes and housing types. This includes single-family residential (including accessory dwelling units) and missing middle housing types such as townhomes, duplexes, triplexes, fourplexes, cottage courts, small scale multi-family, or

mansion house apartments. Supporting or secondary land uses may include small-scale mixed-use or live/work housing types, and commercial activities and services that are generally only found at major intersections of arterial and collector roadways".

Staff Comment: *The applicant is proposing a single-family development, including both attached and detached products. Both single family attached and single family detached are permitted uses within the R-1 zone.*

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

The project proposes one (1) single family detached home and twelve (12) single family attached homes. Both single family attached (3 or > attached) and single family detached are permitted uses within the R-1 zone land use schedule.

Detailed Breakdown of Phasing and Types of Land Uses:

A detailed breakdown of the phasing and types of land uses for the proposed project are as follows:

Phased Development?	☐ Yes ☒ No	**How Many Phases?**	-

Residential Type	**# of Lots**	**# of Buildings**	**# of Dwelling Units**
Single-Family Detached	1	1	1
Dwelling – Single Family Townhouse (3 or < attached)	12	12	12
Common Lots	~~3~~ 1	n/a	n/a
TOTAL	**~~16~~ 14**	**12**	**12**

Dimensional Standards Analysis:

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

The following are the required bulk requirements and dimensional standards for the **R-1 zone** in accordance with Caldwell City Code, and the dimensions proposed by the subject development:

Minimum Lot Size	**Required**	**Proposed**
Interior Lot Area (sq. ft.)	8,000sqft	~~8,640~~ 8,260sqft
Corner Lot Area (sq. ft.)	9,500sqft	-
Minimum Lot Width / Frontage (ft.)	50'	Approx. 79'
Setbacks	**Required**	**Proposed**
Front Yard Setback, Garage; Minimum (ft.)	22'	Shall comply with code at time of building permit.
Front Yard Setback, Living Area; Minimum (ft.)	15'	
Interior Side Yard Setback (ft.) (Minimum)	5'/0'	
Street Side Yard Setback (ft.) (Minimum)	15'	
Rear Yard Setback (ft.) (Minimum)	20'	
Alley (Garage/Parking) Setbacks: Minimum (ft.)	5'	
Scale and Massing	**Required**	**Proposed**

Maximum Building Height (ft.) *	30’	Shall comply with code at time of building permit.
Residential Density Range in Gross units /acre	2-8du/acre	7.8du/acre
Single family attached in the R-1 and R-2 zones, may utilize the R-3 minimum lot sizes and frontage standards but must adhere to the base zoning height requirements. The following are the required bulk requirements and dimensional standards for the **R-3 zone** in accordance with Caldwell City Code, and the dimensions proposed by the subject development for the single family attached lots:		
Minimum Lot Size	**Required**	**Proposed**
Interior Lot Area (sq. ft.)	2,000sqft	~~2,334~~ 2,411sqft
Corner Lot Area (sq. ft.)	2,500sqft	-
Minimum Lot Width / Frontage (ft.)	20’	25’
Setbacks	**Required**	**Proposed**
Front Yard Setback, Garage; Minimum (ft.)	22’	Shall comply with code at time of building permit.
Front Yard Setback, Living Area; Minimum (ft.)	10’	
Interior Side Yard Setback (ft.) (Minimum)	5’/0’	
Street Side Yard Setback (ft.) (Minimum)	15’	
Rear Yard Setback (ft.) (Minimum)	10’	
Alley (Garage/Parking) Setbacks: Minimum (ft.)	5’	
Scale and Massing	**Required**	**Proposed**
Maximum Building Height (ft.) *	45’	Shall comply with code at time of building permit.
Residential Density Range in Gross units /acre	2-8du/acre	7.8du/acre

Staff Comments: *Staff finds that the lot dimensions and density meets code. The setbacks and height will be reviewed at time of building permit for compliance. Between the time of the Hearing Examiner hearing and the City Council hearing, the applicant adjusted the number of common lots on the preliminary plat, as conditioned by staff. This changed some lot sizes, but none of the lots are below what is required by code.*

CCC 10-02-05 Off-Street Parking Standards:

The Caldwell City Code has provisions addressing the minimum and maximum number of off-street parking spaces accessory to designated uses, shared parking lots, off-street loading, parking lot lighting, electric vehicle parking, and bicycle parking.

The following provides an overview of the parking, loading and pedestrian amenity requirements for the proposed land uses, and the amount proposed by the subject development:

SINGLE FAMILY / TWO FAMILY DWELLINGS			
Off-Street Parking Spaces	**Required**	**Proposed**	
Off-Street Parking Spaces (Minimum)	2.0 per DU	2 per DU	

Staff Comments: *The project was reviewed for compliance with all parking requirements and was determined to be in compliance with city zoning ordinances. Where the access road is less than 27’ wide, fire department has conditioned that “no parking” signs be installed, as the road is not wide enough for on-street parking. Street parking is not required for this development to meet the parking code.*

Public Services, Utilities, and Facilities:

Sewer & Water:	All utilities are available or will be available as outlined in the City of Caldwell Engineering staff report memo.
Irrigation	Applicant is required to provide pressurized irrigation throughout the project in accordance with Caldwell City Code. The subject site is located within the Canyon Hill Irrigation District boundary. Any issues related to access to a pressurized irrigation system will be addressed in the City of Caldwell Engineering staff report memo.
Stormwater:	The applicant proposes retaining storm water on site, per City Code.
Schools:	The subject site is located within the Caldwell School District. The school district did not provide a letter in response to the Public Agency notice.
Police:	Emergency police services are provided by the City of Caldwell Police. The nearest police station is approximately 1.19 miles away from the furthest point of the development.
Fire:	Emergency fire services are provided by the City of Caldwell Fire. The nearest fire station is Station #1 and is approximately 1.2 miles from the development.

Staff Comments: *Staff finds all utilities are available or will be available as outlined in the engineering staff report/ memo. Utilities are required to be designed and constructed in accordance with the City of Caldwell requirements for municipal facilities. All other public services and facilities are or will be provided to serve the site and any proposed land uses based upon the letters received from partner agencies.*

Transportation and Connectivity:

Street Frontage:	This development does not front any public streets but will construct an access road that will provide access to Owyhee Street.
Street Classifications:	This development has access to Owyhee Street, but does not front Owyhee. Owyhee Street is a local road.
Proposed Site Access:	The development is proposing to construct an access that will connect the internal private street to the south to Owyhee Street.
Traffic Impact Study (TIS):	A TIS was not required for this application due to the number of lots proposed.

Safe Routes to Schools:

As required by 10-02-02 (3), residential and multi-family subdivisions and/or developments within the "walk zone" of a school or where no walk zone map exists (within a 1 ½ mile radius of a school) shall provide safe and well-designed routes and crossings for children to bike or walk from their home to school. Such routes shall include:

- The shortest and safest routes.
- Level, ADA accessible sidewalks with minimum cross slope where sidewalks cross driveways. Sidewalk widths shall be determined by the functional classification of the street.
- Curb ramps in accordance with the latest ADA design standards.
- Pathways that connect to schools where needed.
- Crosswalk and/or protected crosswalks, as required by the city.

Staff Comments: *As submitted, the proposed access points appear to be compliant with all city code requirements for transportation, access, and connectivity. The development not having frontage to a public street*

limits this development's ability to improve the pedestrian connectivity throughout the City. The development is required to provide pedestrian connectivity to Owyhee Street, which will provide some connectivity that is not currently existing.

Landscaping, Open Space, Pathways and Amenities:

The Caldwell City Code specifies requirements for landscape street buffers, open space, land use buffers, and private and public pathways.

The following table provides an overview of the city code requirements, and the proposal presented by the subject development.

Street Landscape Buffers	**Min. Required**	**Proposed**
This development does not have frontage along a classified roadway, therefore not requiring any street landscape buffers.		
Open Space:	**Min. Required**	**Proposed**
Qualifying Open Space (Minimum):	10%	~~10.24~~ 17.6% (7,216sqft/~~0.17~~ 0.29 AC)

Pathways:	**Required**
(Public Pathways):	
Irrigation/Drain Pathways:	No
Regional Pathway (10' multi-use):	No
Wayfinding and Directional Signage:	No
Fencing (Both Sides of Pathway):	No
(Other Pathways):	
Neighborhood Pathways (5'):	Yes
Community Pathways (8'):	No

Staff Comments (Landscaping, Buffers, & Common Open Space):

Staff finds that the applicant is compliant with landscaping and open space. The qualifying open space has increased to include the area that is required to be vacated, currently part of Hill Lane.

Regional Pathways:

Staff notes the 2040 Bicycle and Pedestrian Master Plan does not identify any required public pathways in this location.

Neighborhood and Community Pathways:

Neighborhood Pathways (5'): The applicant is proposing a five-foot (5') wide detached sidewalk to provide pedestrian connectivity between common open space areas. Due to the small size of the development, there are no other locations where a neighborhood pathway could reasonably be required. The applicant is proposing trees rather than shrubs, as this is a detached sidewalk. Trees in this situation will be more cohesive. **Staff has conditioned that the pathway stubs to the west, north, and south for connectivity to future developments. If the property to the west develops, the stub to the north and south can be coordinated between developers.**

Community Pathways (8'): The applicant is not required to have an 8' wide pathway, as there are no adjacent properties that have pathway stubs to provide additional connectivity between developments.

Fencing and Screening:

Although not required by code, the landscape plan calls out that the existing 6' white vinyl fence along the east property boundary will remain.

V. STAFF REVIEW AND ANALYSIS – AREAS OF SPECIAL CONCERN

Staff has no other concerns with this application at this time.

VI. PUBLIC HEARINGS

1. **HEARING EXAMINER PUBLIC HEARING**

A public hearing on the subject application(s) were held before the Hearing Examiner on 5/26/2026, at which time city staff presented a staff report along with an analysis of the application and all pertinent information on the case, followed by the applicant's presentation, and testimony in opposition, neutral, and in favor.

The Hearing Examiner reviewed and considered all records, evidence, testimony, and facts presented when making their recommendation as specified in Section VII below.

2. **CITY COUNCIL PUBLIC HEARING**

A public hearing on the subject applications was held before the City Council on 7/20/2026, at which time city staff presented a staff report along with an analysis of the application and all pertinent information on the case, followed by the applicant's presentation, and testimony in opposition, neutral, and in favor.

The City Council reviewed and considered all records, evidence, testimony, facts presented, and recommendations in making their decision.

Based upon compliance with the conditions noted herein, the City Council found and concluded the following:

THE FINDINGS BELOW ARE WRITTEN IN BOTH APPROVAL AND DENIAL.

THE CITY COUNCIL WILL DECIDE IF THE INDIVIDUAL APPLICATIONS ARE COMPLIANT WITH THE CORRESPONDING CRITERIA AS LISTED BELOW.

NOTE: *The findings will be updated prior to signature to represent the decision made at the hearing.*

Preliminary Plat

REQUIRED APPROVAL CRITERIA		
Caldwell City Code Section 11-02-03 (1) E2 (A) through (1) E2 (E) outlines the criteria for approving a preliminary plat. **The city council, prior to approving any Preliminary Plat request, shall find and conclude the requests have met the criteria identified below.**		
Criteria	**Findings and Conclusion**	
	Compliant	**Not Compliant**
The plat is in compliance with "city code"?		
The plat is consistent with the city comprehensive plan		
Public services and utilities are available or can be made available and are adequate to accommodate the proposed subdivision?		
The plat is consistent with the city transportation master plan?		
The subdivision preserves natural, scenic or historic features, if applicable of the site it is being developed on?		

VII. CONCLUSIONS OF LAW

1. The City of Caldwell has provided for the processing of Land Use permits authorized by Chapter 65, Title 67, Idaho Code, pursuant to Chapter 10 Zoning Regulations and Chapter 11 Subdivision Regulations.
2. Adequate notice of the public hearing was provided, pursuant to Section 67-6512, Idaho Code and Chapter 10, Article 3, Section 10-03-12 of Caldwell City Code.
3. The record includes, but is not limited to all files, application documents, public notices, public comments and testimony, staff reports and memos, presented evidence and exhibits, public hearing written minutes and audio, and the signed Findings of Facts, Conclusions of Law, and Decision.
4. The Planning and Zoning Commission and Hearing Examiner are authorized to recommend approval, recommend approval with conditions, recommend approval with modifications, or recommend denial of specific land use applications in accordance with Section 10-01-02 (3) of Caldwell City Code.
5. The Planning and Zoning Commission and Hearing Examiner are authorized to approve, approve with conditions, approve with modifications, or deny special use permits and planned unit development requests, when said planned unit development requests are not part of a preliminary plat, in accordance with Section 10-01-02(3) of Caldwell City Code.

6. The City Council reviewed and considered all records, evidence, testimony, facts presented, applicable code standards, the Caldwell Comprehensive Plan, and approval criteria as specified within Caldwell City Code in making their findings and decision.

VIII. DECISION

NOTE: *THIS SECTION WILL BE MODIFIED PRIOR TO FINAL SIGNATURE TO REPRESENT THE ACTION OF THE DECIDING BODY*

Approval Decision Language

THEREFORE, the Caldwell City Council, hereby **approves** of the request for a Preliminary Plat consisting of 12 single family home attached lots and 1 single family home detached lot;

OR

Denial Decision Language

THEREFORE, the Caldwell City Council, hereby **Denies** the request for a Preliminary Plat consisting of 12 single family home attached lots and 1 single family home detached lot because**….*deciding body must state the reasons for denial***

IX. CONDITIONS OF APPROVAL

(This section is only applicable to approval decisions)

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

A. Site Specific Requirements:

1. Future development of the subject site shall be substantially consistent with the approved preliminary plat, landscape plans, open space exhibit, etc.

2. Prior to approval of Construction Drawings, the applicant shall vacate the adjacent Right-of-Way along Hill Lane. This area shall have a 5' wide pathway stubbing to the west and shall meet Caldwell City Code for Neighborhood Pathway landscaping. This pathway shall be subject to a Public Access Easement. The remaining vacated land shall be landscaped with a mix of vegetative groundcover, shrubs, and trees and bollards shall be provided to align with the southern boundary of parcel R0266101100. If the development to the west is not developed by the time of Construction Drawing submittal, it may be required that the pathway connect north to the end of Hill Lane and south to Owyhee Street.

B. General Requirements:

1. Development of the subject property shall be in conformance with all municipal codes, policies, standards, and regulations of the City of Caldwell, unless specifically stated otherwise in a Development Agreement or in the Order of Decision. **NOTE:** *Failure to identify a code violation during the review of the plans DOES NOT give the applicant the right or permission to violate any codes, policies, standards and/or regulations.*

2. If any term or provision of this decision, to any extent, is held invalid or unenforceable, the remaining terms and provisions hereof shall not be affected thereby, but each such remaining term and provision shall be valid and enforced to the fullest extent permitted by law.
3. Any nuisances existing on the property (weeds, trash, debris, etc) shall be resolved and in compliance with city codes prior to the approval of any construction drawings and/or issuance of building permits.
4. Any changes to the plans and specifications upon which this approval is based, other than those required by the above conditions, will require the submission of an application for modification and approval of that application prior to commencing any change.
5. All improvements and operations shall comply with applicable local, state and federal requirements and procedures whether specifically addressed in the analysis of this application or not.
6. Fencing: Fencing must comply with Caldwell City Code Section 10-02-07.
7. Approval: This approval is for the application(s) specified herein only. Additional permits, licenses and approvals may be necessary.
8. Solid Waste Disposal: All solid waste receptacles utilized during development and/or construction shall be provided by the same company with which the City of Caldwell has an exclusive contract.
9. Business Licensing: All businesses operating within the corporate limits of the city shall obtain a business permit license prior to commencing business operations.

C. Site Design and Development Standards:

1. General: All new construction shall comply with the current bulk and dimensional standards schedule in effect at the time the building permit is filed, excluding any deviations/modifications approved through a planned unit development, special use permit, and/or development agreement.
2. Concept Site Plan: The concept site plan **(Exhibit 1)** represents the Owner's current concept for completion of the Project. As the site layout evolves, the city understands and agrees that certain changes in that concept may occur or be required. If the City determines that any such changes require additional public comment due to potential impacts on surrounding property or the community, a public hearing shall be held on any proposed changes in the Concept Plan and notice shall be provided as may be required by the City. The Owner understands and agrees that any changes or modifications to the site plan must be submitted to the City for review and approval prior to development.
3. Building Elevations: The building elevations **(Exhibit 1)** represent the Owner's current concept for the style of architecture, architectural features, colors, finishes and materials, and surrounding landscaping for the project. As the building design evolves, the city understands and agrees that certain changes in that concept may occur or be required. If the City determines that any such changes require additional public comment due to potential impacts on surrounding property or the community, or that such change is a substantial enough change from the elevations presented to the public, a public hearing shall be held on the proposed changes and notice shall be provided as may be required by the City. The Owner understands and agrees that any changes or modifications to the building elevations must be submitted to the City for review and approval prior to construction of such.
4. Stormwater: Strict adherence to the "Caldwell Stormwater Management Manual", as adopted by the city council as well as any subsequent adopted updates, is required. **NOTE:** Any *modifications necessary to the original approved stormwater design where additional stormwater retention or detention facilities are required, or where the approved retention and detention facilities are required to be expanded, still requires adherence to the requirements for minimum open space, landscape buffers, lot sizes and setbacks.*

D. Fire Department Conditions of Approval:

1. Comply with all requirements of the City Fire Department as specified in their memo / email dated 5/8/2026 and shown in **Exhibit 2**. In addition, all fire code requirements for the following must be strictly adhered to:
    a. Access, turnarounds, emergency access, water supply, fire hydrants, etc. shall be met in the development and/or platting of the subject property.
    b. 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.

E. Engineering Department Conditions of Approval:

1. Comply with all requirements of the City Engineering Department as specified in their memo dated 5/14/2026 and shown in **Exhibit 2.**
2. Comply with all requirements of the City Mapping Department as specified in their memo / email dated 5/1/2026 and shown in **Exhibit 2.**

F. Landscaping Specific Requirements:

1. Compliance: The applicant shall comply with all landscaping requirements based on Caldwell City Code.
2. Landscape Plan: The Landscape Plan **(Exhibit 1)** represents the approved landscape plan. Any changes to the landscape plan must be submitted to the City for review and approval prior to installation.
3. If the City determines that any such changes require additional public comment due to potential impacts on surrounding property or the community, or that such change is a substantial enough change from the landscape plan presented to the public, a public hearing shall be held on the proposed changes and notice shall be provided as required by the City.
4. Landscape Maintenance: All landscaping and screening devices shall be maintained in an attractive, live, safe and healthy manner.
5. Subdivisions: The homeowner's association is responsible for maintaining all common area landscaping and screening devices within a subdivision, development, and/or the subject property.
6. Parking Lot Landscaping: Linear grouping of parking spaces shall not exceed twelve (12) in a row, without the installation of an interior landscape planter island. All off-street parking lots/parking areas, drive aisles, and other vehicular use areas shall install a perimeter landscape buffer along the property line and/or project boundary. Class 3 trees are prohibited in the interior planter islands and all parking lot landscaping shall comply with 10-02-09-8.
7. Street Landscape Buffers: The street landscape buffers shall comply with CCC 10-02-09-5 and shall contain a mixture of trees, shrubs, lawn, vegetative and nonvegetative ground cover so that the entire buffer area is covered. Plantings shall meet or exceed the minimum plant sizes as follows:

TYPE	**MINIMUM (at planting)**
Evergreen trees	6-foot height minimum
Ornamental trees	2-inch caliper minimum
Shade trees	2-inch caliper minimum

Shrubs & Perennials	10” height and/or spread minimum, depending on plant species

G. Subdivision Specific Requirements:

1. Cluster Mailboxes: The development shall utilize cluster mailboxes for delivery of mail. Individual mailboxes shall not be allowed. A cluster mailbox placement plan shall be submitted to the Planning and Zoning department showing coordination with the United States Postal Services prior to submitting the construction drawings.
2. Subdivision Construction Signage: At the time of development a "rules and regulations" sign shall be posted and maintained at the entryways to the project until it is fully developed and build out is complete. The signs would be intended for subcontractors performing work and should include: a) no dogs; b) no loud music; c) no alcohol or drugs; d) no abusive language; e) disposal of personal trash and site debris; f) daily cleanup of any mud and/or dirt that is deposited from the construction parcel onto streets; g) installation of a temporary construction fence that would keep debris from being blown off site by the wind; h) no burning of construction or other debris on the property.
3. Plat Expirations:
    a. Final plats must be submitted for approval within twenty-four (24) months of the date of signature on the approving order of decision for the preliminary plat;
    b. Final plats must be recorded for a single-phase development or for the first phase of a multi-phase development within twenty-four (24) months of the date of signature on the approving order of decision for the final plat. For phased subdivisions, see 11-02-02 (1).
4. Final Plat Submission: Final plat applications shall be submitted to the planning and zoning department at the same time as the application for review of construction drawings has been submitted to the engineering department.
5. Phased Subdivisions: The subdivider may file and obtain acceptance of successive final plats for continuous segments of the approved preliminary plat without reapplication for preliminary plat approval, provided that final plats are recorded in successive intervals of not more than two (2) years each, as measured from the date of recordation of the prior phase final plat, and provided that "city code", as herein defined, and any subsequent amendments as adopted by the city before, during or after preliminary plat approval, is followed in all design, engineering plans, construction and final plats for all phases, with the exception of lot sizes, lot dimensions, setbacks, number of lots and any exceptions approved at the time of preliminary platting, which shall remain as indicated in the preliminary plat order of decision and/or development agreement.
6. Approved Subdivision Name. No changes to an approved subdivision name shall occur unless a request is initiated through the filing of an application for a “Subdivision Name Change Request”, and subsequently reviewed and approved the Mapping and Planning and Zoning Department, at an administrative staff level. In making application, the application shall file a completed application with the Planning and Zoning Department on forms prescribed by the department accompanied by such data and information necessary to assure the fullest presentation of facts, as determined by the Planning Director.
    a. *Subdivision Name Change Requests; Prior to Final Plat Submission:* If approved, an amended preliminary plat will need to be submitted to the Planning and Zoning Department with the reflected subdivision name change prior to the approval of construction drawings. All construction drawings and final subdivision plats shall reflect the new approved subdivision name.

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

c. *Name Change Requests; After Final Plat Recording:* If approved, an amended final plat drawing indicating the new subdivision name OR an Affidavit of Correction indicating that the plat is otherwise known as "insert the new approved subdivision name", shall be recorded at the county recorder's office. Once the plat or affidavit is recorded, a copy of the recorded plat or affidavit shall be provided to the Planning and Zoning Department.

7. Approved Street Names, Street Layout, Lot and Block Numbering, and Subdivision Phasing Plan: No changes to the original approved street names, street layout and configuration, lot and block numbering, or subdivision phasing plan shall occur without prior approval from the City of Caldwell Mapping Division. Any substantial changes from what was originally approved may require additional public hearings.

STANDARD LANGUAGE FOR DENIAL DECISION

(This section is applicable to all denial decisions except for OWNER CONSENTED ANNEXATIONS)

See below for language on owner consented annexations.

A. Request For Reconsideration By Affected Persons: On any application brought before the city council affecting the use, occupancy or development of real property, including, but not limited to, those matters governed by the Idaho Local Land Use Planning Act, found at Idaho Code section 67-6501 et seq., or the Caldwell Zoning Ordinance, found in this title, a party may request that the city council reconsider a decision pursuant to the terms of this section. Decisions and recommendations of the planning and zoning commission are not subject to reconsideration but may be appealed to the city council as provided in this title.

1. As required by Idaho Code section 67-6535(2)(b), any applicant or affected person who wishes to seek judicial review of compliance with the provisions of Idaho Code section 67-6535, must first seek reconsideration of the final decision within fourteen (14) days.

2. Such written request must be delivered to the city clerk within that time frame and must identify specific deficiencies in the decision for which reconsideration is sought. Upon reconsideration, the decision may be affirmed, reversed or modified after compliance with applicable procedural standards.

3. The city council shall review the petition for reconsideration at a regular meeting and decide whether to reconsider the matter.

4. The city council may consider its decision only if it finds any of the following:

   a) There was a clerical error in the decision;

   b) The decision resulted from fraud or mistake;

   c) There is new evidence for the record or a change in circumstances;

   d) There was a procedural error;

   e) The council previously rejected the application by a tie vote; or

   f) The decision was made in violation of substantive law.

5. If the city council chooses to reconsider the final decision, the city council shall provide the applicant or affected person a written decision on such action. If the city council grants reconsideration in whole or in part, a hearing before the city council will be scheduled to address the specific deficiencies identified by the applicant or affected person, which shall be conducted pursuant to the public notice procedures set forth in this section. The issues examined upon reconsideration shall be limited to issues raised by the petition for reconsideration and the record previously established, as well as the applicable law. The cost of all required notices shall be borne by the party(ies) seeking reconsideration of the decision and paid in advance.

6. Following the hearing on the reconsideration, the city council may affirm, reverse, or modify, in whole or in part, its' prior decision and shall provide a written decision to the applicant and the affected person(s) within sixty (60) days of receipt of the request for reconsideration. If the city council fails to timely decide, the request for reconsideration is deemed denied. A decision shall not be deemed final for purposes of judicial review unless the process required in this subsection has been followed. The twenty-eight (28) day time frame for seeking judicial review is tolled until the date of the written decision regarding reconsideration or the expiration of the sixty (60) day reconsideration period, whichever occurs first.

7. Once the council has reconsidered any of its decisions relating to a given application, as set forth hereinabove, it may not entertain any additional or subsequent request for reconsideration, whether by the same or any other interested party.

8. A failure to request reconsideration is a failure of the applicant or affected party to exhaust administrative remedies.

These Findings of Fact, Conclusions of Law and Decision are approved and adopted by the Caldwell City Council on this 20th day of July 2026.

_____

Eric Phillips, Caldwell Mayor

ATTEST:

_____

Kritina Buchan, Caldwell City Clerk

EXHIBITS

Exhibit 1: Application Documents

- Application(s) and Checklist(s)
- Project Narrative
- Vicinity Map
- Subdivision Plat
- Landscape Plan
- Open Space Exhibit
- Building Elevations
- Floor Plans
- Neighborhood Meeting Letter
- Neighborhood Meeting Mailing List
- Neighborhood Meeting Sign-In Sheet

Exhibit 2: City Department Conditions of Approval and Comments

- City of Caldwell Engineering Department
- City of Caldwell Fire Department
- City of Caldwell Mapping Department

Exhibit 3: Agency Notification and Comments

- Copy of Public Agency Notification Sent
- List of Public Agencies Notified
- Agency Comments Received
    - Idaho Department of Transportation

Exhibit 5: Minutes of the Hearing Examiner Hearing

EXHIBIT 1:

APPLICATION DOCUMENTS

COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division
Caldwell City Hall: 205 S 6th Avenue | Mail: PO Box 1179 Caldwell, ID 83606 |Phone: 208-455-3024
https://www.cityofcaldwell.org/Departments/Community-Development/Building-Safety-Division
Robin Collins, PCED, CBO | Community Development Director & Building Official

Master Land Use Application

This Master Land Use Application and specific land use checklists must be completed, with all required supplemental documents provided, prescreening passed, and fees paid for an application to be considered complete and accepted.

Hearing dates and codes utilized for review are based on the date is "complete and accepted".

Failure to submit all requested items (in legible form) may delay the processing of your application.

APPLICATION LEGEND:

* = Public hearing(s) required
** = May require public hearing
*** = City Council consent agenda
All others are considered Administrative Staff Level Reviews

I. Application Requests (check all that apply)

☐ Admin Director Determination	☐ Lot Split (Administrative)	☑ Subdivision (Prelim) Plat*
☐ Administrative Development Review[2]	☐ Lot Split (Simple)	☐ Subdivision (Final) Plat***
☐ Alternative Method of Compliance	☐ Manufactured Home Community*	☐ Subdivision (Short) Plat*
☐ Annexation w/Zoning*	☐ Mobile Food Unit (Individual)	☐ Subdivision Plat Modification**
☐ Business License (Permit)	☐ Mobile Food Unit Park / Court	☐ Subdivision Plat (Time Extension)
☐ Certificate of Appropriateness*	☐ Modification to Conditions of Approval**	☐ Subdivision Plat (Renewal)
☐ Comprehensive Plan (Map) Amendment*	☐ Outdoor Dining Permit	☐ Temporary Use Permit
☐ Comprehensive Plan (Text) Amendment*	☐ Parcel Consolidation	☐ Traffic Impact Study Review
☐ Deannexation*	☐ Performance Bonding	☐ Vacation (Easement)*
☐ Design Review**	☐ Planned Unit Development (New)*	☐ Vacation (Plat Note) *
☐ Development Agreement (New)*	☐ Planned Unit Development (Modification)**	☐ Vacation (ROW) *
☐ Development Agreement (Modification)**	☐ Public Art / Mural	☐ Variance*
☐ Development Agreement (Termination)*	☐ Rezone* (Zoning Map Amendment)	☐ Zoning Ordinance Text Amendment*
☐ Home Occupation Permit (New)	☐ Signs[1]	
☐ Home Occupation Permit (Renewal)	☐ Special Use Permit (New)*	
☐ Lot Line / Boundary Line Adjustment	☐ Special Use Permit (Modification)**	

Footnotes:

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

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

II. General Project / Site Information

Project or Development Name: *(for business licensing, use business name)*	Isbell Town Homes
Site Address(s): *Upload separate attached sheet if more than six (6) site addresses*	403 Hill Lane
Suite #s:	
Parcel #s:	R026640000
Total Acres:	1.65
Prior Use of Property:	Single family residential
Proposed Use of Property:	Single family residential

Current Zoning of Subject Parcel(s): *(check all that apply)*

☐ RS-1	☐ C-1	☐ M-1	☐ D-CC	☐ A-D	☐ Property in County
☐ RS-2	☐ C-2	☐ M-2	☐ C-CB	☐ C-D	
☑ -1	☐ C-3	☐ I-P	☐ T-N	☐ H-D	List County Designation:
☐ R-2	☐ C-4			☐ P-D	
☐ R-3	☐ H-C				

Proposed Zoning of Subject Parcel(s): *(check all that apply)*	☐ No Change ☐ RS-1 ☐ RS-2 ☑ R-1 ☐ R-2 ☐ R-3	☐ C-1 ☐ C-2 ☐ C-3 ☐ C-4 ☐ H-C	☐ M-1 ☐ M-2 ☐ I-P		☐ D-CC ☐ C-CB ☐ T-N	☐ A-D ☐ C-D ☐ H-D ☐ P-D

Select the Overlay District for the Subject Parcel(s): *(check all that apply)*	☑ Not in Overlay Zone ☐ APO-1 ☐ APO-2	☐ ED-1	☐ FP-1	☐ HD-1 ☐ HD-2 ☐ HD-3	☐ SO-1 ☐ SO-2 ☐ SO-3	☐ UD-1 ☐ UD-2 ☐ UD-3

City of Caldwell Comprehensive Plan Designation of Subject Parcel(s): *(check all that apply)*	☐ Neighborhood 1 ☐ Neighborhood 2 ☐ Neighborhood 3 ☐ Urban Neighborhood	☐ Downtown ☐ Mixed Use Center ☐ Community Center ☐ Special Purpose

Is/Are Subject Parcel(s) located within an "Area Hub" as indicated within the City of Caldwell Comprehensive Plan?

☐ Yes ☐ No

III. Applicant Information

Note: If applicant is an LLC, proof of authorized signer will be required from the Secretary of State.

Name:	Steve Thiessen
Company Name: *(if applicable)*	Hatch Design Architecture
Mailing Address:	200 W. 36th St Boise, ID 83714

Phone:	208-598-5032	**Email:**	Steve@hatchda.com
Email Address:	info@hatchda.com		

Applicants Relationship to Property Owner:	☐ Property Owner ☑ Authorized Agent/Representative ☐ Purchaser ☐ Petitioner *(vacation requests only)*

IV. Property Owners' Information *(if different from applicant)*

Name:	Daniel Isbell
Mailing Address:	3503 N Curt Dr Meridian, ID 83646
Phone:	208-919-1132
Email:	alliedplumbingidaho@gmail.com

V. Contractor / Developer Information *(fill out, if applicable)*

Name:	
Company Name: *(if applicable)*	
Mailing Address:	
Phone:	
Email:	

VI. Architect Information *(fill out, if applicable)*

Name:	Jeff Hatch
Company Name: *(if applicable)*	Hatch Design Atrchitecture
Mailing Address:	200 W. 36th St. Boise, ID 83714
Phone:	208-475-3204
Email:	jeff@hatchda.com

VII. Civil Engineer / Surveyor Information *(fill out, if applicable)*

Name:	Aaron Rush
Company Name: *(if applicable)*	LR Geo Survey and Mapping Company
Mailing Address:	690 Industry Way #55 Meridian, Idaho 83642
Phone:	208.519.5900
Email:	aaron@lr-geo.com

VIII. Landscape Architect Information *(fill out, if applicable)*

Name:	Jeff Hatch
Company Name: *(if applicable)*	Hatch Design Architecture
Mailing Address:	200 W 36th St Boise, ID 83714
Phone:	208-475-3204
Email:	jeff@hatchda.com

IX. Applicant Acknowledgement

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

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

☑ I certify that failure to submit all required documents in compliance with the checklist could result in delayed acceptance, processing, and hearing date timelines; and

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

I certify that I am the:

☐ Property Owner ☑ Authorized Agent / Representative ☐ Petitioner (Vacations Only)

Steve Thiessen — 02/26/2026

Applicant / Applicant's Representative Printed Name — Date

Applicant / Applicant's Representative Signature

City of Caldwell
Planning and Zoning Department
621 Cleveland Blvd., Caldwell, Idaho, 83605
Phone: (208) 455-3021 | Web: www.cityofcaldwell.org

SUBDIVISION PRELIMINARY PLAT CHECKLIST

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

SECTION I

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

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SECTION II

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

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

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

SECTION III

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

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

SECTION IV

GENERAL PROJECT INFORMATION

Type of land uses within subdivision:	(Residential only) Commercial only Industrial only Mixed-use *(mix of residential and non-residential uses)*
Has your development / subdivision name, street names, and lot and block numbers been approved by the City of Caldwell Mapping Division?	Yes (No) *If yes, have you made any changes or modifications to the previously approved pre-plat approved by Mapping?* Yes No
Will the subdivision be phased?	Yes (No) If yes, how many phases are proposed?
Development timeline for full build out?	2 years

LAND USE AND ZONING INFORMATION

	Zoning Designation	Comp Plan Designation	Land Use
Existing (Subject Property)	R-1	Neighborhood 2	Residential
Proposed (Subject Property)	R-1	Neighborhood 2	Residential
North of Site	R-1	Neighborhood 2	Residential
South of Site	R-1	Neighborhood 2	Residential
East of Site	R-2	Neighborhood 2	Multi Family
West of Site	R-1	Neighborhood 2	Undeveloped

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PROJECT SPECIFIC INFORMATION

	Number of Lots	Acres	Percent of "Net" Acres *Net acreage is the total acreage minus any public streets and public rights of way*
Residential Lots	13		87.5
Commercial Lots	N/A		
Industrial Lots	N/A		
Common Lots	3		12.5

EXISTING AND PROPOSED BUILDING DATA

	# of EXISTING buildings	# of PROPOSED buildings	# of EXISTING dwelling units	# of PROPOSED dwelling units	Max. Building Height	Total GROSS square footage of buildings
Residential:						
Single-family (detached) homes	1	1	1	1		
Townhomes		12		12		
Two-family *(duplex)*						
Three-family residential *(triplex)*						
Four, five and six family *(fourplex, fiveplex, and sixplex)*						
Multi-family (7 or > dwelling units) in a single building						
Commercial			N/A	N/A		
Industrial			N/A	N/A		
Type of Commercial or Industrial Buildings:		Single-tenant building(s)	Multi-tenant buildings			

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

Dwelling units per gross acre (Density):	Max. Allowed	Proposed
	8 DU/acre	8 DU/acre
Total Open Space	% Required	% Proposed
	10	12.5
Total "Qualifying" Open Space	% Required	% Proposed
	10	10
Included	**NOTE:** *Attach a separate Open Space Exhibit showing all areas of open space highlighted, all areas highlighted and labeled for qualifying open space, and table with breakdown, square footage, percentage and acreage of all open space vs. qualifying open space.*	

City of Caldwell
Planning and Zoning Department
621 Cleveland Blvd., Caldwell, Idaho, 83605
Phone: (208) 455-3021 | Web: www.cityofcaldwell.org

PARKING, LOADING AND PEDESTRIAN AMENITIES (CCC 10-02-05)		
Description	**Min. Required**	**Proposed**
Electric vehicle parking spaces		
Off-street parking spaces	27	52
Commercial loading spaces		
Industrial loading spaces		
Bicycle parking spaces:		
Describe any public transportation facilities that will be provided in accordance with (CCC 10-02-05 B)		
Public Amenities:	***Provide a description of the type of public amenities proposed***:	

LANDSCAPING AND PATHWAYS (CCC Chapter 10, Article 7)	
Landscaping: (*Please check all locations where landscaping will be provided)*	Parking lot Common areas Street landscape buffers Between different land uses Pathways Around building exterior Other _____
Major Pathways	*Describe location, width, and landscaping:* 5' detached public sidewalk w/ 5' landscape buffer
Micro Pathways	*Describe location, width, and landscaping*
Public Pathways *(per Bicycles and Pathways Master Plan)*	*Describe location, width, landscaping, and any proposed fencing:*

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STREET LANDSCAPE BUFFERS (CCC 10-07-08)

Location *(Enter Street Name)*	Min. Width Required	Proposed Width	% of Sod Proposed	# of Trees Proposed	Min. Tree Spacing *(in feet)*	# of Shrubs Proposed	Min. Shrub Spacing *(in feet)*
TBD Local Street		10'	0	13	25'	57	3
Hill Lane		10'	20	6	25'	44	3

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

Location *(If not required, put N/A)*	Min. Width Required	Proposed Width	% of Sod Proposed	# of Trees Proposed	Min. Tree Spacing *(in feet)*	# of Shrubs Proposed	Min. Shrub Spacing *(in feet)*
North Property Line							
South Property Line							
East Property Line							
West Property Line		10'	20	6	25		

PUBLIC SIDEWALKS

Location (Street Name)	Min. Width Required	Proposed Width	Type of Sidewalk		
TBD Public Rd		5'	Meandering	Attached	Detached
			Meandering	Attached	Detached
			Meandering	Attached	Detached
			Meandering	Attached	Detached

UTILITIES, INFRASTRUCTURE, AND PUBLIC SERVICES INFORMATION

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

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

SPECIAL ON-SITE CHARACTERISTICS

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

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Describe any other unique site characteristics:	

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

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

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

Steve Thiessen
Applicant / Applicant's Representative Printed Name

02/26/2026
Date

Applicant / Applicant's Representative Signature

HATCH
DESIGN
ARCHITECTURE
200 w 36th st., boise, idaho 83714 • phone 208.475.3204 • email info@hatchda.com

Project Description

February 26, 2026

Planning and Development Services
City of Caldwell
621 Cleveland Blvd.
Caldwell, Idaho 83605

Re: **Isbell Townhomes**
403 Hill Ln., Caldwell, ID
Parcel # R026640000

Dear Planning Staff,

The applicant for the owner of the property located at 403 Hill Lane in the Caldwell City limits, is proposing the construction of a new 16 lot subdivision on the 1.65-acre parcel. The subdivision would consist of 12 townhome lots, one single family detached lot, three common lots, and a public road dedication. The subdivision will feature adequate open space and public sidewalks throughout the development.

The applicant is asking for a waiver of the preliminary grading and utility plans. The applicant asks that these items be a condition of the final plat submittal.

Please contact our office with any questions you may have in reviewing the application materials.

Sincerely,

Jeff Hatch, AIA LEED AP
HATCH DESIGN ARCHITECTURE

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DESIGN
ARCHITECTURE
200 w 36th st., boise, idaho 83714 • phone 208.475.3204 • email info@hatchda.com

Comments Response

June 30, 2026

Planning and Development Services
City of Caldwell
621 Cleveland Blvd.
Caldwell, Idaho 83605

Re: **Isbell Townhomes (SPP26-000004)**
403 Hill Ln., Caldwell, ID
Parcel # R026640000

Dear Planning Staff,

Please see responses to your comments below:

- *Please update your plans to show a pathway stubbing to the west. You will want to coordinate with Andrew on where this location will be so that you are able to connect to their pathway. They are needing to update their plans to show this, so it may be of benefit for you to contact him. (Andrew Wheeler andrew@thelandarchitect.com)*
  The applicant has reached to Andrew Wheeler to coordinate the connections to the Patriot Landing development. Please the revised preliminary plat, site plan on sheet A-1.0, and landscape plan on sheet on L-1.0.

- *Please show the bollards at the location that shall align with the southern boundary of parcel R0266101100 across Hill Lane.*
  Bollards have been added to the plan. Please see keynote #1 on sheet A-1.0.

- *I will condition something along the lines of: Prior to Construction Drawing approval, the applicant shall vacate the adjacent Right-of-Way along Hill Lane to the west. This area shall have a 5' pathway stubbing to the west and shall meet Caldwell City Code for Neighborhood Pathway landscaping. This pathway shall be subject to a Public Access Easement. The remaining vacated ROW shall be landscaped with a mix of vegetative groundcover, shrubs, and trees.*
  This is understood. Please see the landscape plan on sheet L-1.0.

1. *Prior to City Council, the applicant shall provide an updated landscape plan that shows the following:*
   a. *Tree mitigation for the 4 trees that are being removed in compliance with CCC10-02-10-15*
      Please see Tree Mitigation note on landscape sheet L-1.0.

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b. *Pedestrian pathway that connects down to Owyhee Street. This will now be the connection to Patriots Landing, if they get approved.*
Please see the pathway on the revised site plan on sheet A-1.0.

c. *Remove landscape buffer along the east of the street to ensure the internal drive aligns with the 30' wide access road to Owyhee Street.*
The landscape has been removed and the roads align. Please see the revised site plan on sheet A-1.0

2. *Prior to City Council, the applicant shall provide an updated preliminary plat that shows the following:*
   a. *Pedestrian pathway that connects down to Owyhee Street. This will now be the connection to Patriots Landing, if they get approved.*
   b. *Adjust the internal drive to the east so it aligns with the 30' wide access road to Owyhee Street.*
   c. *The internal street will be a private lane. Please label the common lot with a lot and block number.*
   These revisions have been made. Please see the revised preliminary plat.

Please contact our office with any questions you may have in reviewing the application materials.

Sincerely,

Jeff Hatch, AIA LEED AP
HATCH DESIGN ARCHITECTURE

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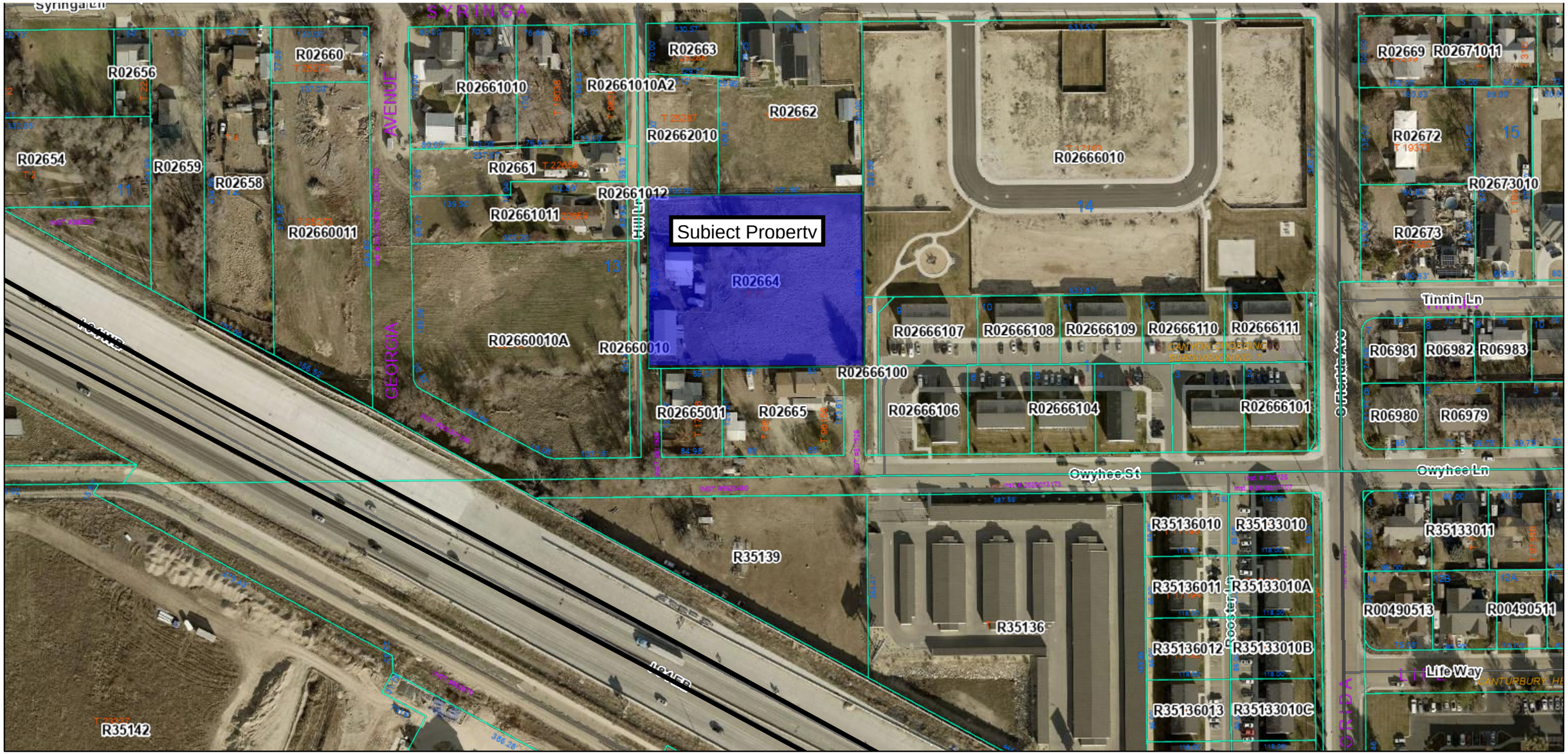
VICINITY MAP



11/5/2025, 3:28:10 PM

Imagery 2025

Red: Band_1

Green: Band_2

Blue: Band_3

Interstate

Taxparcels

Canyon County Roads

Canyon County Roads

Sections-Adjusted for Assessment

County

1:2,257

0 0.02 0.04 0.07 mi

0 0.03 0.06 0.12 km

Maps and data are to be used for reference purposes only and Canyon County, Idaho is not responsible for any inaccuracies herein contained. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, use or misuse of the information herein provided.

PRELIMINARY PLAT
OF
ISBELL TOWNHOMES SUBDIVISION

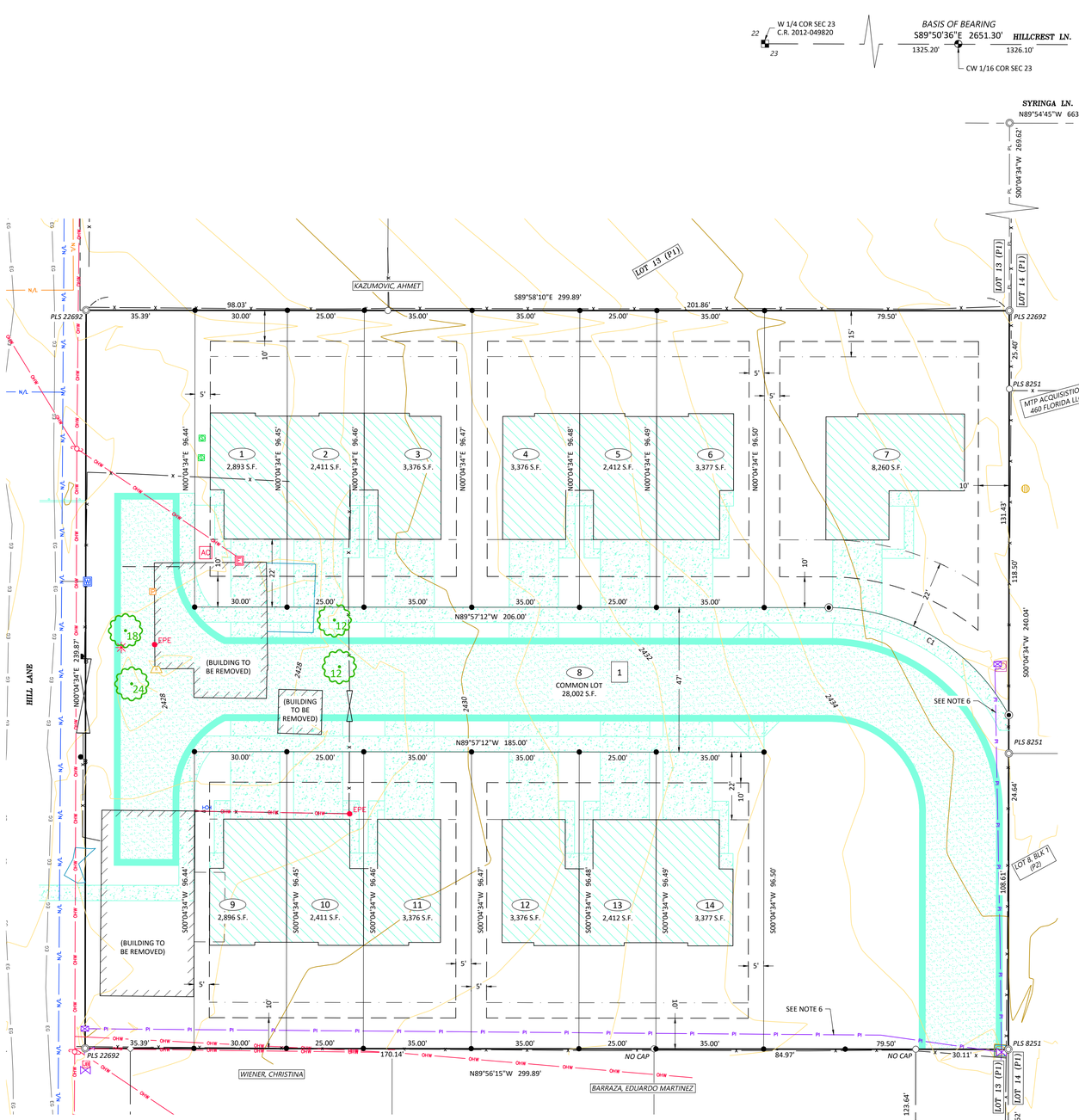
LOCATED WITHIN THE NE 1/4 OF THE SW 1/4 OF SECTION 23,
TOWNSHIP 4 NORTH, RANGE 3 WEST, BOISE MERIDIAN,
CITY OF CALDWELL, CANYON COUNTY, IDAHO
2026

BASIS OF BEARING
THE BASIS OF BEARING IS GRID NORTH, IDAHO WEST ZONE PROJECTION OF NAD83 (2011) 2010.00, BEING S89°50'36"E BETWEEN THE WEST QUARTER CORNER OF SECTION 23 AND THE CENTER QUARTER CORNER OF SECTION 23.

0 20 40 Feet
SCALE: 1" = 20'

LEGEND

- SURVEYED PARCEL BOUNDARY
- LOT BOUNDARY
- RECORD LOT BOUNDARY (P1)
- RIGHT-OF-WAY BOUNDARY
- PRESCRIPTIVE RIGHT-OF-WAY BOUNDARY
- SETBACK BOUNDARY
- EXISTING EASEMENT BOUNDARY
- PROPOSED EASEMENT BOUNDARY
- SECTIONAL LINE
- BOUNDARY TIES
- CENTERLINE
- FENCE LINE
- EDGE OF GRAVEL
- EDGE OF PAVEMENT
- BURIED COMMUNICATION
- BURIED POWER
- OVERHEAD WIRES
- NATURAL GAS
- SANITARY SEWER
- STORM DRAIN
- POTABLE WATER
- PRESSURE IRRIGATION PIPE
- IRRIGATION DITCH
- UNDERGROUND UTILITY FROM MAPPING ONLY *SEE UNDERGROUND UTILITIES STATEMENT
- NOT LOCATED COMMUNICATION
- NOT LOCATED POTABLE WATER
- FOUND 1/2" REBAR, AS NOTED
- FOUND 5/8" REBAR, AS NOTED
- FOUND ALUMINUM CAP
- FOUND BRASS CAP
- FOUND COPPER PLUG AND MAGNET
- FOUND 1/2" IRON PIPE
- SET 1/2" REBAR WITH PLASTIC CAP, STAMPED "LRG PLS 22692"
- SET 5/8" REBAR WITH PLASTIC CAP, STAMPED "LRG PLS 22692"
- CALCULATED POSITION ONLY
- SIGN
- UTILITY POLE
- GUY WIRE ANCHOR
- ELECTRIC POINT OF ENTRY
- POWER METER
- AIR CONDITIONER UNIT
- TRANSFORMER
- ELECTRICAL JUNCTION BOX
- LIGHT POLE
- GAS MARKER
- GAS STUBOUT
- SEWER MANHOLE
- SEPTIC TANK LID
- STORM DRAIN MANHOLE
- CATCH BASIN
- 4" GRATED DRAIN
- ROOF DRAIN
- MONITORING WELL
- FIRE HYDRANT
- WATER VALVE
- WATER METER
- WATER SPIGOT
- IRRIGATION VALVE
- IRRIGATION PUMP
- IRRIGATION BLOWOFF VALVE
- COMMUNICATION PEDESTAL/RISER
- COMMUNICATION VAULT
- BOLLARD
- GATE
- TREE, TRUNK DIAMETER IN INCHES (TO BE REMOVED)
- LOT NUMBER
- BLOCK NUMBER
- EXISTING BUILDING (TO BE REMOVED)
- PROPOSED CONCRETE
- PROPOSED ASPHALT
- PROPOSED BUILDING
- PROPOSED CURB



CURVE TABLE					
TAG	DELTA	RADIUS	LENGTH	CHORD BEARING	CHORD LENGTH
C1	061°36'22"	66.50'	71.50'	N59° 07' 15"W	68.11'

GENERAL SITE INFORMATION

PROPERTY AREA:	71,988 S.F. / 1.652 Ac.
PROPOSED USE:	RESIDENTIAL
ADDRESS:	413 HILL LANE
LOCATION:	NE 1/4 of the SW 1/4 SEC. 23, T4N, R3W, B.M.
PARCEL NUMBER (Canyon Co.):	R0266500000
FEMA FIRM PANEL:	1600360241G
FLOOD DESIGNATION:	OUTSIDE FLOOD PLANE - ZONE "X"
PROTECTION SERVICES:	653 CANYON AMBULANCE DISTRICT
SCHOOL DISTRICT:	863 CALDWELL SCHOOL #132
IRRIGATION DISTRICT:	CANYON HILL IRRIGATION DISTRICT
HIGHWAY DISTRICT:	700 HIGHWAY DISTRICT #4 IN CALDWELL

ZONING INFORMATION

EXISTING ZONING DESIGNATION:	R-1
MINIMUM LOT SIZE:	2,334 S.F.
TOTAL NUMBER OF BUILDABLE LOTS:	13
AVERAGE LOT SIZE (BUILDABLE LOTS):	3,396 S.F.
TOTAL NUMBER OF COMMON LOTS:	2
TOTAL GROSS ACREAGE:	1.652 Ac.
DWELLING UNITS PER GROSS ACRE:	7.869

OWNERS:
DANIEL & JESSICA ISBELL
3503 N. CURT DR., MERIDIAN, ID 83646

SURVEYOR
LR GEO
JOSEPH RENALDO
690 S. INDUSTRY WAY, SUITE 55, MERIDIAN, IDAHO 83642

APPLICANT/ARCHITECT
STEVE THIESSEN
HATCH DESIGN ARCHITECTURE
200 W. 36TH ST., BOISE, IDAHO 83714

NOTES

1. THE PROPERTY BOUNDARY SHOWN HEREON IS BASED UPON AN ACTUAL SURVEY ON THE GROUND. MONUMENTS SHOWN AS "SET" WILL BE "SET" UPON APPROVAL OF THE FINAL PLAT.
2. EASEMENTS SHOWN HEREON ARE BASED UPON A REVIEW OF THE CLIENT PROVIDED TITLE COMMITMENT.
3. W.D. I.N. 2013-033784 (D2) CONTAINS A LETTER FROM THE CITY OF CALDWELL, REFERENCING QCD I.N. 811926 (D1). THIS LETTER STATES "THE CITY-OWNED PROPERTY IS CONSIDERED AS UNOPENED RIGHT-OF-WAY BY THE CITY AND THEREFORE HAS NO CONCERNS WITH THE PROPERTY BEING USED FOR INGRESS/EGRESS" FOR 2800 SYRINGA LANE [PARCEL 1 AS DESCRIBED IN (D2)].
4. ALL SITE TOPOGRAPHY WAS ESTABLISHED FROM A LEICA GS18 GPS UNIT.
5. ALL EXISTING IMPROVEMENTS SHOWN, ARE TO BE REMOVED.
6. THE CANYON HILL IRRIGATION DISTRICT'S WATER MASTER WAS CONTACTED ON 2/11/2026 ABOUT ANY RIGHTS OR INTERESTS THEY MAY HAVE WITH THE IRRIGATION DITCH THAT RUNS ALONG THE SOUTHERLY BOUNDARY LINE OF THE SURVEYED PARCEL. IT WAS INDICATED THAT WHILE THERE IS NO WRITTEN OR DESCRIBED EASEMENT WIDTH FOR THE PIPE ALONG THE SOUTHERLY AND EASTERLY BOUNDARY OF THE SUBDIVISION, THEY JUST REQUIRE ACCESS FOR MAINTENANCE. AT THE TIME OF SIGNING OF THIS PLAT, THE TEN (10) FOOT WIDE PUBLIC IRRIGATION EASEMENT AROUND THE EXTERIOR BOUNDARY OF THE SUBDIVISION WILL SUFFICE FOR THEIR MAINTENANCE PURPOSES.
7. A TEN (10) FOOT WIDE PUBLIC UTILITY, IRRIGATION AND DRAINAGE EASEMENT SHALL BE RESERVED ADJACENT TO THE SOUTHERLY BOUNDARY OF BLOCK 1, THE NORTHERLY BOUNDARY OF BLOCK 2, AND THE NORTHERLY, EASTERLY, AND SOUTHERLY EXTERIOR SUBDIVISION BOUNDARIES, AS SHOWN HEREON.
8. A FIVE (5) FOOT WIDE PUBLIC UTILITY, IRRIGATION AND DRAINAGE EASEMENT SHALL BE RESERVED ADJACENT THE WESTERLY SIDELINES OF LOTS 1 AND 9, BLOCK 1, THE EASTERLY SIDELINE OF LOT 14, BLOCK 1, AND THE SIDELINES COMMON TO LOTS 3 & 4, LOTS 6 & 7, AND LOTS 11 & 12, BLOCK 1, AS SHOWN HEREON.
9. LOT 8, BLOCK 1 IS A COMMON LOT SUBJECT TO A BLANKET INGRESS & EGRESS EASEMENT FOR THE BENEFIT OF ALL LOTS VIA THE PRIVATE DRIVE SHOWN HEREON.
10. LOT 8, BLOCK 1 IS A COMMON LOT SUBJECT TO BLANKET PUBLIC UTILITY, IRRIGATION AND DRAINAGE EASEMENTS.
11. MINIMUM BUILDING SETBACKS SHALL BE IN ACCORDANCE WITH THE CITY OF CALDWELL APPLICABLE ZONING AND SUBDIVISION REGULATIONS AT THE TIME OF ISSUANCE OF INDIVIDUAL BUILDING PERMITS OR AS SPECIFICALLY APPROVED AND/OR REQUIRED.
12. ANY RE-SUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE SUBDIVISION STANDARDS IN EFFECT AT THE TIME OF RE-SUBDIVISION.
13. NO LOTS SHALL TAKE DIRECT ACCESS FROM HILL LANE.
14. ALL LOTS WILL TAKE ACCESS FROM OWYHEE STREET VIA LOT 8, BLOCK 1 AND THAT PROPERTY DESCRIBED IN QUITCLAIM DEED INSTRUMENT NO. 811926 (D1).
15. THIS DEVELOPMENT RECOGNIZES IDAHO CODE SECTION 22-4503, RIGHT TO FARM ACT, WHICH STATES THAT "NO AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER IT HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION, FACILITY OR EXPANSION WAS NOT A NUISANCE AT THE TIME IT BEGAN OR WAS CONSTRUCTED. THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHEN A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF AN AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF."

ABBREVIATIONS

BK	BOOK
C.R.	CORNER RECORD INSTRUMENT NUMBER
COR SEC	CORNER OF SECTION
I.N.	INSTRUMENT NUMBER
N,E,S,W	NORTH, EAST, SOUTH, WEST
PG	PAGE
ROS	RECORD OF SURVEY NUMBER
S.F.	SQUARE FEET

HORIZONTAL DATUM

NAD 83 (2011) 2010.00, IDAHO SPCS WEST ZONE PROJECTION. COORDINATES SHOWN ARE AT GROUND, WITH A COMBINED SCALE FACTOR OF 1.000114023000 APPLIED ABOUT THE ORIGIN (0,0).

VERTICAL DATUM

NAVD 88, BROUGHT TO THE SITE VIA STATIC OBSERVATION PROCESSED THROUGH THE NGS OPUS UTILITY.

REFERENCES

D1. QUITCLAIM DEED I.N. 811926; OCTOBER 1977
D2. WARRANTY DEED I.N. 2013-033784; JULY 2013
D3. QUITCLAIM DEED I.N. 2025-023579; JULY 2025
D4. QUITCLAIM DEED I.N. 2025-023580; JULY 2025
D5. QUITCLAIM DEED I.N. 2025-023581; JULY 2025
D6. QUITCLAIM DEED I.N. 2025-023582; JULY 2025
D7. QUITCLAIM DEED I.N. 2025-023584; JULY 2025
D8. WARRANTY DEED I.N. 2025-038610; OCTOBER 2025
D9. SPECIAL WARRANTY DEED I.N. 2025-040010; NOVEMBER 2025
P1. PLAT OF "HILLCREST SUBDIVISION", BK. 3, PG. 10; DECEMBER 1960
P2. PLAT OF "CANYON CROSSING SUBDIVISION", BK. 49, PG. 43; MARCH 2020
R1. ROS 864763 BY BLAKLEY ENGINEERS, INC; JUNE 1979
R2. ROS 1987017983 BY ALPHA ENGINEERS, INC; AUGUST 1987
R3. ROS 1987025675 BY ALPHA ENGINEERS, INC; DECEMBER 1987
R4. ROS 1994037239 BY TEALEY'S LAND SURVEYING; DECEMBER 1994
R5. ROS 1997023663 BY EAL & ASSOCIATES, INC; JULY 1997
R6. ROS 2017-017235 BY IDAHO SURVEY GROUP, P.C.; APRIL 2017
R7. ROS 2025-015693 BY MASON & ASSOCIATES; MAY 2025
R8. ROS 2026-005744 BY LR GEO; FEBRUARY 2026

CERTIFICATE OF SURVEYOR

I, JOSEPH RENALDO, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, LICENSED BY THE STATE OF IDAHO, AND THAT THIS MAP HAS BEEN PREPARED FROM AN ACTUAL SURVEY MADE ON THE GROUND UNDER MY SUPERVISION, AND THAT THIS MAP IS AN ACCURATE REPRESENTATION OF SAID SURVEY, AND COMPLIES WITH IDAHO CODE REGARDING CORNER PERPETUATION AND SURVEYS.

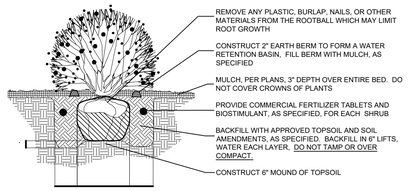
SIGNED
06-30-2026

PROFESSIONAL LAND SURVEYOR · LICENSED · 22692 · STATE OF IDAHO · JOSEPH RENALDO

LR Geo
A SURVEYING & MAPPING COMPANY
690 S. INDUSTRY WAY | SUITE 55 | MERIDIAN, IDAHO 83642
208.519.5900 | www.lr-geo.com

LRG PROJ: 26005
DRAFTED BY: JR
CHECKED BY: AR

SHEET 1 OF 1

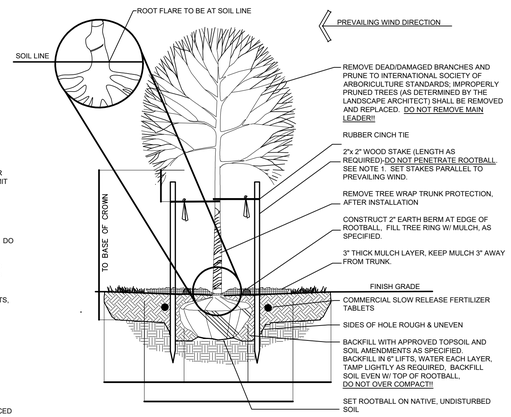


NOTES:

1. SHRUB SHALL BEAR SAME RELATIONSHIP TO GRADE AS IT DID IN NURSERY.
2. WATER SHRUB TWICE WITHIN FIRST 24 HOURS.
3. THIN BRANCHES AND FOLIAGE BY ⅓.
4. DO NOT CUT LEADERS TO RETAIN NATURAL SHRUB SHAPE.
5. FOR CONTAINER GROWN PLANTS THAT ARE ROOTBOUND, SPLIT THE ROOTBALL WITH 3 EQUAL SPACED VERTICAL CUTS.

1 SHRUB PLANTING

NOT TO SCALE



2 DECIDUOUS TREE PLANTING

NOT TO SCALE

LANDSCAPE SCHEDULE

	SYMBOL	BOTANICAL NAME	SIZE	MATURE SIZE H&W	CLASS	QTY
DECIDUOUS TREES		HONEYLOCUST, THORNLESS GLEDITSIA TRIACANTHOS VAR. INERMIS	2" CAL. B&B	40' x 40'	CLASS II	7
		MAPLE, AMUR ACER GINNALA	2" CAL. B&B	20' x 15'	CLASS I	20
CONIFER TREES	SYMBOL	BOTANICAL NAME	SIZE	MATURE SIZE H&W	CLASS	QTY
		COLUMNAR COLORADO BLUE SPRUCE PICEA PUNGENS 'FASTIGIATA	6'	30' x 15'		6
GROUND COVERS		BOTANICAL NAME	SIZE	MATURE SIZE H&W		QTY
		PERMABARK				6,123 S.F.
		NATIVE GRASS SEED				8,103 S.F.
SHRUBS		BOTANICAL NAME	SIZE	MATURE SIZE H&W		QTY
		RUSSIAN SAGE SALVIA YANGII	2 GAL	4' x 4'		24
		SLOWMOUND MUGO PINE PINUS MUGO 'SLOWMOUND'	2 GAL	2' x 2'		32
		OVERDAM FEATHER REED GRASS CALAMAGROSTIS X ACUTIFLORA 'OVERDAM'	1 GAL	5' x 2'		47

TREE MITIGATION

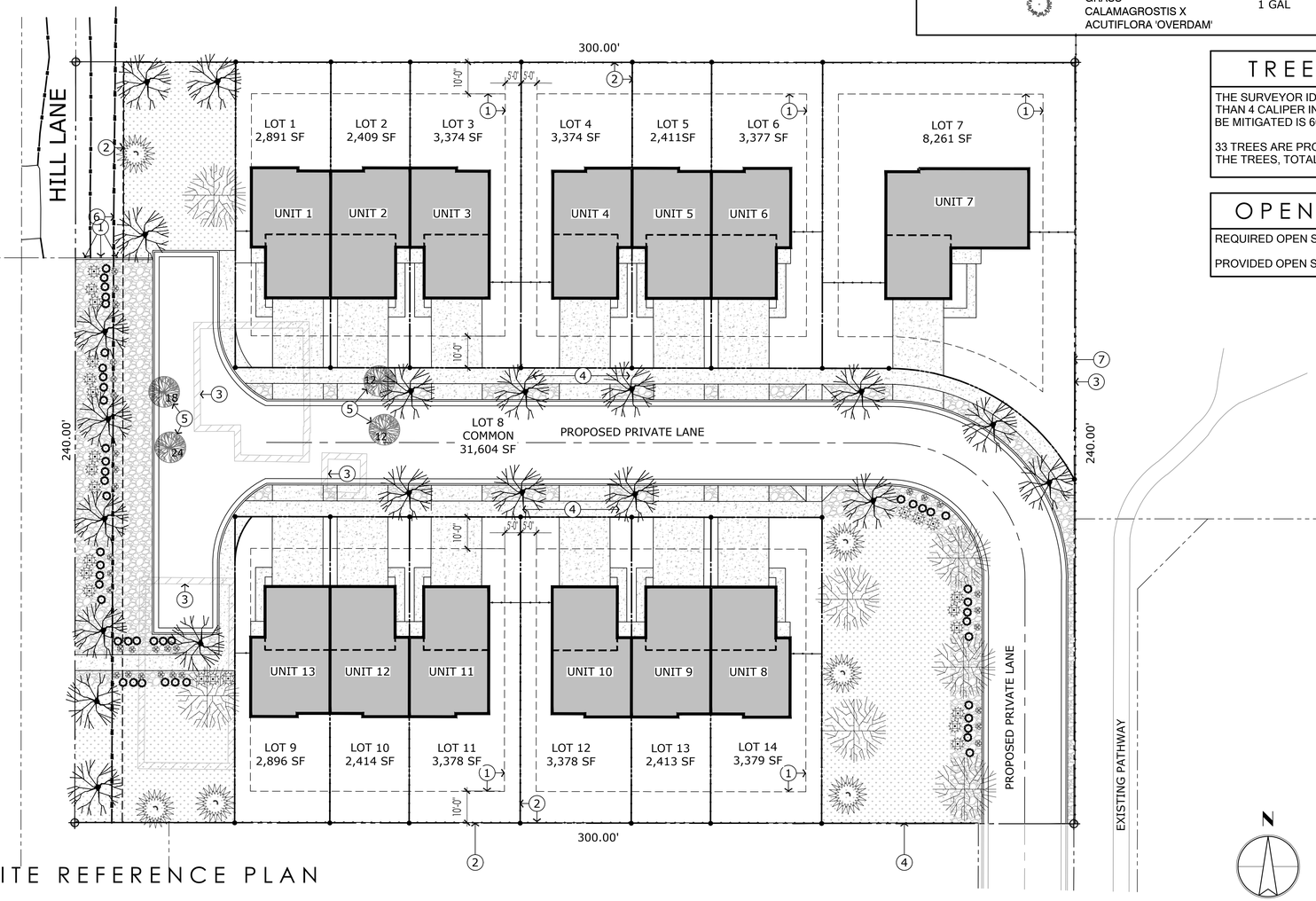
THE SURVEYOR IDENTIFIED 4 TREES THAT ARE GREATER THAN 4 CALIPER INCHES. THE TOTAL CALIPER INCHES TO BE MITIGATED IS 66 INCHES.

33 TREES ARE PROPOSED TO MITIGATE THE REMOVAL OF THE TREES, TOTALING 66 CALIPER INCHES.

OPEN SPACE CALC

REQUIRED OPEN SPACE - SITE AREA 72,000 X 10% = 7,200 SF

PROVIDED OPEN SPACE - 12,869 SF



SITE REFERENCE PLAN

SCALE: 1" = 20'

SITE RECAP

PARCEL # R026640000

PARCEL AREA: 1.65 ACRES (72,000 S.F.)

CITY ZONING: R-1

SETBACKS:

FRONT 22'-0"

REAR 15'-0"

SIDE 5'-0"
15'-0" (STREET)

PARKING:
REQUIRED - 2 PER DU X 13 DU + 1 VISITOR = 27 SPACES.

PROVIDED - 26 GARAGE SPACES AND 26 DRIVEWAY SPACES = 52 SPACES

KEYNOTES

1. LINE INDICATES PROPOSED UTILITY EASEMENTS
2. LINE INDICATES PROPOSED 6'-0" VINYL FENCE, TO MATCH EXISTING.
3. EXISTING BUILDING TO BE REMOVED
4. PROPOSED 5' PUBLIC SIDEWALK
5. EXISTING TREE TO BE REMOVED
6. EXISTING OVERHEAD POWER
7. EXISTING 6' WHITE VINYL FENCE TO REMAIN

GENERAL NOTES

1. REQUIRED LANDSCAPE AREAS SHALL BE AT LEAST SEVENTY PERCENT (70%) COVERED WITH VEGETATION AT MATURITY, WITH MULCH USED UNDER AND AROUND THE PLANTS.
2. ALL PLANT MATERIAL INSTALLED SHALL MEET OR EXCEED THE MINIMUM FEDERAL STANDARDS AS REGULATED BY ANSI Z60.1, AMERICAN STANDARD FOR NURSERY STOCK.
3. ALL TREES, SHRUBS, AND OTHER PLAN MATERIAL SHALL BE PLANTED USING ACCEPTED NURSERY STANDARDS AS PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN (LATEST EDITION) INCLUDING HOLE SIZE, BACKFILLING, AND FERTILIZATION.
4. ALL REQUIRED LANDSCAPING SHALL BE PROVIDED WITH AN AUTOMATICALLY CONTROLLED IRRIGATION SYSTEM IN CONFORMANCE WITH THE BEST MANAGEMENT PRACTICES FOR AUTOMATIC IRRIGATION SYSTEMS.
5. REQUIRED TREES MUST BE IDENTIFIED IN THE MOST CURRENT VERSION OF THE "TREE SELECTION GUIDE FOR STREET AND LANDSCAPES THROUGHOUT IDAHO" BY BOISE PARKS AND RECREATION DEPARTMENT OR CERTIFIED BY A LICENSED LANDSCAPE ARCHITECT TO BE APPROPRIATE TO THE PROPOSED LOCATION.
6. ALL STORM WATER IS TO BE RETAINED ON SITE WITH RETAINING BASINS.
7. TRASH CARTS ARE PROPOSED TO BE BROUGHT CURB SIDE FOR PICKUP.

LEGEND

TREES AND PLANTS TO BE INSTALLED

EXISTING TREES TO BE REMOVED

PROPERTY LINE (VERIFY)

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200 W. 36TH ST.
GARDEN CITY, IDAHO 83714
OFFICE: (208) 475-3204

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ARCHITECTURE

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NOT FOR CONSTRUCTION

NEW CONSTRUCTION:

ISBELL RESIDENTIAL

403 HILL LANE, CALDWELL, ID

DELTA	DATE	DESCRIPTION: COMMENTS

DATE:	FEB. 2026
DRAWN BY:	ST
CHECKED BY:	JLH
JOB NUMBER:	MKT25

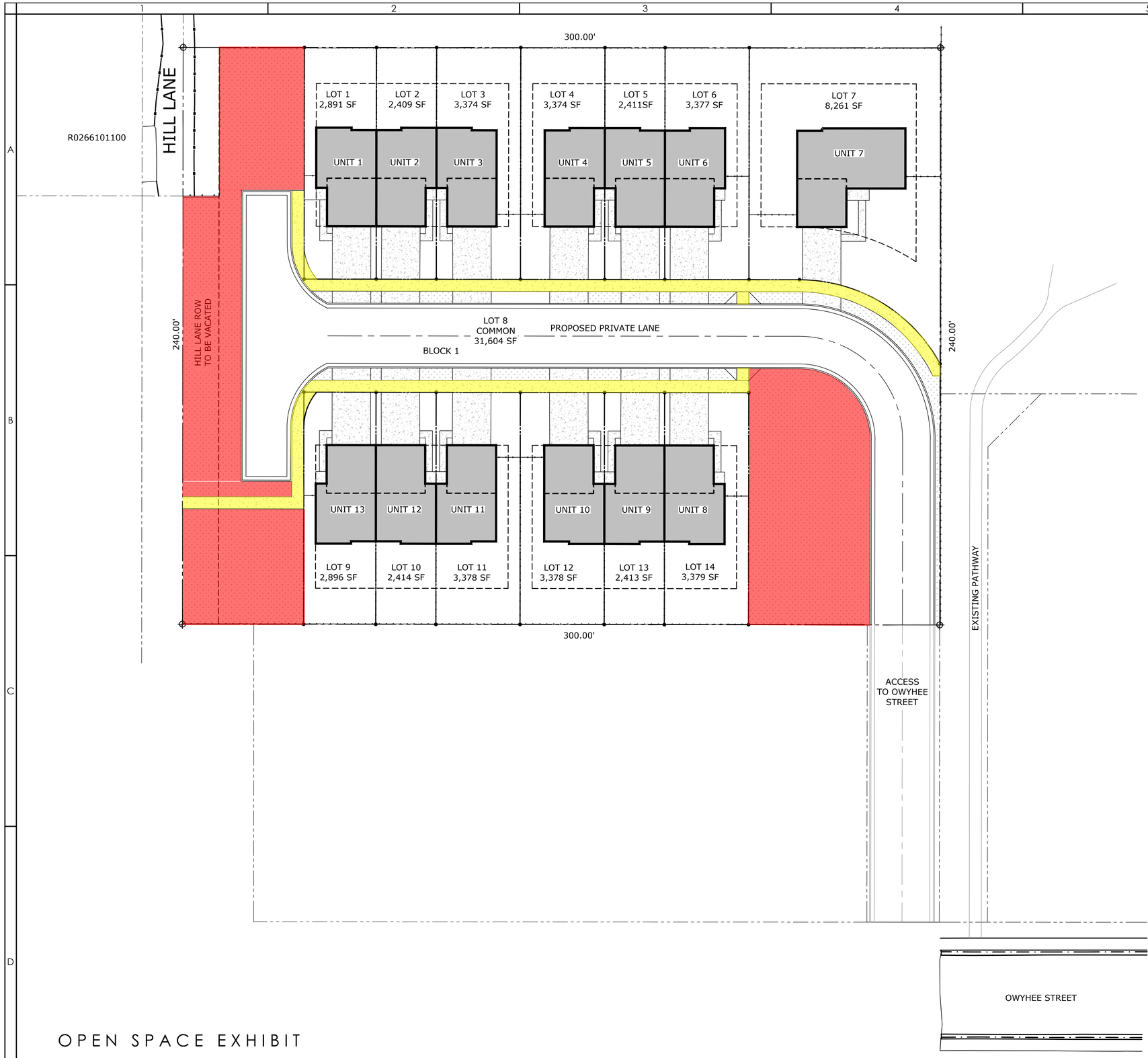
SHEET TITLE

LANDSCAPE PLAN

SHEET NUMBER

L-1.0

SHEET *--*



SITE RECAP

PARCEL # R026640000

PARCEL AREA: 1.65 ACRES (72,000 S.F.)

CITY ZONING: R-1

SETBACKS:

FRONT	22'-0"
REAR	15'-0"
SIDE	5'-0" 15'-0" (STREET)

OPEN SPACE CALC

COMMON LOT: LOT 8 BLOCK 1

COMMON LOT AREA: 31,604 SF

QUALIFIED OPEN SPACE: 12,687

PUBLIC PATHWAY

OPEN SPACE EXHIBIT

SCALE: 1" = 20'

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NOT FOR CONSTRUCTION

NEW CONSTRUCTION:

ISBELL RESIDENTIAL

403 HILL LANE, CALDWELL, ID

DELTA	DATE	DESCRIPTION: COMMENTS

DATE:	FEB. 2026
DRAWN BY:	ST
CHECKED BY:	JLH
JOB NUMBER:	MKT25

SHEET TITLE
OPEN SPACE EXHIBIT

SHEET NUMBER
A-1.1

SHEET *--*

NORTH ELEVATION

SCALE: 1/4"=1'-0"

SOUTH ELEVATION

SCALE: 1/4"=1'-0"

KEYNOTES

1. ASPHALT SHINGLE, PER SPEC.
2. 8" FASCIA, PER SPEC.
3. METAL ROOF, PER SPEC.
4. 4" TRIM, PER SPEC.
5. WINDOW, PER SCHEDULE
6. DOOR, PER SCHEDULE
7. LAP SIDING, PER SPEC.
8. BOARD AND BATTEN SIDING @ 12" O.C., SEE SPEC.
9. BOARD AND BATTEN SIDING @ 16" O.C., SEE SPEC.
10. AWNING, PER PLAN & DETAIL 1/A-7.1
11. ATTIC/ROOF EXHAUST VENT, REF: ROOF PLAN ON SHEET A-3.0.
12. SIDEWALL FLASHING, PER SPEC.

EXTERIOR FINISH SPECIFICATIONS

LAP SIDING

HARDIEPLANK NON-ASBESTOS FIBER-CEMENT SIDING AS MANUF. BY JAMES HARDIE CORP. CEDARMILL SELECT 8 ¼'' WITH 7'' EXPOSURE. (OR APPROVED EQUAL) APPLY OVER BUILDING WRAP.

BOARD & BATTEN

HARDIEPLANK NON-ASBESTOS FIBER-CEMENT SIDING AS MANUF. BY JAMES HARDIE CORP. CEDARMILL SELECT VERTICAL SIDING. (OR APPROVED EQUAL). APPLY OVER BUILDING WRAP.

ASPHALT ROOF SHINGLES

30 YR. PABCO (APPR. EQUAL) PREMIER LAMINATED SHINGLES (COLOR AS SELECTED BY OWNER) OVER 15# ASPHALT FELT UNDERLAYMENT.

METAL ROOFING

STANDING SEAM ARCHITECTURAL METAL MBCI BRAND CRAFTSMAN SNAG-ON HIGH BATTEN ROOFING.

ICE DAM PROTECTION (ROOF)

''GRACE'' ICE & WATER SHIELD SELF-ADHERED ROOFING UNDERLAYMENT, 36 HIGH WIDTH, 40 MIL THICK MEMBRANE.

FASCIA & TRIM

TRUWOOD NON ASBESTOS COMPOSITE FASCIA AS MANUF. BY COLLINS PRODUCTS, LLC. OR APPROVED SIMILAR.

SOFFIT

TRUWOOD NON ASBESTOS COMPOSITE SOFFIT AS MANUF. BY COLLINS PRODUCTS, LLC. OR APPROVED SIMILAR.

SIDEWALL FLASHING

22 GA. SIDEWALL METAL FLASHING WITH GALVALUME PLUS FINISH AS MANUFACTURED BY ''MBCI''.

DOOR AND WINDOW FLASHING

''GRACE VYCOR PLUS'' SELF-ADHERED FLASHING INSTALLED OVER ''TYVEK'' BUILDING WRAP. PRODUCT THICKNESS 25 MIL., MIN. 9 INCH WIDTH. INSTALL PER MFR. REQUIREMENTS.

BUILDING WRAP WEATHER BARRIER

''DUPONT TYVEK COMMERCIAL WRAP'' WEATHER BARRIER ASSEMBLY FOR VERTICAL BUILDING ENVELOPE PROTECTION FOR ENTIRE FRAMED PORTION OF BUILDING. ASSEMBLY TO INCLUDE WEATHER BARRIER MEMBRANE, SEAM TAPE, FLASHING (SEE DOOR & WINDOW FLASHING ABOVE) AND FASTENERS. INSTALL PER MFR. REQUIREMENTS.

NOTE: ALL EXTERIOR FRAME WALLS TO RECEIVE TYVEK BUILDING WRAP OVER EXTERIOR SHEATHING (UNDER FINISH SIDING MATERIAL).

NOTE: INSTALL WATER SHIELD PROTECTION AT ALL DOOR AND WINDOW OPENINGS. WRAP OVER TYVEK AND RETURN INTO OPENINGS IN WALL.

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NOT FOR CONSTRUCTION

NEW CONSTRUCTION:

ISBELL RESIDENTIAL

403 HILL LANE, CALDWELL, ID

DELTA DATE	DESCRIPTION: COMMENTS

DATE:	FEB. 2026
DRAWN BY:	ST
CHECKED BY:	JLH
JOB NUMBER:	MKT25

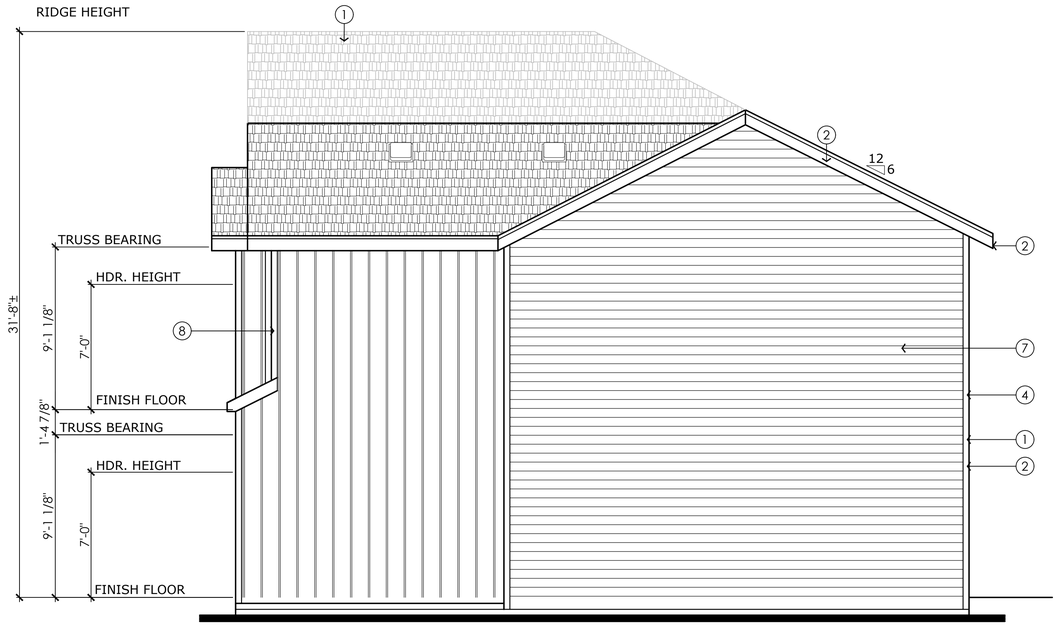
SHEET TITLE

EXTERIOR ELEVATIONS

SHEET NUMBER

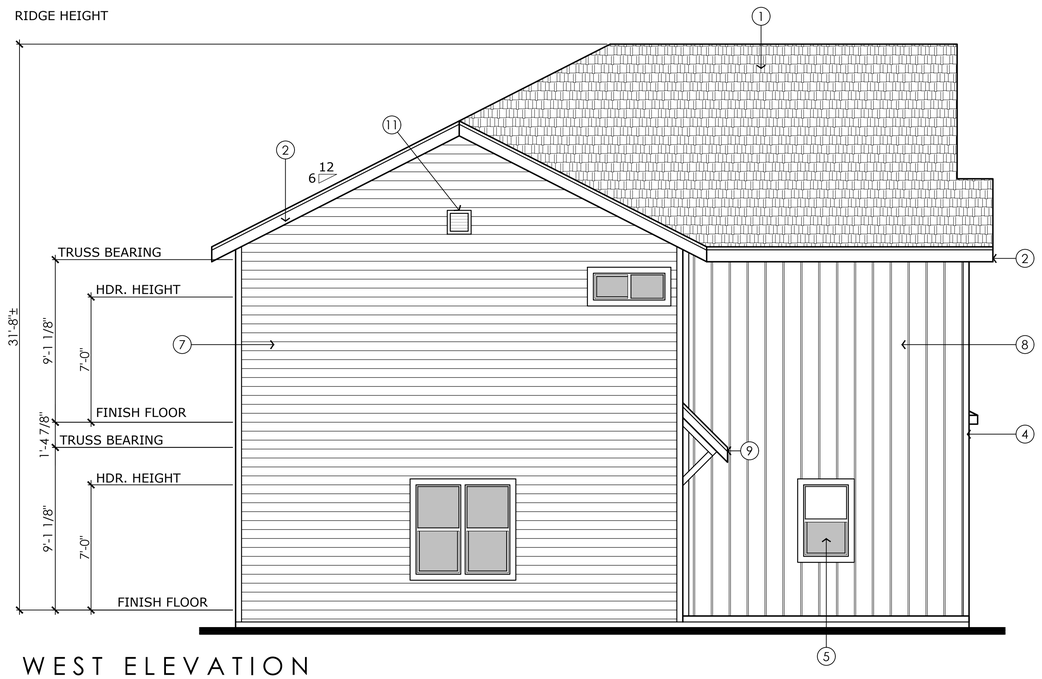
A-4.0

SHEET



EAST ELEVATION

SCALE: 1/4"=1'-0"



WEST ELEVATION

SCALE: 1/4"=1'-0"

KEYNOTES

1	ASPHALT SHINGLE, PER SPEC.
2	8" FASCIA, PER SPEC.
3	METAL ROOF, PER SPEC.
4	4" TRIM, PER SPEC.
5	WINDOW, PER SCHEDULE
6	DOOR, PER SCHEDULE
7	LAP SIDING, PER SPEC.
8	BOARD AND BATTEN SIDING @ 12" O.C., SEE SPEC.
9	AWNING, PER PLAN & DETAIL 1/A-7.1.
10	ATTIC/ROOF EXHAUST VENT, REF: ROOF PLAN ON SHEET A-3.0.
11	ATTIC/ROOF INTAKE VENT, SEE GENERAL NOTE 2.
12	SIDEWALL FLASHING PER SPEC.

GENERAL NOTES

1. FOR EXTERNAL SPECIFICATIONS, SEE SHEET A-4.0.
2. REF: ROOF PLAN ON SHEET A-3.0 FOR VENT INFORMATION. INSTALL BOTTOM OF VENT 6" ABOVE TOP OF INSULATION.

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NOT FOR CONSTRUCTION

NEW CONSTRUCTION:

ISBELL RESIDENTIAL

403 HILL LANE, CALDWELL, ID

DELTA	DATE	DESCRIPTION: COMMENTS

DATE:	FEB. 2026
DRAWN BY:	ST
CHECKED BY:	JLH
JOB NUMBER:	MKT25

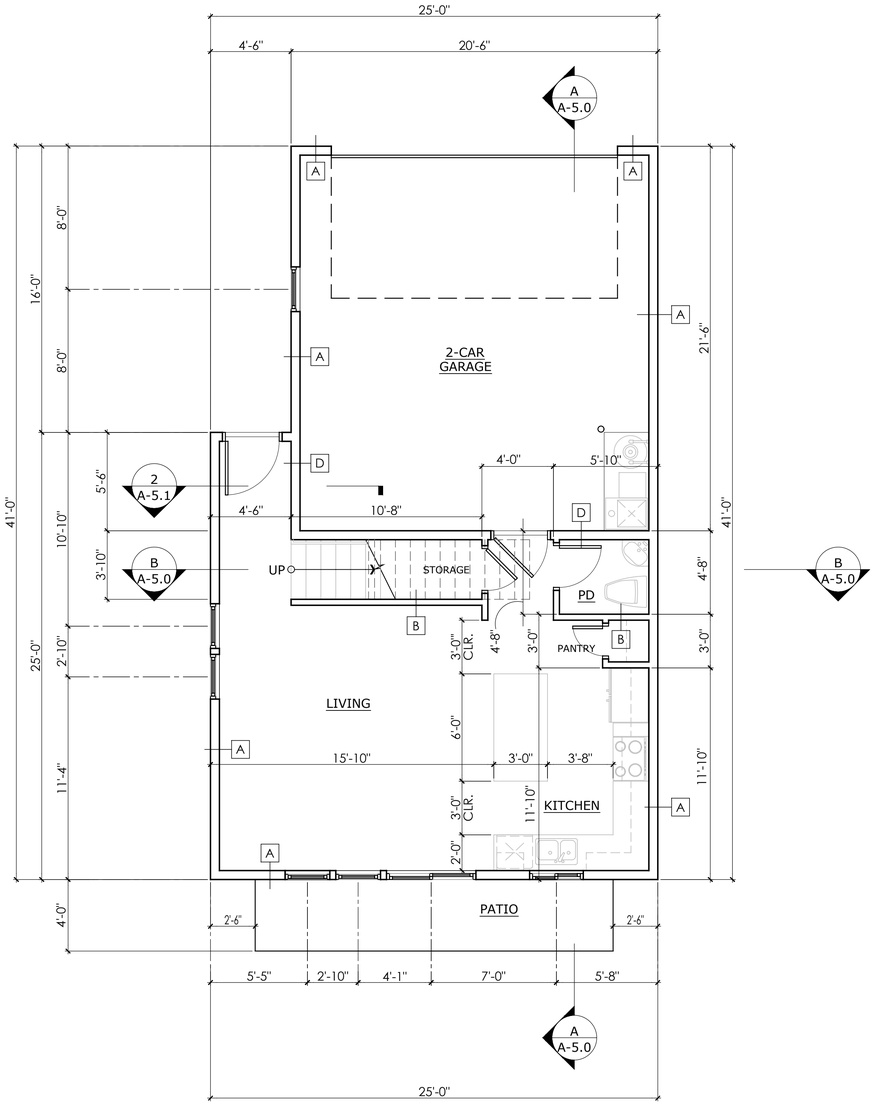
SHEET TITLE

EXTERIOR ELEVATIONS

SHEET NUMBER

A-4.1

SHEET



BUILDING AREA PER UNIT

2-CAR GARAGE UNIT	MAIN LEVEL CONDITIONED SPACE	498	SF
	MAIN LEVEL UNCONDITIONED SPACE	444	SF
	SECOND LEVEL CONDITIONED SPACE	923	SF
	TOTAL LIVING AREA	1421	SF

SYMBOL LEGEND

X	WALL PARTITION, SEE PARTITION TYPES ON SHEET A-0.1.

DIMENSION PLAN - MAIN LEVEL

SCALE: 1/4"=1'-0"

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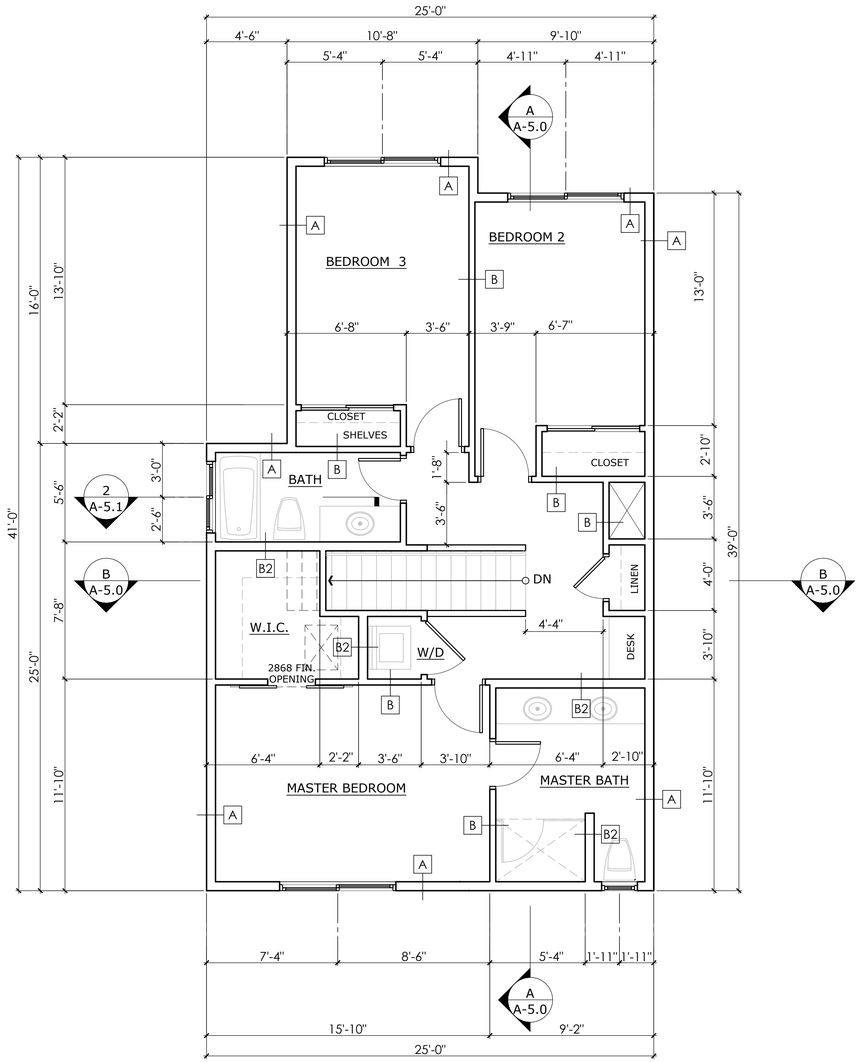
NEW CONSTRUCTION
ISBELL RESIDENTIAL
403 HILL LANE, CALDWELL, ID

DELTA	DATE	DESCRIPTION: COMMENTS
1	06-28-23	RFI #28

DATE:	FEB 2023
DRAWN BY:	ST, WT
CHECKED BY:	JLH
JOB NUMBER:	21105

SHEET TITLE
DIMENSION PLAN

SHEET NUMBER
A-2.0
SHEET --



BUILDING AREA PER UNIT

2-CAR GARAGE UNIT	MAIN LEVEL CONDITIONED SPACE	498	SF
	MAIN LEVEL UNCONDITIONED SPACE	444	SF
	SECOND LEVEL CONDITIONED SPACE	923	SF
	TOTAL LIVING AREA	1421	SF

SYMBOL LEGEND

X	WALL PARTITION, SEE PARTITION TYPES ON SHEET A-0.1.

DIMENSION PLAN - SECOND LEVEL

SCALE: 1/4"=1'-0"

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FAX: (208) 475-3205

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NEW CONSTRUCTION

ISBELL RESIDENCE

403 HILL LANE, CALDWELL, ID

DELTA	DATE	DESCRIPTION: COMMENTS

DATE: FEB 2023
DRAWN BY:
CHECKED BY: JLH
JOB NUMBER: 21105

SHEET TITLE
DIMENSION PLAN

SHEET NUMBER
A-2.1
SHEET

NEIGHBORHOOD MEETING CERTIFICATION:

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

Description of the proposed project:

Preliminary plat for Isbell Townhomes consisting of 13 residential lots and 3 common lots.

Date of Round Table meeting: 11/20/2025

Notice sent to neighbors on: 2/19/2026

Date & time of the neighborhood meeting: 3/10/2026 @ 6p

Location of the neighborhood meeting:

At the project location 403 Hill Lane

Developer/Applicant:

Name: Steve Thiessen - Hatch Design Architecture

Address, City, State, Zip: 200 W. 36th Street, Boise, ID 83714

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

DEVELOPER/APPLICANT SIGNATURE

DATE 03/11/2026

HATCH DESIGN
ARCHITECTURE

200 W 36th Street, Boise, ID 83714 • phone 208.475.3204 • fax 208.475.3205 • email:info@hatchda.com

Neighborhood Meeting Sign-In Sheet

Name:	Address:	Contact Information:
Daniel Isbell	3503 N Court	208 9191132
Bailey Kinney	314 Hill Ln	208 371 0501
Kirby Short	316 Hill Ln	208/989/9080
Carla Short	316 Hill Ln	208/880-9560
Karen Dale	2708 Syringa	208.602.3775
Kristi Christensen	2623 Syringa Ln	208-880-7130

HATCH DESIGN
ARCHITECTURE

200 W. 36th St., Boise, ID, 83714 • phone: 208.475.3204 • email: info@hatchda.com

February 19, 2026

Dear Resident,

Prior to submittal of a development application, the city of Caldwell requires an opportunity for dialogue between the applicant and neighbors. This is your notice to meet and review the proposed application for a new townhome project. This is not a public hearing, and no public officials will be present. If you have questions regarding meeting requirements, please contact the Planning and Zoning Department at 208-455-3021.

Purpose: To review and provide comments regarding a new single family residential project.

When: The meeting will be held, March 10th, 2026 at 6:00 pm.

Where: The meeting will be held on the proposed site, located at 403 Hill Ln., Caldwell, ID 83605.

Project Description: The applicant is proposing a preliminary plat consisting of 13 residential lots and 3 common lots.

If you have questions about the meeting or proposed development project, please contact:

Jeffery L. Hatch with Hatch Design Architecture, LLC - Applicant's Representative
200 W. 36th St., Boise, ID, 83714
(208) 475-3204

Thank you for your time and we look forward to meeting you!

Sincerely,

PIN	OwnerName	InCareOf	Address
R02666010	MTP ACQUISITION 460 FLORIDA LLC		3605 BRAHMS WAY
R02660011	PATRIOT LANDING LLC		22493 DUFF LN
R02664	ISBELL DANIEL		3503 N CURT DR
R02660010A	PATRIOT LANDING LLC		22493 DUFF LN
R02660010	PATRIOT LANDING LLC		22493 DUFF LN
R02665011	WIENER CHRISTINA		421 HILL LN
R02665	BARRAZA EDUARDO MARTINEZ		2623 OWYHEE ST
R35139	ZUKIN JR CORPORATION DBA		PO BOX 331
R35139010	BUCHANAN DOUGLAS		60192 HWY 26
R02661010B	WILLIS ORVAL D		2504 SYRINGA LN
R02661010	PACHECO JORGE PEREZ		2508 SYRINGA LN
R02661010A	FUQUA CINDI R		2616 SYRINGA LN
R02661010A1	ESCOBEDO EDGAR ALFREDO		224 DEARBORN ST
R02661010A2	ESCOBEDO EDGAR ALFREDO		224 DEARBORN ST
R02662	KASUMOVIC AHMET		2716 SYRINGA LN
R02663	DALE KAREN		2708 SYRINGA LN
R02661012	KINNEY BAILEY M		314 HILL LN
R02661011	SHORT KIRBY		316 HILL LN
R35136012	MTP ACQUISITION 520 FLORIDA LLC		3605 BRAHMS WAY
R35136011	MTP ACQUISITION 520 FLORIDA LLC		3605 BRAHMS WAY
R35136010	MTP ACQUISITION 520 FLORIDA LLC		3605 BRAHMS WAY
R35136	MTP ACQUISTION 520 FLORIDA LLC		3605 BRAHMS WAY
R02666102	MTP ACQUISITION 520 FLORIDA LLC		3605 BRAHMS WAY
R02666103	MTP ACQUISITION 520 FLORIDA LLC		3605 BRAHMS WAY
R02666104	MTP ACQUISITION 520 FLORIDA LLC		3605 BRAHMS WAY
R02666105	MTP ACQUISITION 520 FLORIDA LLC		3605 BRAHMS WAY
R02666106	MTP ACQUISITION 520 FLORIDA LLC		3605 BRAHMS WAY
R02666110	MTP ACQUISITION 520 FLORIDA LLC		3605 BRAHMS WAY
R02666109	MTP ACQUISITION 520 FLORIDA LLC		3605 BRAHMS WAY
R02666108	MTP ACQUISITION 520 FLORIDA LLC		3605 BRAHMS WAY
R02666107	MTP ACQUISITION 520 FLORIDA LLC		3605 BRAHMS WAY
R02666100	MTP ACQUISITION 520 FLORIDA LLC		3605 BRAHMS WAY
R02661	KINNEY BAILEY M		314 HILL LN
R35140010	CALDWELL PACIFIC ASSOCIATES	INFINITY MANAGEMENT & INVESTMENTS, LLC=	PO BOX 306
R02662010	KASUMOVIC AHMET		2716 SYRINGA LN

CANYON COUNTY LISTING - "R02665" - 500.0 feet
02-19-2026
PROPERTY LISTING DISCLAIMER
This information should be used for informational use only and does not constitute a legal document for the description of these properties. Every effort has been made to insure the accuracy of these data & is subject to change without notice; however, the Assessor's Office assumes no liability nor do we imply any particular level of accuracy. The Canyon County Assessor's Office disclaims any responsibility or liability for any direct or indirect damages resulting from the use of these property listings.

City	State	ZipCode
MISSOULA	MT	59802
MIDDLETON	ID	83644
MERIDIAN	ID	83646
MIDDLETON	ID	83644
MIDDLETON	ID	83644
CALDWELL	ID	83605
CALDWELL	ID	83605
THE DALLES	OR	97058
JOHN DAY	OR	97845
CALDWELL	ID	83605
CALDWELL	ID	83605
CALDWELL	ID	83605
CALDWELL	ID	83605
CALDWELL	ID	83605
CALDWELL	ID	83605
CALDWELL	ID	83605
CALDWELL	ID	83605
CALDWELL	ID	83605
MISSOULA	MT	59802
MISSOULA	MT	59802
MISSOULA	MT	59802
MISSOULA	MT	59802
MISSOULA	MT	59802
MISSOULA	MT	59802
MISSOULA	MT	59802
MISSOULA	MT	59802
MISSOULA	MT	59802
MISSOULA	MT	59802
MISSOULA	MT	59802
CALDWELL	ID	83605
LEWISTON	ID	83501
CALDWELL	ID	83605

EXHIBIT 2:

CITY DEPARTMENT COMMENTS AND CONDITIONS OF APPROVAL

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

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

Re: SPP26-000004 – Isabell Townhomes

Date: May 14, 2026

The Engineering Department provides the following comments on a request by The applicant, Hatch Design and Architecture, on behalf of Daniel Isbell, is requesting preliminary plat approval for Isbell Townhomes Subdivision, a single-family subdivision with twelve (12) townhome lots and one single family detached lot. The site is zoned R-1, neighborhood residential, and is located within the Neighborhood 2 place-type within the Future Land Use Map. The approximately 1.65 acre site is addressed as 403 Hill Ln, and is located on the east side of Hill Ln, approximately 240 feet south of the intersection with Syringa Ln., and 260 feet north of Interstate 84., in Caldwell, Idaho.

Development Plans

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

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

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

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

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

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

    f. Pressure Irrigation (per CMID requirements

    g. Street lighting (per City standards);

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

    i. Vertical Datum based on NAVD 88 Datum.

General

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

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

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

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

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

6. 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.

7. 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.

8. 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.

9. The engineer of record shall be held responsible to ensure that all improvements are in compliance with said engineer's design. Following the construction of the improvements, the developers engineer shall provide the City of Caldwell Engineering Department with electronic

(.dwg) format record drawings spatially referenced to the Idaho State Plane Coordinate System-West Zone, North America Datum (NAD) 83. Vertical control shall be referenced to the North America Datum (NAVD) 88 for future reference and to establish that the engineer of record has caused construction to occur in substantial compliance with the design of said engineer of record.

10. 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

All necessary right-of-way adjacent to the site has already been obtained by the City for Owyhee St. as depicted on the preliminary plat.

Street

1. Half street frontage improvements shall be completed to all roads adjacent to the proposed project including (Owyhee St.) in accordance with all City of Caldwell, standards and specifications, improvements shall include (but are not limited to) curb, gutter, sidewalk, twenty-four (24')foot asphalt, streetlights, joint trench, spare communication conduit along classified roadways, storm drainage facilities, etc.

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

3. Applicant shall complete the improvements within the existing 30' right-of-way for the proposed access to Owyhee St.to include at minimum curb gutter, asphalt, storm water improvements and maintain a minimum asphalt width of 24'.

4. Applicant shall complete the extension of Owyhee Street to the western edge of Hill Ln.

5. Applicant shall work with the city to determine an appropriate closure of the Hill Lane access adjacent to the site once the outparcels to the south of the project have accesses established to Owyhee Street or internal to the site to be determined at time of civil plan review.

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

7. Internal roadway for the site shall remain private to include sidewalk along the frontage of all parcels with an ADA compliant route along the Hill Ln. alignment back to the sidewalk at Owyhee St.

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

9. Applicant shall coordinate with the United States Postal System to determine a cluster mailbox unit locations.

Outparcels

1. 2623 Owyhee St. (R0266500000)
    a. The applicant shall complete the road widening improvements referenced in the Street section, item 1, across the Owyhee St. frontage of said out parcel.
    b. Applicant shall work with the property owner to construct an approach and all-weather surface to the site to maintain access to be approved by the city.
    c. Applicant shall provide water, sewer and pressurized irrigation services to this lot.

2. 421 Hill Ln. (R0266501100)
    a. The applicant shall complete the road widening improvements referenced in the Street section, item 1, across the Owyhee St. frontage of said out parcel.
    b. Applicant shall work with the property owner to construct an approach and all-weather surface to the site to maintain access to be approved by the city.
    c. Applicant shall provide water, sewer and pressurized irrigation services to this lot.

Traffic Impact Fees

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

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

3. Water Master plan pressure zone analysis shall be completed by this development prior to civil plan review and approval to determine the availability of water for the site.

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

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

Sanitary Sewer

1. It shall be the responsibility of the applicant's engineer to verify that connection to existing sewer mainlines will not exceed the functional capacity of said mainlines. Provision for connectivity by future developments shall be met in accordance with current City standards.

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

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

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

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

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

Irrigation

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

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

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

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

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

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

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

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

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

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

10. All plans and construction drawings submitted to the City of Caldwell for review and approval for any out-of-season irrigation work to be performed within or across facilities located within (or owned by) irrigation districts other than CMID shall be submitted to the Caldwell Engineering Department no later than August 15th. Submittal of plans after this date may result in Applicant not receiving plan approval in time to complete out-of-season work.

Storm Drain

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

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

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

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

Plat

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

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

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

Date 05/08/2026

Caldwell City – Planning and Zoning
Re: Case Number: SPP26-000004

Dear, Planning & Zoning

The Caldwell City Fire Department District has reviewed and can approve the application subject to compliance with all the following code requirements and conditions of approval. Any deviation from this plan is subject to Fire Department approval. Please note that unless stated otherwise, this memo represents the requirements of the 2018 International Fire Code (IFC) as adopted by the Idaho State Fire Marshal's Office.

Caldwell Fire Department Details

Station 13 11925 Skyway St. Caldwell

National Standards for Travel Time (90% of time) for first arriving unit:	4 minutes
Nearest Fire Station:	Station 11
Closest fire station (in miles) to site:	2.1 Miles
Approximate response time to site:	8 Minutes
Will this development have other significant impacts on the ability to provide services?	No
Will this development necessitate additional fire resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".* • Our department is currently operating with high resource utilization, and continued growth is contributing to increased service demand. Aligning staffing and resources with that demand will help maintain our current level of service.	No

Distance from Station	Service Expectation	Staffing & Apparatus	Typical Response Time Goal
0–1 mile	Immediate—high-priority	First-due company (engine)	≤4min travel, ≤5min total
1–2 miles	Very rapid—high-priority	First-due company, backup	≤4min travel, ≤5min total
2–3 miles	Rapid—standard coverage	First-due w/ backup	≤6min travel, ≤9min total (full alarm)
3–4 miles	Slower—moderate	Closest available, limited	6–8min travel
4–5 miles	Extended	Closest company, delayed	>8min travel, variable

Properties located 3–4 miles from a fire station are at the limit of effective coverage and may experience service delays.

Developments beyond 5 miles are generally not recognized by ISO as having fire protection, and response to these areas will be significantly delayed.

Conditions:

1. Fire hydrants, capable of producing the required fire flow, shall be located along approved fire lanes. Fire hydrant spacing shall meet the requirements of IFC table C105.1.1 (IFC 507.3, IFC B105.2, IFC C105).
2. Roadway serving a fire hydrant shall be a minimum of 26-feet in width. (IFC D103.1)
3. Dead-end fire apparatus access roads exceeding 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus. (IFC 503.2.5)
4. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches. (IFC 503.2.1)
5. The minimum outside turning radius of a fire apparatus access road shall be 48 feet. The minimum inside turning radius shall be 28 feet. (IFC 503.2.4)
6. Fire apparatus access roads shall have an approved driving surface of asphalt, concrete or other approved driving surface and can support the

imposed load of fire apparatus weighing at least 80,000 pounds. Please provide documentation the road surface meets this standard. (IFC D102.1)

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

8. For streets having a width less than 33 feet back of curb to back of curb parking shall be restricted on one side; for streets having a width less than 27 feet back of curb to back of curb parking shall be restricted on both sides. A note on the face of the final plat is required noting the parking restriction prior to signing of the final plat. In addition, No Parking signs shall be installed in accordance with the requirements of the IFC. (IFC 503.8)

9. The FD Turn around shall be signed "No Parking Fire Lane" per 2018 IFC.

10. Where fire apparatus access roads or a water supply for fire protection are required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except where approved alternative methods of protection are provided. Temporary street signs shall be installed at each street intersection where construction of new roadways allows passage by vehicles in accordance with (IFC Section 505.2.

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

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

Regards,

Joseph Bongiorno
Fire Prevention Office
Caldwell Rural Fire Protection District
jbongiorno@cityofcaldwell.org

Memorandum

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

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

Re: SPP26-000004- Isbell Townhomes

Date: May 1st, 2026

The Mapping Department provides the following comments on a request by Hatch Design and Architecture, on behalf of Daniel Isbell, is requesting preliminary plat approval for Isbell Townhomes Subdivision, a single-family subdivision with twelve (12) townhome lots and one single family detached lot. The site is zoned R-1, neighborhood residential, and is located within the Neighborhood 2 place-type within the Future Land Use Map. The approximately 1.65 acre site is addressed as 403 Hill Ln, and is located on the east side of Hill Ln, approximately 240 feet south of the intersection with Syringa Ln., and 260 feet north of Interstate 84., in Caldwell, Idaho.

Address Number:

1. Please contact the Mapping Department prior to permitting for addressing.

Street Names:

1. Barley Bend Way (entrance road), Blue Water Ct or Prairie Meadows Ct are approved.

Subdivision / Development Name:

1. Isbell is considered a sound-a-like & is denied.
2. Prairie Meadows subdivision is approved.

Lot and Block Numbers:

1. If lot 1 of block 1 & lot 1 of block 2 are connected, this must be organized into one block. If not, this is approved as proposed.

Other comments:

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

EXHIBIT 3:
COPY OF AGENCY NOTIFICATION LETTER SENT, LIST OF AGENCIES NOTIFIED, AND AGENCY COMMENTS

OUTSIDE AGENCY WRITTEN TESTIMONY

Outside Agency Response Deadlines: **5/1/2026**

CITY OF CALDWELL
PLANNING AND ZONING DEPARTMENT

205 S 6th Avenue, Caldwell, ID 83605 | Office: 208-455-3021
https://www.cityofcaldwell.org/departments/planning-and-zoning

PUBLIC AGENCY NOTIFICATION – RESPONSE REQUESTED

Transmittal Date:	4/13/2026		
1ST HEARING DATE:	5/26/2026	**HEARING BODY:**	Hearing Examiner
2nd HEARING DATE:	7/20/2026	**HEARING BODY:**	City Council
Application Case No(s):	SPP26-000004		
Project Name:	Isbell Townhomes		
Site Address:	403 Hill Ln.		
Site Parcel ID:	R0266400000		
Site Location:	On the east side of Hill Ln, approximately 240 feet south of the intersection with Syringa Ln., and 260 feet north of Interstate 84.		
Applicant:	Steve Thiessen, Hatch Design and Architecture 200W. 36th St. Boise, ID 83714 208-598-5032, steve@hatchda.com		
Property Owner:	Daniel Isbell 3503 N. Curt Dr., Meridian, ID 83646 208-919-1132, alliedplumbingidaho@gmail.com		
Agent Name:			

You are hereby notified, pursuant to the Local Land Use Planning Act, Idaho Code 67-6509, that the City of Caldwell has accepted the following application(s).

You are invited to provide written testimony by the date specified below to ensure planners can consider the information as they develop their staff report and recommended findings. All items received by the deadline will be placed in the hearing packet, allowing the hearing body adequate time to review the submitted information.

REQUEST SUMMARY: The applicant, Hatch Design and Architecture, on behalf of Daniel Isbell, is requesting preliminary plat approval for Isbell Townhomes Subdivision, a single-family subdivision with twelve (12) townhome lots and one single family detached lot. The site is zoned R-1, neighborhood residential, and is located within the Neighborhood 2 place-type within the Future Land Use Map. The approximately 1.65 acre site is addressed as 403 Hill Ln, and is located on the east side of Hill Ln, approximately 240 feet south of the intersection with Syringa Ln., and 260 feet north of Interstate 84., in Caldwell, Idaho.

APPLICATION PACKET: The complete application packet can be found on the City of Caldwell website under "Planning and Zoning Department/Current Case Files" or by clicking here.

OUTSIDE AGENCY COMMENTS: Your agency's comments are an important part of our decision-making process. When submitting comments, please reference Case No. listed above in responses and/or correspondence regarding this case. Comments received by the deadline date will be added to the Staff Report and to the hearing body's packet. Comments may be submitted by mail or email as follows:

Mail: Caldwell Planning and Zoning Department, P.O. Box 1179, Caldwell, ID 83605
Email: Katie Wright, Planner III at kwright@cityofcadlwell.org.

Please Note: We will assume that your agency has no objections or concerns if we do not receive written testimony or comments within the requested timeframe.

PUBLIC AGENCY NOTIFICATION LIST

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

City of Caldwell Engineering Department
City of Caldwell Engineering Inspections
City of Caldwell Fire Chief
City of Caldwell Fire Marshall
City of Caldwell Building Department
City of Caldwell Police Chief
City of Caldwell Lieutenant Wright
City of Caldwell Mapping Department
City of Caldwell Code Compliance Division
City of Caldwell Economic Development
City of Caldwell Airport
City of Caldwell Water Department
Vallivue School District #139
Caldwell School District #132
Pioneer Irrigation District
Riverside Irrigation District
Canyon Hill Irrigation
Franklin Ditch Co.
Nampa-Meridian Irrigation Dist.
Black Canyon Irrigation District
Golden Gate Irrigation
Caldwell Lateral Irrigation
Wilder Irrigation District
Compass Idaho
Hilty, Bower, Haws & Seable
Caldwell Transportation
Brown Bus Company
Canyon Highway District #4
Nampa Highway District #1
Idaho Transportation Department
Valley Regional Transit
Canyon County Development Services
Canyon County Plat Room
City of Nampa Planning and Zoning
Boise Project Board of Control
Southwest District Health
Idaho Power
Intermountain Gas
DTG Maps (only for final plats)
Boise River Flood Control Dist. #10
Bureau of Land Management
Bureau of Reclamation - Snake River Area Office
Corps of Engineers
Idaho Fish and Game
Department of Water Resources
College of Idaho
Department of Lands
USPS Caldwell
Union Pacific Railroad

Katie Wright

From: D3 Development Services <D3Development.Services@itd.idaho.gov>
Sent: Monday, April 27, 2026 1:43 PM
To: Katie Wright
Subject: RE: Request for Agency Comments - Isbell Townhomes

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hello,

After careful review of the transmittal submitted to ITD on April 13, 2026, regarding, Isbell Townhomes, the Department has no comments or concerns to make at this time. This application does not meet thresholds for a Traffic Impact Study, nor does it pose any safety concerns. If you have any questions, please contact Kendra Conder at 208-334-8377 /Kendra.Conder@itd.idaho.gov

Thank you
Mila Kinakh
D3 Planning and Development

From: Morgan Bessaw <mbessaw@cityofcaldwell.org>
Sent: Monday, April 13, 2026 4:09 PM
To: Alan Perry <aperry@cityofcaldwell.org>; Angelica Gomez <agomez@cityofcaldwell.org>; Anita Means (Caldwell Transportation Co) <anita@ctcbus.com>; Bill Pastoor <wpastoor@republicservices.com>; Black Canyon Irrigation Dist. (bcid@blackcanyonirrigation.com) <bcid@blackcanyonirrigation.com>; Black Canyon Irrigation District <developmentreview@blackcanyonirrigation.com>; Boise Project Board of Control (tritthaler@boiseproject.org) <tritthaler@boiseproject.org>; Boise River Food Control Dist. #10 (projectmgr@boiseriver.org) <projectmgr@boiseriver.org>; 'brandon.flack@idfg.idaho.gov' <brandon.flack@idfg.idaho.gov>; Brian Courtright <bcourtright@republicservices.com>; Brown Bus Company (brent.carpenter@brownbuscompany.com) <brent.carpenter@brownbuscompany.com>; Bureau of Land Management (jsullivan@blm.org) <jsullivan@blm.org>; Bureau of Land Management 2 (jcartwright@blm.org) <jcartwright@blm.org>; Bureau of Reclamation <bor-sha-msforealty@usbr.gov>; Cache Olson <colson@cityofcaldwell.org>; Caldwell Lateral Irrigation (amandacild@qwestoffice.net) <amandacild@qwestoffice.net>; Caldwell School District #132 (Nfrench@caldwellschools.org) <Nfrench@caldwellschools.org>; Canyon County Development Services - Jennifer Almeida (jennifer.almeida@canyoncounty.id.gov) <jennifer.almeida@canyoncounty.id.gov>; Canyon County Plat Room - DeAnn France (deann.gerthung@canyoncounty.id.gov) <deann.gerthung@canyoncounty.id.gov>; Canyon Hill Irrigation <canyonhillirrigation@gmail.com>; Chris Hopper HD4 <chopper@hwydistrict4.org>; Christin Wendelsdorf <Christine.Wendelsdorf@canyoncounty.id.gov>; College of Idaho (rerne@collegeofidaho.edu) <rerne@collegeofidaho.edu>; Corps of Engineers (greg.j.martinez@usace.army.mil) <greg.j.martinez@usace.army.mil>; Damon Rice <drice@cityofcaldwell.org>; Dan Torres <dtorres@cityofcaldwell.org>; Dave Marston <dmarston@cityofcaldwell.org>; Deer Flats <deerflat@fws.gov>; Department of Lands (IDL_jurisdictional@idl.idaho.gov) <IDL_jurisdictional@idl.idaho.gov>; Doug Critchfield <critchfieldd@cityofnampa.us>; Erika Olvera (eolvera@nmid.org) <eolvera@nmid.org>; Farmer's Co-Op Ditch Co (fcdc1875@gmail.com) <fcdc1875@gmail.com>; Genna Ashlet - Boise Project Board of Control <gashley@boiseproject.org>; 'gis@compassidaho.org' <gis@compassidaho.org>; Golden Gate Irrigation Districts - Ripley Doorn (lbuckner@rdcpa.com) <lbuckner@rdcpa.com>; HD4 - Lenny Ricco <lriccio@hwydistrict4.org>; Idaho Dept of Water Recources <file@idwr.idaho.gov>; Idaho Power (easements@idahopower.com) <easements@idahopower.com>; D3

EXHIBIT 4:

MINUTES OF THE HEARING EXAMINER HEARING

HEARING EXAMINER
MEETING MINUTES
Tuesday, May 26th, 2026 @ 1:30 pm
Caldwell City Council Chambers Room, 205 S. 6th Avenue, Caldwell, Idaho

CALL TO ORDER – Hearing Examiner, Ms. Sabrina Durtschi opened the meeting for the public hearing at 1:30 p.m.

REVIEW OF PROCEEDINGS (OPENING STATEMENT) – Ms. Sabrina Durtschi outlined the procedures for the public hearing.

MEMBERS PRESENT: Angelica Gomez (Administrative Assistant); Katie Wright (Senior Planner); Garline Davis (Planner I); John Prebonick (City Engineer); Morgan Bessaw (Deputy Director)

CONSENT CALENDAR

OLD BUSINESS:

1. **ACTION ITEM: Public Hearing Quasi-Judicial: Case Number SPP25-000008, ZON25-000004:** The applicant, The Land Architect LLC, on behalf of Patriots Landing LLC, is requesting a rezone of parcels R0266001100, R0266001000, and R02660010A0 from R-1 to R-2. Additionally, the applicant is requesting approval of a preliminary plat for Patriot's Landing Subdivision, a residential subdivision with 12 buildable lots, which will include eleven (11) duplex structures and one (1) detached single family residential unit. The 3.28 acre site is identified as Neighborhood 2 in the Future Land use Map and is located on the Northeast side of Interstate-84, approximately 1,800 feet from the Franklin St. exit. This application was continued from May 12th, 2026, Hearing Examiner Meeting.

   Andrew Wheeler (Representative) 9201 W State St, Boise, signed in favor of the application and gave a brief overview of the project by use of a PowerPoint presentation.

   In response to the Hearing Examiner's questions, Mr. Wheeler stated:

   - There was a letter from the homeowner that purchased the land from the client after the lot split was finished.
   - It was disclosed to the buyer that there was a future development.

   In response to the Hearing Examiner's question, Ms. Wright stated she believes there was a sign placed on the corner of the homeowner's property because that is where the right of way is.

   In response to the Hearing Examiner's questions, Mr. Wheeler continued:

   - The right of way line is close to the existing home off Syringa.
   - A lot line adjustment application was done about a year prior so the neighboring property would not be included in the current application.
   - The pedestrian pathway will come through the project running east to west ending at Hill Ln. right of way.
   - It was discussed with staff about proposing future pedestrian connectivity off Hill Ln. with Isbell Townhomes.
   - There has been coordination with Engineering about eliminating one of the sidewalks on the public road but was declined.
   - The project is not deed restricted to veterans only. The target demographic is to provide housing for veterans.
   - Two neighborhood meetings were held. The first meeting was about irrigation and traffic concerns. The second meeting was similar conversations but heavier on the traffic concerns.

DRAFT

John Prebonick (City Engineer) 205 S. 6th Avenue, in response to the Hearing Examiner's question stated Hill Ln is a private road so the city does not own or maintain the road which is why the pedestrian walkway was proposed.

Katie Wright (Senior Planner) 205 S. 6th Avenue, provided the staff report by outlining its contents by use of a PowerPoint presentation.

Public Testimony was opened:

- Timothy Davis, signed in favor, chose not to speak.

- Kristi Christensen, signed in neutral, 2623 Syringa Ln, stated her main concern is the increasing traffic, traffic making the area unsafe, and a blind spot off Syringa Ln.

  In response to the Hearing Examiner's question, Ms. Wright stated since the application is not fronting Syringa Ln. there will be no improvements required for Syringa Ln for this project.

  In response to the Hearing Examiner's question, Mr. Prebonick stated the frontage improvements go to the west side of Syringa Ln. The vision triangle was called out so it will be wider than it currently is on the west side. Since the outer parcel only extends out on the west side there could not be any requirement on the east side.

  Ms. Christensen continued by stating that speed is also a concern and density.

- Sharron Willis, signed in neutral, 2504 Syringa Ln, stated her concerns are a blind spot off Georgia St. and Syringa Ln., speeding, and water pressure.

  In response to the Hearing Examiner's questions, Mr. Prebonick stated:

  - He believes the right of way was dedicated when the original development planned for a future build out.
  - He was not aware of water concerns but can check with the Water Department.
  - The best place to bring up speed bumps is the Traffic Commission meeting.

- Braeden Armin, signed in opposition, 2422 Syringa Ln, stated his concerns are about density, increased traffic, and safety.

Andrew Wheeler (Representative) 9201 W State St, Boise, in the rebuttal stated:

- The reason for a rezone is to support the City of Caldwell's comprehensive plan.
- The development is going to connect Owyhee and Syringa to help alleviate traffic.
- Would be happy to work with the City if speed bumps are needed.
- Will be working closely with City Engineering concerning the water pressure.
- The seller did notify the purchaser about the development.

In response to the Hearing Examiner's questions, Mr. Wheeler stated:

- There is a large buffer from any structure to the west boundary. So, any impact of homes to the west is negligible.
- To the south is I-84 so there is no impact to single family residential.
- To the north is the existing home and there will be a 15 ft common lot that is buffering the northern neighbor and their rear yard setback.
- The project will fence off the southern part of the neighbor's property.

DRAFT

In response to the Hearing Examiner's question, Mr. Prebonick agreed that the landscaping is within city owned right of way.

Mr. Wheeler continued with his rebuttal:

- The impact of adjacent single family to the east is minimal to none.
- Would be willing to add a condition to work with the Engineering and Planning departments to come up with a few mitigation options for traffic.

In response to the Hearing Examiner's questions, Ms. Wright stated that typically the Engineering Department has a condition in their memo that mentions traffic mitigation. Can add an additional condition to the staff report stating, "the applicant shall work with staff prior to city council on potential traffic mitigations.".

Ms. Durtschi closed the public hearing testimony at 2:32 pm.

FINDINGS OF FACT AND CONCLUSSIONS OF LAW FOR CASE NUMBER SPP25-000008, ZON25-000004: The Caldwell Hearing Examiner accepts the Findings of Fact and Conclusions of Law outlined in the staff report, public testimony, and the evidence list. All adopted ordinances, standards and codes were used in evaluating the application. The proposed use was conditionally permitted by the terms of the ordinance and such conditions of approval.

ORDER OF DECISION FOR CASE NUMBERS SPP25-000008, ZON25-000004: Based on the Findings of Fact and Conclusions of Law, the Caldwell Hearing Examiner hereby orders that Case Numbers SPP25-000008, ZON25-000004, is recommended for approval by City Council, subject to the conditions of approval listed in the staff report.

NEW BUSINESS:

1. **ACTION ITEM: Public Hearing Quasi-Judicial: Case Number SPP26-000004:** The applicant, Hatch Design and Architecture, on behalf of Daniel Isbell, is requesting preliminary plat approval for Isbell Townhomes Subdivision, a single-family subdivision with twelve (12) townhome lots and one single family detached lot. The site is zoned R-1, neighborhood residential, and is located within the Neighborhood 2 place-type within the Future Land Use Map. The approximately 1.65 acre site is addressed as 403 Hill Ln, and is located on the east side of Hill Ln, approximately 240 feet south of the intersection with Syringa Ln., and 260 feet north of Interstate 84., in Caldwell, Idaho.

Jeff Hatch (Representative) 200 w 36th st boise, signed in favor of the application and gave a brief overview of the project by use of a PowerPoint presentation.

In response to the Hearing Examiner's question, Mr. Hatch stated:

- The preliminary plat doesn't have the grading or drainage located on it yet.
- A PUD is not needed for this application.
- The top point of the building's height elevations is below 32 ft.

In response to the Hearing Examiner's question, Ms. Wright stated:

- The maximum height is 30 ft to the peak.
- It will be required at building permit submittal.
- The department would not approve anything over 30 ft. to the peak.

DRAFT

- It is a standard condition that the applicant meets all setbacks and heights at the time of building permit.

Mr. Hatch continued answering the Hearing Examiner's questions stating that the neighborhood meeting went well. There were concerns about traffic and wanting fencing on Hill Ln.

Katie Wright (Senior Planner) 205 S. 6th Avenue, provided the staff report by outlining its contents by use of a PowerPoint presentation.

In response to the Hearing Examiner's question, Ms. Wright stated any attached product that is in R-1 or R-2 zone can utilize the lot size and frontage that's listed in the R-3

Public Testimony was opened:

- Karla Short, did not state position, 316 Hill Ln, stated her concerns are on traffic safety. Would like a fence and pedestrian connectivity.

- Kristi Christensen, did not state position, 2623 Syringa Ln, stated her concern is about the walking path. Would have to cross Hill Ln to connect the two properties. Was wondering if it would be better if it was on Owyhee St.

Ms. Wright stated if the project were approved a portion of Owyhee would be improved to give the resident access off Owyhee St. so there will no longer be access off Hill Ln as a through street.

Jeff Hatch (Applicant) 13222 S Catawba River Ave, in the rebuttal stated:

- On the eastern side they are proposing connection to an existing pedestrian sidewalk for pedestrian access.
- Intent is to connect the southwest corner of sidewalk to Patriots Landing Development.
- Would be okay with framing a condition of approval to mitigate children's safety.

Ms. Durtschi closed the public hearing testimony at 3:00 pm

FINDINGS OF FACT AND CONCLUSSIONS OF LAW FOR Case Numbers SPP26-000004: The Caldwell Hearing Examiner accepts the Findings of Fact and Conclusions of Law outlined in the staff report, public testimony, and the evidence list. All adopted ordinances, standards and codes were used in evaluating the application. The proposed use was conditionally permitted by the terms of the ordinance and such conditions of approval.

ORDER OF DECISION FOR CASE NUMBERS SPP26-000004: Based on the Findings of Fact and Conclusions of Law, the Caldwell Hearing Examiner hereby orders that Case Numbers SPP26-000004, is recommended for approval by City Council, subject to the conditions of approval listed in the staff report.

2. **ACTION ITEM: Public Hearing Quasi-Judicial: Case Number SUP26-000004:** The applicant, Charles Moseley of Core States Group Inc., on behalf of Fred Meyer Stores Inc. and Endurance Holdings LLC, is requesting approval of a Special Use Permit (SUP) for two electronic reader board signs at the entrances to a future shopping center and two additional electronic reader board signs on canopy facades. The property is zoned H-C, Mixed Use/Regional Commercial, and is located within the Mixed-Use place-type within the Future Land Use Map. The signs would be located on parcels R3430801400 and R3430800000, which are located on the southeast corner of the intersection between Highway 20/26 and Middleton Rd. in Caldwell, Idaho.

DRAFT

Josh Beach (Representative) 18215 72nd Ave, Kent WA, signed in favor of the application and stated they do not have a presentation and are in support with the conditions of approval.

Garline Davis (Planner I) 205 S. 6th Avenue, provided the staff report by outlining its contents by use of a PowerPoint presentation.

In response to the Hearing Examiner's questions, Ms. Davis stated there is a difference between the Maverick sign and Fred Meyer sign.

Morgan Bessaw (Deputy Director) 205 S. 6th Avenue, in response to the Hearing Examiner's questions stated:

- The Maverick sign was requesting to go taller than code allows and was a pole sign.
- Does believe the calculations that are in code for the monument signs square footage needs to be looked at and possibly rewritten.

In response to the Hearing Examiner Mr. Beach stated the size of the sign is standard for what Fred Meyer does nationwide.

There was no public testimony.
There was no rebuttal.

Ms. Durtschi closed the public hearing testimony at 3:10 pm.

FINDINGS OF FACT AND CONCLUSSIONS OF LAW FOR Case Numbers SUP26-000004: The Caldwell Hearing Examiner accepts the Findings of Fact and Conclusions of Law outlined in the staff report, public testimony, and the evidence list. All adopted ordinances, standards and codes were used in evaluating the application. The proposed use was conditionally permitted by the terms of the ordinance and such conditions of approval.

ORDER OF DECISION FOR CASE NUMBERS SUP26-000004: Based on the Findings of Fact and Conclusions of Law, the Caldwell Hearing Examiner hereby orders that Case Numbers SUP26-000004, is approved, subject to the conditions of approval listed in the staff report.

ADJOURNMENT

The Hearing Examiner adjourned the meeting at approximately 3:10 pm.

The next meeting for the Hearing Examiner will be on Tuesday, June 23rd, 2026, at 1:30 p.m.
Respectfully submitted by Angelica Gomez, Administrative Assistant

MINUTES APPROVED AND SIGNED BY THE HEARING EXAMINER, SABRINA DURTSCHI, ON THE DATE NOTED BELOW:

_____ _____
Ms. Sabrina Durtschi Date

ATTEST:

_____ _____
Morgan Bessaw, Deputy Director Date

A digital recording of the public hearing is available upon request.

DRAFT

Regular **Item:** 6.

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

ACTION ITEM: Public Hearing (Quasi-Judicial): Case Number ANN26-000004: The applicant, Anders & Co. LLC, on behalf of Ashley Castiollo, is requesting annexation of parcel R3430600000 with an initial zoning designation of R-2, Community Residential. The parcel is designated as Neighborhood 2 within the Comprehensive Plan Future Land Use Map. There is an existing single-family dwelling on the parcel and the owner would like to annex into the City limits so they may access municipal sewer service. No other development is proposed at this time. The 0.52 acre parcel is addressed as 19241 Piaggio, and is located on the east side of Middleton Rd., approximately 1,100 feet north of the intersection with Linden Rd, in Caldwell, Idaho. This application was recommended for approval at the June 10, 2026, Planning and Zoning Commission meeting.

Summary Statement:

Recommended Action:

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. SR_CC_19241 Piaggio - Packet

COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division

COVER SHEET

Staff Planner: Garline Davis, Assistant Planner

DOCKET NUMBER/CASE NUMBER	PROJECT NAME / TITLE
ANN26-000004	19241 Piaggio Ave. Annexation
PUBLIC HEARING DATE	**PROPERTY /LOCATION**
7/20/2026	19241 Piaggio Ave. Caldwell

BRIEF SUMMARY OF APPLICATION REQUESTS:

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

IMPACT ANALYSIS SUMMARY

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

LAND USE SUMMARY			ESTIMATED POPULATION INCREASE	
# Proposed Single Family Units:	1		Population = (DU * 3):	3
# Proposed Duplex & Multifamily Units:	n/a		Population = (DU * 2):	n/a
Proposed Commercial Acreage:	none		**TOTAL estimated population increase** (based on census data)**:**	3
# PROPOSED PHASES FOR DEVELOPMENT			**ESTIMATED DEVELOPMENT TIMELINE**	
Total # of Phases in Development:	n/a		Approximate timeline for full build-out of development (all phases):	n/a

FIRE SERVICES*	
FIRE DEPARTMENT REVIEW STATUS:	The proposed application(s) have been reviewed by the Fire Department and ☒ Approved, subject to the conditions within the fire department memorandum ☐ Denied
*** See the Fire Department staff report included in the Exhibits of this Staff Report for full analysis, findings, and recommended conditions.**	
Fire department t travel response time Goals:	90% within 4 min.
Closest Fire Station (in miles):	Station 3 – 1.4 miles
Est. Response Time to Site:	4 minutes
Will this development have other significant impacts on the ability to provide services at full build-out of development:	☐ Yes ☒ No
Will this development necessitate additional fire resources and/or	☐ Yes ☒ No

equipment beyond current levels at full build-out of development:	
Will the development pay development impact fees?	☐ Yes ☒ Development impact fees are paid at the time of building permit submittal.
Additional Fire Comments:	Development comments will come with future applications.
POLICE SERVICES	
POLICE DEPARTMENT REVIEW STATUS:	The Caldwell Police Department (CPD) was provided an opportunity to review this application. The Planning and Zoning Division received no comments from CPD.
*** See the Police Department data included in the Exhibits of this Staff Report for full analysis and findings.**	
Calls for Service in Area (YTD):	No Comments received from the Caldwell Police Department.
Call Types within Area:	
Workload Saturation (%):	
Traffic Crash Data:	**See Exhibits**
Will this development have other significant impacts on the ability to provide services at full build-out of development:	☐ Yes ☐ No
Will this development necessitate additional police resources and/or equipment beyond current levels at full build-out of development:	☐ Yes ☐ No Explain:
Additional Police Comments:	No Comments received from the Caldwell Police Department.
PUBLIC SCHOOLS	
School District	Vallivue
Capacity to Serve *(Based on Response from District)*	☐Yes ☐No ☐ School was not specific in their response ☒No response received from District
Schools that will Serve Development Vallivue Map Caldwell Nampa	No Comments received from the district.

UTILITIES AND INFRASTRUCTURE	
Adequate public utilities and services, including water, wastewater, stormwater, and other necessary infrastructure, are available or can be reasonably extended to serve the proposed development. Utilities shall have sufficient capacity to accommodate the proposed development at building permit issuance. Where necessary, the applicant shall construct or extend required facilities in accordance with City standards as a condition of approval.	☒Yes ☐No
Traffic Impact Study Completed?	☐Yes ☐No ☒Not Required
Are Traffic Improvements Required for Development?	☐Yes ☒No
Are All Traffic Improvements Listed as Conditions of Approval?	☐Yes ☒No

REQUIRED INFRASTRUCTURE IMPROVEMENTS

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

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

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

☐ Other:

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

OTHER SUBSTANTIAL ADVERSE AND DEMONSTRABLE IMPACTS

COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division

STAFF REPORT

Staff Planner: Garline Davis, Assistant Planner

DOCKET NUMBER/CASE NUMBER	PROJECT NAME / TITLE
ANN26-000004	19241 Piaggio Ave Annexation
PUBLIC HEARING DATE	**PROPERTY /LOCATION**
7/20/2026	19241 Piaggio Ave. Caldwell

BRIEF SUMMARY OF APPLICATION REQUESTS:

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

PLANNING & ZONING COMMISSION RECOMMENDATION TO CITY COUNCIL

Recommended for APPROVAL to be forwarded to City Council for consideration.

I. INTRODUCTION

Application Request Summary:

Sadilyn Andersen, on behalf of the property owner, Ashley Castillon, is requesting approval to annex an approximately 0.52-acre parcel within the City of Caldwell with a zoning request of R-2 (Community Residential)

Applicable Regulations and Guiding Documents:

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

II. HEARING BODY REVIEW AND APPROVAL CRITERIA

ADOPTED REVIEW AND APPROVAL CRITERIA – Annexation
in accordance with §50-222 Idaho Code and Caldwell Municipal Code 10-03-01:

(Legislative proceedings)
Decisions to grant or deny an owner-consented annexation request do not require that the council articulate or justify its decision.

III. PROJECT INFORMATION

Application Type(s):	Annexation with initial R-2 zoning designation.
Project Name:	Piaggio Annexation
File Number (s):	File No. ANN26-000004
Applicant:	Sadilyn Andersen, Anders & Co. LLC
Property Owner:	Ashley Castillon
Project Site Address:	19241 Piaggio Ave., Caldwell, Idaho
Project Site Location:	The subject site is located approximately 0.22 miles north of the Middleton Road and Linden Road intersection, with a property address 19241 Piaggio Ave., described as a portion of 29-4N-2W SW N150' OF W 200' OF SWSW LS RD.
Project Site Parcel Number(s):	R3430600000
Project Site Acres:	Total of approximately 0.52 acres, more or less
Jurisdiction:	The property(s) are currently located within the County, and within the City of Caldwell's Area of Impact.
Site/Project Background and History:	The subject site is currently within Canyon County. The parcel was previously addressed as 19240 Middleton Road and remained as an outparcel following development of the Mason Creek Grove Subdivision. Frontage improvements along Middleton Road were completed as part of the subdivision development. Direct access from Middleton Road was eliminated, and access to the parcel is now provided internally through the subdivision.

IV. STAFF REVIEW AND ANALYSIS - SITE

Floodplain:	The property is not within a floodplain.
Mature Trees:	A handful of existing trees are located on the lot.
Streams & Creeks:	The property has no existing streams or creeks.
Wildlife Habitat:	n/a
Riparian Habitat:	n/a
Sleep Slopes & Hillsides:	n/a
Canals, Ditches & Drains:	None
Other Site Features:	None
Outparcels; Describe:	n/a
Fire Service Provider:	Caldwell Fire
Police Service Provider:	Caldwell Police
School District:	Vallivue
Water Provider:	Unknown
Sewer Provider:	Septic System (on Site)
Trash Provider:	Republic Services
Irrigation Service:	City of Caldwell (Pressurized Irrigation)
Irrigation District:	Pioneer Irrigation District
Other Providers:	

Site and Surrounding Land Uses:	*Site:*	Existing Residential Structure
	North:	Residential Subdivision
	South:	Residential Subdivision
	East:	Residential Subdivision
	West:	Residential Subdivision
Site and Surrounding Zoning Classifications:	*Site:*	Canyon County Residential
	North:	R-2 (Community Residential)
	South:	R-1 (Neighborhood Residential); C-1 (Neighborhood Commercial); Canyon County

	East:	R-1 (Neighborhood Residential); R-2 (Community Residential)
	West:	R-1 (Neighborhood Residential)
Site and Surrounding Comprehensive Plan Land Use Designations:	*Site:*	Neighborhood 2
	North:	Neighborhood 2; Neighborhood 3
	South:	Neighborhood 2
	East:	Neighborhood 2
	West:	Neighborhood 2

V. STAFF REVIEW AND ANALYSIS - ANNEXATION

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

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

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

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

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

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

Staff Comments:

The applicant has met the requirements by Idaho Code to request and be eligible for annexation. A neighborhood meeting was held on February 24, 2026 and the application for annexation was submitted within four months of the meeting on April 7, 2026.

VI. STAFF REVIEW AND ANALYSIS – ZONING ORDINANCE MAP AMENDMENT

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

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

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

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

The Neighborhood 2 place type identifies the R-1, R-2, C-1, and P-D zoning districts as compatible zones. The proposed R-2 (Community Residential) zoning designation is consistent with the Comprehensive Plan because the property is currently developed with a single-family residence and is surrounded by similar residential development patterns. Parcels directly north of the site are zoned R-2 (Community Residential) The R-2 zoning district permits a broader range of residential housing types than the R-1 district, however no redevelopment or increase in residential intensity is proposed as part of this application.

The applicant proposes annexation of an existing residential parcel into the City of Caldwell to connect to municipal services. The existing single-family residence will remain, and no subdivision, additional dwelling units, or expansion of the current residential use is proposed. Staff finds the proposed annexation and initial zoning consistent with the Neighborhood 2 place type because the request maintains the existing residential character of the area while allowing the property to be incorporated into the City's municipal service framework.

The subject property is located within an existing residential area with access to surrounding public infrastructure and services. Staff finds the proposed annexation and R-2 zoning designation compatible with

surrounding residential uses and consistent with the goals and policies of the Comprehensive Plan based on known factors at the time of this report.

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

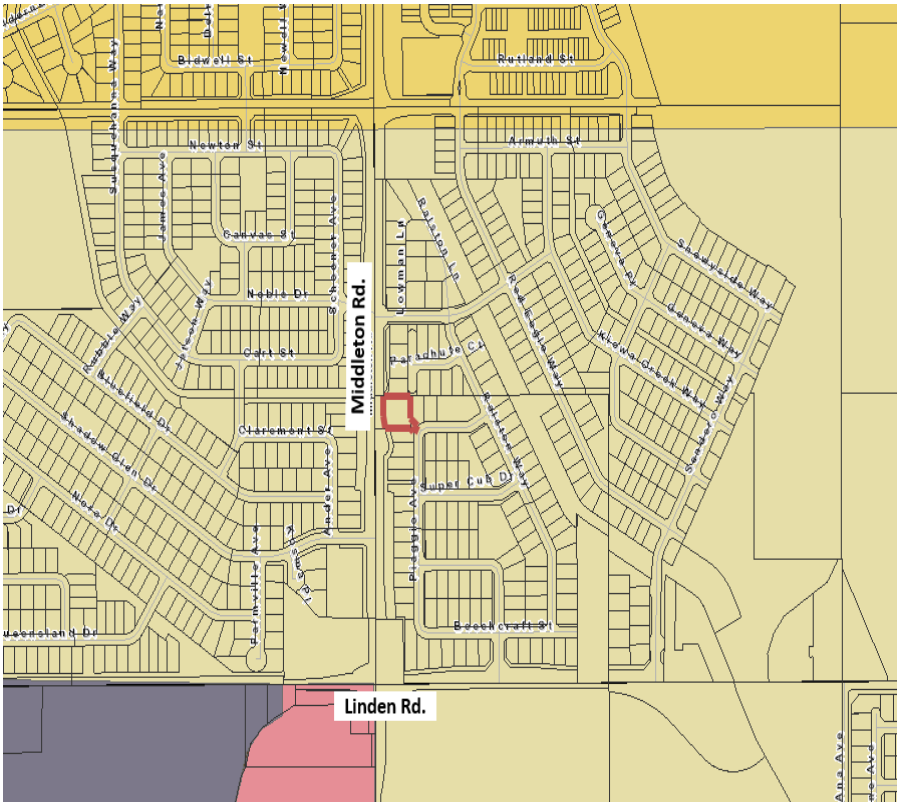
Overarching Vision: The overarching vision of the Comprehensive Plan is to honor Caldwell's heritage while embracing its future through thoughtful growth, mixture of housing, accessible community connections, and distinct spaces.

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

Vision Theme: Quality Neighborhoods to Call Home

Goal 1: Policy 1.1: Allow a mix of housing types and densities within all neighborhoods, such as duplexes, townhouses, cottage communities, and other types as appropriate.

Staff Comments: The proposed R-2 zoning designation is consistent with policy because the district accommodates a mix of housing types envisioned by the Comprehensive Plan.



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

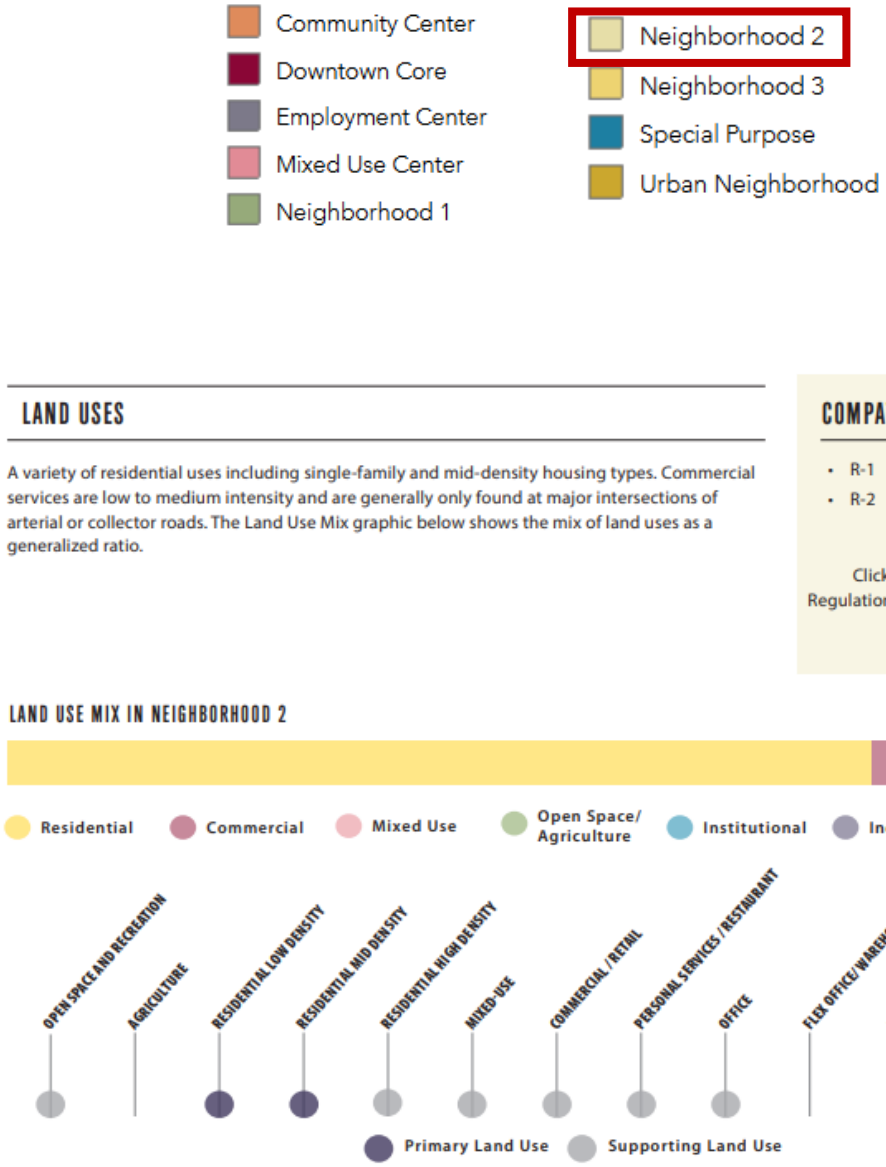


Exhibit 2: Comprehensive Plan - Neighborhood 2 Land Use Snapshot (above)

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

The purpose of the R-2 (Community Residential) zoning district is to provide areas, in accordance with the Comprehensive Plan, that accommodate a variety of residential lot sizes and housing types. Permitted housing types within the R-2 district include single-family residential dwellings, and various missing middle housing types such as townhomes, duplexes, triplexes, fourplexes, cottage courts, small scale multi-family development.

The property is currently developed with an existing single-family residence, which is permitted use within the R-2 zoning district. No redevelopment or increase in residential density is proposed as part of this application. Staff finds the proposed annexation and initial R-2 zoning designation consistent with the purpose of the district because the existing residential use will remain and the property will be incorporated into the City of Caldwell consistent with the surrounding residential development.

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

As noted earlier in the staff report, the proposed annexation and initial R-2 zoning designation would be compatible with surrounding properties and existing development patterns in the area. The proposal would not alter the existing residential character of the area, and the property will continue to be utilized for single-family residential purposes.

Annexation of the property into the City would allow connection to municipal services and incorporation of the property into the City's municipal service framework. Any future redevelopment or expansion of the site would be subject to applicable City review processes, and development standards in effect at the time of development.

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

Public agencies and service providers having jurisdiction over the subject property, including school districts, were notified of the request and provided the opportunity to comment. Based on the information provided by reviewing agencies, it is indicated that adequate public facilities exist or are expected to be provided to serve the proposed use under the requested zoning designation. No agency has identified any adverse impacts to the provision of public services associated with the proposed annexation and initial zoning request at the time of this report.

VII. STAFF REVIEW AND ANALYSIS – DEVELOPMENT PLAN

Bulk and Dimensional Standards Analysis

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

R-2 Zone Standards		
Minimum Lot Size	**Required**	**Existing**
Interior Lot Area (sq. ft.)	4,000 sq. ft.	0.52 ac = 22,651.2 sq. ft.
Setbacks	**Required**	**Proposed**
Front Yard Setback, Garage; Minimum (ft.)	22	> 22
Front Yard Setback, Living Area; Minimum (ft.)	15	> 15
Interior Side Yard Setback (ft.) (Minimum)	5	> 5
Street Side Yard Setback (ft.) (Minimum)	n/a	n/a
Rear Yard Setback (ft.) (Minimum)	15	> 15
Alley (Garage/Parking) Setbacks: Minimum (ft.)	n/a	n/a
Scale and Massing	**Required**	**Proposed**
Maximum Building Height (ft.) *	40	No changes proposed
* Regardless of the zoning district, if a new mixed-use, multi-family, or non-residential structure is being built immediately adjacent to a single-family residence, the maximum height of the new structure shall be 30' unless		

allowed to exceed such maximum height by special use permit approval. For the purposes of this requirement, immediately adjacent to shall mean within one hundred fifty (150) feet, as measured from structure to structure.

Staff Comments: The existing structure meets the required setbacks. Any expansion of the current use will be subject to all applicable City regulations and development standards.

Landscaping and Buffering:

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

Analysis of Public Services and Utilities	
Sewer:	Sanitary sewer for the site is located along Piaggio Ave., parallel to the site boundary. Adequate sewer is available.
Water:	Water connection for the site is located along Piaggio Ave. Adequate water is available.
Irrigation:	Applicant is required to provide pressurized irrigation throughout the project in accordance with Caldwell City Code. The subject site is located within the Pioneer Irrigation District boundary.
Stormwater:	The applicant proposes retaining storm water on site, per City Code.
Schools:	The subject site is located within the Vallivue School District.
Police:	Emergency police services are provided by the City of Caldwell Police. The nearest police station is approximately 5.3 miles away from the site
Fire:	Emergency fire services are provided by the City of Caldwell Fire. The nearest fire station is Station #3 and is approximately 1.4 miles from the site

Staff Comments:

Based on public agency reviews and submitted comments, adequate public utilities and services, including water, wastewater, police, fire, stormwater, schools, and other necessary infrastructure, are available or can be reasonably extended to serve the proposed development. Utilities shall have sufficient capacity to accommodate the proposed development at building permit issuance. Where necessary, the applicant shall construct or extend required facilities in accordance with City standards as a condition of approval.

Analysis of Components for Transportation Master Plan	
Street Frontage:	The site has frontages along Middleton Road and Piaggio Avenue.
Street Classifications:	Middleton Road – Principal Arterial; Piaggio Avenue – Local Road
Right of Way Dedication:	Not Required.
Proposed Site Access and Connectivity:	Access to the site is provided off Piaggio Avenue, and through the Mason Creek Grove subdivision.
Traffic Impact Study (TIS):	Not Required.

Staff Comments:

Based upon the above analysis and the information received from the City of Caldwell Engineering Department, the site has appropriate access. The proposal does not conflict with any planned transportation improvements. The existing driveway serving the property is currently unimproved. City of Caldwell Code Section 10-02-05(2)(C)(1) requires established driveways to be surfaced with concrete or asphalt. Compliance with this requirement is addressed through a recommended condition of approval requiring paving of the driveway.

VIII. PUBLIC NOTIFICATIONS

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

Public Hearing Notifications	
Notice Type	**Date**
Neighborhood Meeting Held	2/24/2026
Public Agency Notification Sent for Notification of Both Hearings (See attached exhibit for list of agencies notified)	4/7/2026
(500') Radius Notices Mailed - P&Z Commission Hearing (Min. 15 days prior to hearing)	5/21/2026
Legal Ad Published - P&Z Commission Hearing (Min. 15 days prior to hearing)	5/24/2026
Physical Site Posted - P&Z Commission Hearing (Min. 10 days prior to hearing)	5/26/2026
Applicant Proof of Posting Received - P&Z Commission Hearing	5/26/2026
P&Z Commission Public Hearing	6/10/2026
Notice Type	**Date**
(500') Radius Notices Mailed – City Council (Min. 15 days prior to hearing)	6/30/2026
Legal Ad Published – City Council (Min. 15 days prior to hearing)	7/2/2026
Physical Site Posted – City Council (Min. 15 days prior to hearing)	7/2/2026
Applicant Proof of Posting Received – City Council (Min. 10 days prior to hearing)	7/5/2026
City Council Public Hearing	7/20/2026

IX. POLITICAL AGENCY COMMENTS

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

Public Agency Responses Received	
Agency Name	**Comments/Description**
Caldwell Engineering Department	Approved the proposal and stated no issues
Caldwell Fire Department:	Impact Statement and Conditions of Approval

Caldwell Police Department.	No Response Received
The following agencies responded acknowledging they reviewed the application but had no comments:	
Idaho Transportation Department	

X. PUBLIC COMMENTS

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

XI. PLANNING AND ZONING COMMISSION PUBLIC PROCESS AND DECISIONS

Public Process:

A public hearing on the proposal(s) was held before the Planning and Zoning Commission on 6/10/2026, at which time the applicant gave a presentation, then staff presented a staff report along with an analysis of the application and all pertinent information on the case, followed by public testimony in opposition, neutral, and in favor.

Public Testimony:

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

Public Hearing Testimony		
Position	**Name and Address**	**Comments/Reason**

XII. PLANNING AND ZONING COMMISSION HEARING BODY DECISIONS:

The Planning & Zoning Commission chose to:

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

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

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

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

XIII. CITY COUNCIL PUBLIC HEARING PROCESS

Public Process:

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

The city council public hearing is scheduled to be held on 7/20/2026.

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

Public Testimony:

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

XIV. CITY COUNCIL DECISION OPTIONS

The City Council may choose to:

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

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

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

*Notes:

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

XV. CONDITIONS OF APPROVAL

(This section is only applicable to approval decisions)

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

Specific Requirements:

1. Within twelve (12) months of City Council approval, the property owner shall pave the driveway serving the subject site. The driveway shall be a minimum of ten feet (10') wide per parking space and shall be paved a minimum of twenty-five feet (25') into the site, as measured from the back edge of the sidewalk, in accordance with City of Caldwell Code Sections 10-02-05(2)(C)(1) and 10-02-05(2)(C)(2).

General Requirements:

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

Site Design and Development Standards:

1. *Bulk and Dimensional Standards:* All new construction shall comply with the current bulk and dimensional standards schedule in effect at the time the building permit is filed, excluding any deviations/modifications approved through a planned unit development, special use permit, and/or development agreement.
2. *Stormwater:* Strict adherence to the "Caldwell Stormwater Management Manual", as adopted by the city council as well as any subsequent adopted updates, is required. NOTE: Any modifications necessary to the original approved stormwater design where additional stormwater retention or detention facilities are required, or where the approved retention and detention facilities are required to be expanded, still requires adherence to the requirements for minimum open space, landscape buffers, lot sizes and setbacks.

Landscaping Specific Requirements:

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

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

XVI. ATTACHMENTS

Application Exhibits: (AP-Exhibits)

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

Applicant's Public Hearing Presentation Materials

Staff Exhibits: (S-Exhibits)

Exhibit S-1: Vicinity Map
Exhibit S-2: Zoning Map
Exhibit S-3: Future Land Use Map
Exhibit S-4: Public Agency Notification List
Exhibit S-5: Draft Bill and Ordinance and Ordinance Summary
Exhibit S-6: P&Z Minutes

Public Agency Comments: (PA-Exhibits)

Caldwell Fire Dept.
Idaho Transportation Department

AP-EXHIBITS

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

City of Caldwell
Community Development Department
Planning & Zoning Division
Phone: (208) 455-3021 | Web: www.cityofcaldwell.org

Annexation (with initial zoning)

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

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

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

I. Filing and Submittal Standards

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

II. Submittal Documents

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

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

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

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III. Project Specifics

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

Will the Existing Land Use on the Property Continue: ☑ Yes ☐ No

Explain any Future Development Plans: None. Just connecting sewer.

Existing City or County Zoning Designation of Property Surrounding Subject Parcel(s):

North of the Site:	Caldwell
South of the Site:	Caldwell
East of the Site	Caldwell
West of the Site:	Caldwell

Type of Access to Subject Parcel(s)

☒ Street Frontage ☐ Easement
If easement, list easement width and Instrument # below:

Easement Width	Instrument #

Name of Streets Providing Access: Piaggio Ave

Existing Domestic Water:

☒ Individual Domestic Well
☐ Centralized Public Water System
☐ City Municipal Water System
☐ Not Applicable

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Nearest Water Line Connection: Piaggio Ave

Existing Sewer: ☒ Individual Septic ☐ City Municipal Sewer ☐ Not Applicable

Nearest Sewer Connection: Piaggio Ave

Existing Irrigation:
☐ Surface
☐ Irrigation Well
☐ Pressurized
☐ Gravity
☒ Not Applicable

Nearest Irrigation Connection: Piaggio Ave

Irrigation District: Canyon County

School District Serving this Location: ☒ Caldwell SD ☐ Nampa SD ☐ Vallivue SD

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Community Development Department
Planning & Zoning Division
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IV. PDF Formatting Requirements

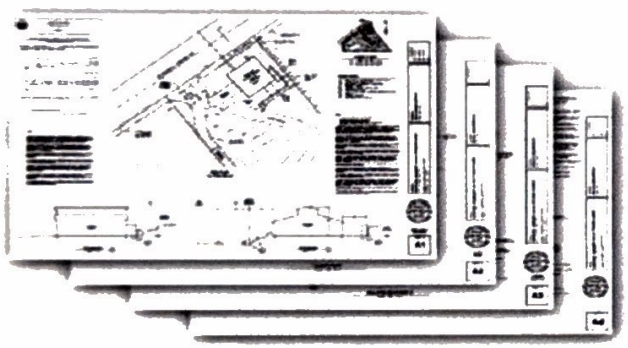
Portable Document Format (PDF) is the industry standard for electronic plans. The City of Caldwell only accepts PDF files for plan review. PDF files must be properly formatted as described below. Please read the instructions carefully. Improperly formatted plans can delay the plan review process for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

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

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

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

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



plans.pdf (multiple sheets)

✓Correct

Labeling:

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

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V. Applicant Acknowledgement

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

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

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

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

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

☒ I certify I am the:

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

Sadilyn Andersen
Applicant / Applicant's Representative Printed Name

2/24/26
Date

Applicant / Applicant's Representative Signature

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

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

APPLICATION REQUESTS

Note: Please check all that apply.

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

_____

_____

_____

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

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

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

PROJECT and SITE/PROPERTY INFORMATION

Project or Business Name: Piaggio Annexation

Site Address (s): 19241 Piaggio Ave, Caldwell, ID, 83605

Suite #:

Parcel #(s): 34306000 0

Total Acres: .52

General Location of Site:

North East of Middleton and Linden Road

Current Zoning of Parcel(s):
(Check all that apply)

☐ RS-1 ☐ RS-2 ☐ R-1 ☐ R-2 ☐ R-3 ☐ C-1 ☐ C-2 ☐ C-3 ☐ C-4 ☐ C-C
☐ DCB ☐ M-1 ☐ M-2 ☐ I-P ☐ A-D ☐ C-D ☐ H-D ☐ P-D ☐ T-N ☐ H-C

☒ Property currently In County
Please list the current county zoning designation: R01

Overlay Districts:
(Check all that apply)

☐ APO-1 ☐ APO-2 ☐ Indian Creek Corridor Overlay
☐ Downtown Local Historic Area ☐ Steunenberg Historic District
☐ Floodplain Overlay ☒ None

City of Caldwell Comprehensive Plan Designation of Parcel(s):
(Check all that apply)

☐ Neighborhood 1 ☒ Neighborhood 2 ☐ Neighborhood 3
☐ Urban Neighborhood ☐ Community Center ☐ Mixed Use Center
☐ Downtown ☐ Employment Center ☐ Special Purpose

Are parcels located within an Area Hub as indicated on the City of Caldwell Comprehensive Plan?

☐ Yes ☒ No

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

Description of Proposed Project / Request:

Annexing this parcel to be able to connect to city sewer.

APPLICANT INFORMATION:	
Name:	Sadilyn Andersen
Company Name (if applicable):	Anders & Co. LLC
☐ Property Owner ☒ Authorized Agent ☐ Purchaser ☐ Petitioner (Vacations only)	
Mailing Address:	13601 W McMillan Road, Suite 102-163, Boise, ID, 83713
Phone:	208-392-7109
Email:	anders.co.homes@gmail.com

PROPERTY OWNERS' INFORMATION *(If an LLC, please provide documentation of being an authorized signer)*	
☐ Not Applicable	
Name:	Ashley Castillon
Mailing Address:	20258 Carbondale Ave, Caldwell, ID, 83605
Phone:	208-405-9554
Email:	ashleycastillon1986@gmail.com

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

DESIGNATED CONTACT PERSON

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

Same as:

☒ Applicant ☐ Property Owner ☐ Other

Name: Sadilyn Andersen

Company Name (if applicable): Anders & Co. LLC

Mailing Address: 13601 W McMillan Road, Suite 102-163, Boise, ID, 83713

Phone: 208-392-7109

Email:

CONTRACTOR / DEVELOPER INFORMATION

☐ Not Applicable

Name: Sadilyn Andersen

Company Name (if applicable): Anders & Co. LLC

Mailing Address: 13601 W McMillan Road, Suite 102-163, Boise, ID, 83713

Phone: 208-392-7109

Email: anders.co.homes@gmail.com

ARCHITECT INFORMATION

☒ Not Applicable

Name:

Company Name (if applicable):

Mailing Address:

Phone:

Email:

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

ENGINEER / SURVEYOR INFORMATION

☐ Not Applicable

Name:	Lawrence H. Koerner, PLS # 64242
Company Name (if applicable):	Idaho Survey Group LLC
Mailing Address:	9955 W Emerald St
Phone:	(208) 830-4168
Email:	lkoerner@idahosurvey.com

LANDSCAPE ARCHITECT INFORMATION

☒ Not Applicable

Name:	
Company Name (if applicable):	
Mailing Address:	
Phone:	
Email:	

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

ACKNOWLEDGEMENTS

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

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

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

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

Applicant Signature: Sadi Andersen Date: 1/12/2026

Printed Name: Sadilyn Andersen, Anders & Co. LLC.

City of Caldwell

Community Development Department – Planning & Zoning Division

MASTER LAND USE APPLICATION

Online Application Submittal Instructions

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

Step 1:

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

Step 2

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

Drawing Submittal Instructions:

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

Project Narrative: Annexation of 19241 Piaggio Ave, Caldwell, Idaho

1. Description of the Proposed Annexation and Reasoning

This application requests the annexation of approximately 0.52 acres of land (the parcel containing the existing single-family home at 19241 Piaggio Ave) from unincorporated Canyon County into the City of Caldwell. The property is currently developed with one existing single-family residence and relies on a private septic system for wastewater disposal. The sole purpose of this annexation is to allow connection of the existing home to the City of Caldwell's municipal sewer system. This would replace the current septic system with more reliable, publicly maintained sewer service, improving long-term wastewater management for the property. No new buildings, structures, subdivisions, or expansions are proposed. The annexation is owner-initiated and limited strictly to providing this essential city utility connection.

2. Description of Compliance with the City's Comprehensive Plan and Vision, and Compliance with Zoning Ordinances

The proposed annexation and initial zoning of R-2 (Community Residential) are fully consistent with the City of Caldwell's Comprehensive Plan (adopted February 2025) and its vision for orderly, efficient growth that supports existing residential areas and public infrastructure. The Comprehensive Plan guides development to promote connected, sustainable communities while ensuring new or annexed properties align with existing patterns and pay their fair share for services. This small, already-developed residential parcel fits seamlessly into the surrounding neighborhood, which features similar single-family homes. Annexing extends city services (specifically sewer) to an existing use without altering the area's character, density, or land use

pattern. It supports Plan goals related to efficient provision of public facilities and services, as it integrates the property into the municipal sewer system without requiring new infrastructure extensions or major investments. The proposed R-2 zoning is appropriate and compliant with Caldwell City Code (Chapter 10, Article 5, Residential Zoning Districts). R-2 is intended for community residential areas accommodating single-family homes at moderate densities, consistent with the existing and surrounding uses. There is no change to the property's current setup or vision—no rezoning from a different designation is needed, and this does not conflict with or alter the Comprehensive Plan's residential land use designations for the area. The annexation simply brings the property under city jurisdiction to match the adjacent developed residential context.

3. Description of the Overall Benefits and Impacts on Surrounding Properties, and Mitigation of Those Impacts

Benefits:

- The primary benefit is improved wastewater service for the existing home via connection to the city sewer system, which is more reliable and environmentally sound than a private septic system (reducing potential failure risks and maintenance burdens).
- As an annexed property, it will contribute to the city's utility system through payment of applicable connection fees, monthly sewer rates, and other city fees/taxes. This helps fund maintenance and improvements to the overall municipal sewer infrastructure, benefiting all city residents and users.

- No additional strain on other city services (e.g., water, roads, police/fire, schools) is anticipated, as the property is already occupied and unchanged.

Impacts on Surrounding Properties:

There are no negative impacts. Annexation involves no construction, increased traffic, density changes, noise, visual alterations, or land use shifts. The property remains a single-family residence, identical to its current state and compatible with neighboring properties. Surrounding areas will see no change in character, viewshed, or service demands.

Mitigation of Impacts:

Since there are no identifiable downsides or adverse impacts from this annexation, no additional mitigation measures are required. The process follows all city standards, and the owner will comply with standard sewer connection requirements (e.g., permits, inspections) to ensure proper integration.

4. Proposed Land Uses

The proposed land use is the same as the current and historical use: a single-family home residence. No other uses are proposed or contemplated. The property will continue as a single-family dwelling with no subdivision, multi-family conversion, or additional structures. This annexation is a straightforward, low-impact request to provide better utility service to an existing home while aligning it with city boundaries and contributing to shared infrastructure costs. We welcome any questions and are committed to addressing concerns through the public hearing process.

Sincerely,

Sadilyn Andersen

President

Anders & Co. LLC, Homes and Design

Phone: 208-473-1340

Email: anders.co.homes@gmail.com

NOTICE OF NEIGHBORHOOD MEETING

02/09/2026
Ashley Castillon
19241 Piaggio Ave
Caldwell, Idaho 83605

RE: Annexation of 19241 Piaggio Avenue in Caldwell, Idaho.

To whom it may concern,

You are invited to a neighborhood meeting to discuss an annexation we are proposing near your property. The purpose of the meeting is to discuss the annexation (see Project Summary below), answer any questions, and listen to your feedback and suggestions.

Meeting Date: February 24, 2026

Meeting Time: 1:30 pm

Meeting Location: 19241 Piaggio Ave, Caldwell, Idaho 83605

Project Summary: This project consists of a request for annexation of 0.52 acres of land into the City of Caldwell with an R-2 (Community Residential) zoning. The purpose of the annexation is to connect the existing home to city utilities.

If you would like to contact us ahead of the meeting, please feel free to reach out to us at:

Phone: 208-473-1340

Email: anders.co.homes@gmail.com

We look forward to hearing from you.

Thank you,

Sadilyn Andersen, President

Anders & Co. LLC, Homes and Design

PIN	OwnerNam	InCareOf	Address	City	State	ZipCode
R34304100	MASON CR	ALLIANCE MANA	1520 E HERITAGE PARK ST	MERIDIAN	ID	83646
R34304101	GUD SERGEY		10938 SKYCATCHER DR	CALDWELL	ID	83605
R34304102	VANDERMEER HEATHER ELI		10950 SKYCATCHER DR	CALDWELL	ID	83605
R34304103	CASTILLON ASHLEY		19241 PIAGGIO AVE	CALDWELL	ID	83605
R34304104	TRAN KIEU		19215 PIAGGIO AVE	CALDWELL	ID	83605
R34304105	BOONE HEATHER		19203 PIAGGIO AVE	CALDWELL	ID	83605
R34304106	HORNER IAN R		19191 PIAGGIO AVE	CALDWELL	ID	83605
R34304107	HERRERA ANTHONY		19183 PIAGGIO AVE	CALDWELL	ID	83605
R34304108	HALE SCOTT		19167 PIAGGIO AVE	CALDWELL	ID	83605
R34304109	DOWNING COLT STEVEN		19155 PIAGGIO AVE	CALDWELL	ID	83605
R34304110	ZEMAK MARK A		19143 PIAGGIO AVE	CALDWELL	ID	83605
R34304111	FOREMASTER JOY		19228 RALSTON WAY	CALDWELL	ID	83605
R34304112	HERNANDEZ SAMUEL G		19216 RALSTON WAY	CALDWELL	ID	83605
R34304118	LARSON SHYLA		10939 SKYCATCHER DR	CALDWELL	ID	83605
R34304119	MOFFAT ZAKARY		10927 SKYCATCHER DR	CALDWELL	ID	83605
R34304120	DROWN EDWARD E		10915 SKYCATCHER DR	CALDWELL	ID	83605
R34304121	FERGUSON KIRBY		19223 RALSTON WAY	CALDWELL	ID	83605
R34304122	PAREDES-TORREJON VICTOF		19211 RALSTON WAY	CALDWELL	ID	83605
R34304123	RIVERA ANTHONY T		19199 RALSTON WAY	CALDWELL	ID	83605
R34304124	HERRINGTON MEGAN		11046 MAROON BELLS DF	CALDWELL	ID	83605
R34304125	ANDERSON LEAH JANAE		10902 SUPER CUB DR	CALDWELL	ID	83605
R34304126	WARR MICHAEL MAT		12789 S ALZANO WAY	NAMPA	ID	83686
R34304127	MALDONADO JOHN PAUL		11245 ASPEN HILL DR	CALDWELL	ID	83605
R34304128	SMITH ERVIN		10940 SUPER CUB DR	CALDWELL	ID	83605
R34304129	AVILA DIANA		10941 SUPER CUB DR	CALDWELL	ID	83605
R34304130	CRAIN ADRIAN		10929 SUPER CUB DR	CALDWELL	ID	83605
R34304131	ENGELHART MERRISSA A		10917 SUPER CUB DR	CALDWELL	ID	83605
R34304132	VIALPANDO CARISSA		10905 SUPER CUB DR	CALDWELL	ID	83605
R34304133	GARDNER GINGER		10893 SUPER CUB DR	CALDWELL	ID	83605
R34304135	SOZA BEN		19131 PIAGGIO AVE	CALDWELL	ID	83605
R34304148	MASON CR	ALLIANCE MANA	3597 E MONARCH SKY LN	MERIDIAN	ID	83646
R34304174	DELGADO OLIVIA		10930 SKY DIVE ST	CALDWELL	ID	83605
R34304175	KASTURIA BHAVNA AND ASI		274 SURFBIRD ISLE	FOSTER CI	CA	94404
R34306	CASTILLON ASHLEY		19241 PIAGGIO AVE	CALDWELL	ID	83605
R34307123	MASON CREEK LANDING HO		PO BOX 1350	MERIDIAN	ID	83680
R34307251	MASON CR	ALLIANCE MANA	1520 E HERITAGE PARK ST	MERIDIAN	ID	83646
R34307251A	MASON CR	COMMERCIAL NO	1221 W SHORELINE LN	BOISE	ID	83702
R34307252	MASON CREEK FLATS LLC		851 N HICKORY AVE STE #	MERIDIAN	ID	83642
R34307253	MASON CREEK FLATS LLC		851 N HICKORY AVE STE #	MERIDIAN	ID	83642
R34307254	MASON CREEK FLATS LLC		851 N HICKORY AVE STE #	MERIDIAN	ID	83642
R34307264	KEAYS JAMES GEORGE		19250 RALSTON WAY	CALDWELL	ID	83605
R34307265	HENSCHEID THOMAS		19262 RALSTON WAY	CALDWELL	ID	83605
R34307266	BURGER GERALD P		19274 RALSTON WAY	CALDWELL	ID	83605
R34307267	TOLMER KIMBERLY RENEA		19286 RALSTON WAY	CALDWELL	ID	83605

R34307268	YEAGER JAMES E	19298 RALSTON WAY	CALDWELL	ID	83605
R34307269	GONZALEZ ANA L	10936 PARACHUTE CT	CALDWELL	ID	83605
R34307270	DEVER CHRISTOPHER JOE JR	10948 PARACHUTE CT	CALDWELL	ID	83605
R34307271	ROTH STEVEN GLEN	10962 PARACHUTE CT	CALDWELL	ID	83605
R34307272	CURIEL HECTOR M PENA	10970 PARACHUTE CT	CALDWELL	ID	83605
R34307273	PROVOST KEISUZ	10969 PARACHUTE CT	CALDWELL	ID	83605
R34307274	LEOS MELISSA LYNN	10961 PARACHUTE CT	CALDWELL	ID	83605
R34307275	POPE JASON M	10947 PARACHUTE CT	CALDWELL	ID	83605
R34307276	DILLON JOHN M	5435 E WARDLOW RD	LONG BEA	CA	90808
R34307277	DOUGLAS CARSON DERRICK	10923 PARACHUTE CT	CALDWELL	ID	83605
R34307278	LENZ TRISTEN	10911 PARACHUTE CT	CALDWELL	ID	83605
R34318011A	HHIF VII LLC	963 SW SIMPSON STE 11(	BEND	OR	97702
R34318224	MASTERSC MGM MANAGEM	289 SW 5TH AVE	MERIDIAN	ID	83642
R34318236	VALDIVIA CRISTIAN A ARAYA	19342 SCHOONER AVE	CALDWELL	ID	83605
R34318241	CHALLENGER DEVELOPMEN	1977 E OVERLAND RD	MERIDIAN	ID	83642
R34318242	HEXEM ALEXA	11060 CART ST	CALDWELL	ID	83605
R34318243	CAMACHO ANDRES	11046 CART ST	CALDWELL	ID	83605
R34318244	PEREZ JOSE IVAN MADRIGAI	11047 NOBLE DR	CALDWELL	ID	83605
R34318245	MROCZKA-STRAHAN JOANN	11063 NOBLE DR	CALDWELL	ID	83605
R34318268	CHALLENGER DEVELOPMEN	1977 E OVERLAND RD	MERIDIAN	ID	83642
R34318269	CHALLENGER DEVELOPMEN	1977 E OVERLAND RD	MERIDIAN	ID	83642
R34318270	CHALLENGER DEVELOPMEN	1977 E OVERLAND RD	MERIDIAN	ID	83642
R34318271	SPOLSKI CURTIS LEE	11049 CART ST	CALDWELL	ID	83605
R34318272	LOPEZ PRISCILLA	11041 CART ST	CALDWELL	ID	83605
R34318273	CHALLENGER DEVELOPMEN	1977 E OVERLAND RD	MERIDIAN	ID	83642
R34318274	BECERRA MARIO H	11025 CART ST	CALDWELL	ID	83605
R34318275	FELSTED JASON R	19288 SCHOONER AVE	CALDWELL	ID	83605
R34318276	CHALLENGER DEVELOPMEN	1977 E OVERLAND RD	MERIDIAN	ID	83642
R34318277	ESPINOSA RUDY REYNA	19312 SCHOONER AVE	CALDWELL	ID	83605
R34319158	SHADOW (C/O AMI	3140 W BELLTOWER DR	MERIDIAN	ID	83646

CANYON COUNTY LISTING - "R34306" - 500.0 feet
01-12-2026

PROPERTY LISTING DISCLAIMER
This information should be used for informational use only and does not constitute a legal document for the description of these properties. Every effort has been made to insure the accuracy of these data & is subject to change without notice; however, the Assessor's Office assumes no liability nor do we imply any particular level of accuracy. The Canyon County Assessor's Office disclaims any responsibility or liability for any direct or indirect damages resulting from the use of these property listings.

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

Start Time of Neighborhood Meeting: 1:30pm

End Time of Neighborhood Meeting: 1:55pm

Those in attendance please print your name and address.

If no one attended, Applicant please write across this form "No one attended".

	PRINTED NAME	ADDRESS, CITY, STATE, ZIP
1.	Stacy Downing	19155 Piaggio Ave, Caldwell, ID, 83605
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		

NEIGHBORHOOD MEETING CERTIFICATION:

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

Description of the proposed project: Annexation to connect to sewer.

Date of Round Table meeting: 2/24/26

Notice sent to neighbors on: 2/7/26

Date & time of the neighborhood meeting: 2/24/26 - 1:30pm

Location of the neighborhood meeting: On site at 19241 Piaggio

Developer/Applicant:

Name: Sadilyn Andersen, Anders & Co. LLC

Address, City, State, Zip: 13601 W McMillan Rd STE102-163 Boise ID 83713

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

DEVELOPER/APPLICANT SIGNATURE

DATE 02/24/2026

IDAHO SURVEY GROUP

9939 W Emerald St
Boise, ID 83704
Phone: (208) 846-8570

Exhibit "A"
Annexation Description
for
19241 Piaggio Avenue

The following Describes a Parcel of Land being a Portion of the Southwest 1/4 of the Southwest 1/4 of Section 29, Township 4 North, Range 2 West, Boise Meridian, City of Caldwell, Canyon County, Idaho and being Canyon County Tax Parcel No. R3430600000, Lot 1, Block 1 of mason Creek Subdivision No. 1 and that Portion of Dedicated Right of Way of Middleton Road more Particularly Described as follows:

BEGINNING at the Northwest Corner of the Southwest 1/4 of the Southwest 1/4 (South 1/16th Corner) of Section 29, Township 4 North, Range 2 West, Boise Meridian; From which, the Southwest Corner of said Section 29 bears, South 00°24'40" West, 1327.67 feet;

Thence along the Northerly Boundary Line of the Southwest 1/4 of the Southwest 1/4 of said Section 29, South 89°39'34" East, 200.00 feet to the Northwest Corner of Lot 3, Block 1 of Mason Creek Grove Subdivision No1 as filed for Record in Book 55 of Plats at Pages 30, Records of Canyon County, Idaho;

Thence leaving said Northerly Boundary Line, and along the Westerly Boundary Line of said Lot 3, South 00°24'39" West, 101.26 feet to the Corner Common with Lots 3 & 4, Block 1 of said Mason Creek Grove Subdivision No1;

Thence leaving said Westerly Boundary Line, and along the Line Common with said Lots 3 & 4, and its Prolongation, South 45°28'54" East, 84.13 feet to the Centerline of Skycatcher Drive;

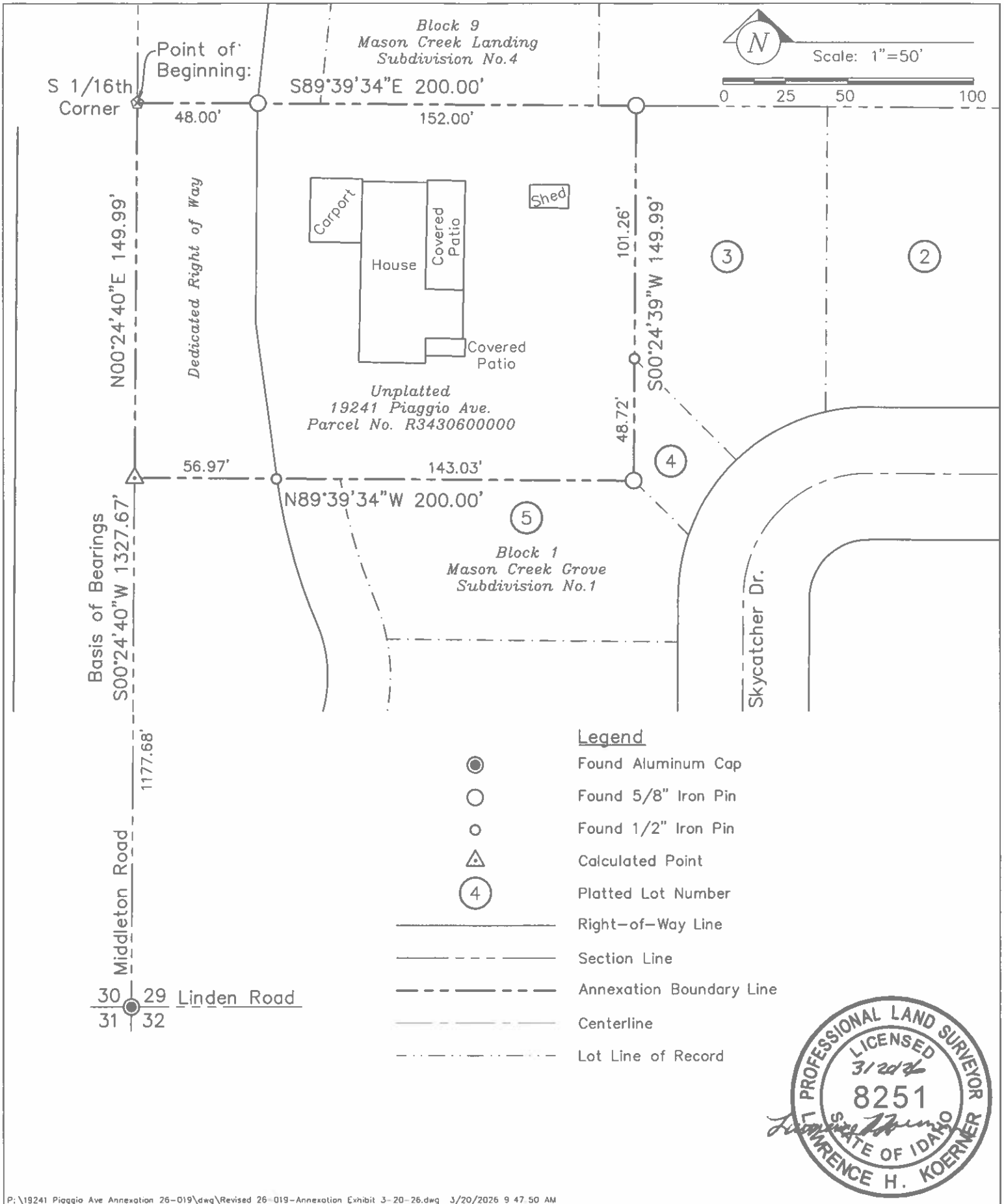
Thence leaving said Common Line, and its Prolongation, and along the Centerline of Skycatcher Drive Southwesterly 37.86 feet along the arc of a Curve to the left having a radius of 50.00 feet, a Central angle of 42°23'08" and a Long Chord which bears, South 25°43'45" West, 36.96 feet to the Prolongation of the Southerly Boundary Line said Lot 4;

Thence leaving said Centerline, and along the Southerly Boundary Line of said Lot 4, and its Prolongation, North 45°28'54" West, 62.11 feet to the Southwesterly Corner of said Lot 4;

Thence along the Southerly Boundary Line of a Certain Parcel of Land being County Tax Parcel No. R3430600000, and its Prolongation, North 89°39'34" West, 200.00 feet to the Westerly Boundary Line of the Southwest 1/4 of the Southwest 1/4 of said Section 29;

Thence leaving said Southerly Boundary Line, and its Prolongation, North 00°24'40" East, 149.99 feet to the **POINT OF BEGINNING:**

The above Described Parcel of Land Contains 0.74 Acres (32,469 Sq. Ft.), more or less.



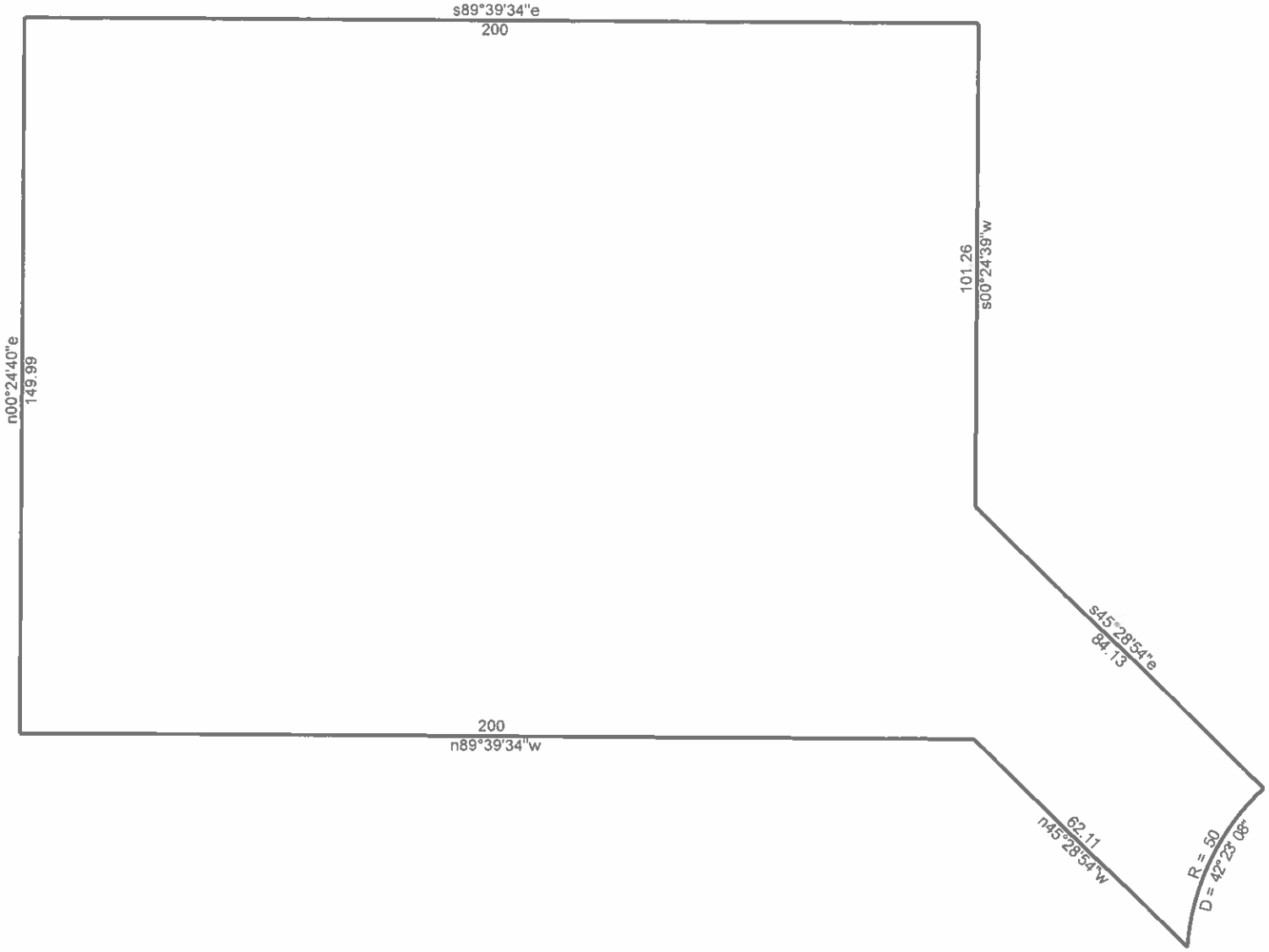
P:\19241 Piaggio Ave Annexation 26-019\dwg\Revised 26-019-Annexation Exhibit 3-20-26.dwg 3/20/2026 9:47:50 AM

IDAHO SURVEY GROUP, LLC
9939 W. EMERALD ST
BOISE, IDAHO 83704
(208) 846-8570

Annexation Exhibit "B"
19241 Piaggio Avenue

Located in the SW 1/4 SW 1/4 of Section 29, T.4N., R.2W., B.M., City of Caldwell, Canyon County, Idaho.

Job No. 24-175
Sheet No. 1
Dwg. Date 3/20/2026



PROFESSIONAL LAND SURVEYOR
LICENSED
1/28/22
6251
STATE OF IDAHO
LAWRENCE H. KOERNER

Annexaton Description for 19241 Piaggio Avenue

1/28/2026

Scale: 1 inch= 34 feet | File: Annexation Description.ndp

Tract 1: 0.7454 Acres (32469 Sq. Feet), Closure: n45.0948w 0.01 ft. (1/99014), Perimeter=835 ft.

01 s89.3934e 200
02 s00.2439w 101.26
03 s45.2854e 84.13
04 Lt, r=50.00, delta=042.2308, chord=s25.4345w 36.96
05 n45.2854w 62.11
06 n89.3934w 200
07 n00.2440e 149.99

EXHIBIT S-1

Vicinity Map

EXHIBIT S-2

Zoning Map

EXHIBIT S-3

Future Land Use Map

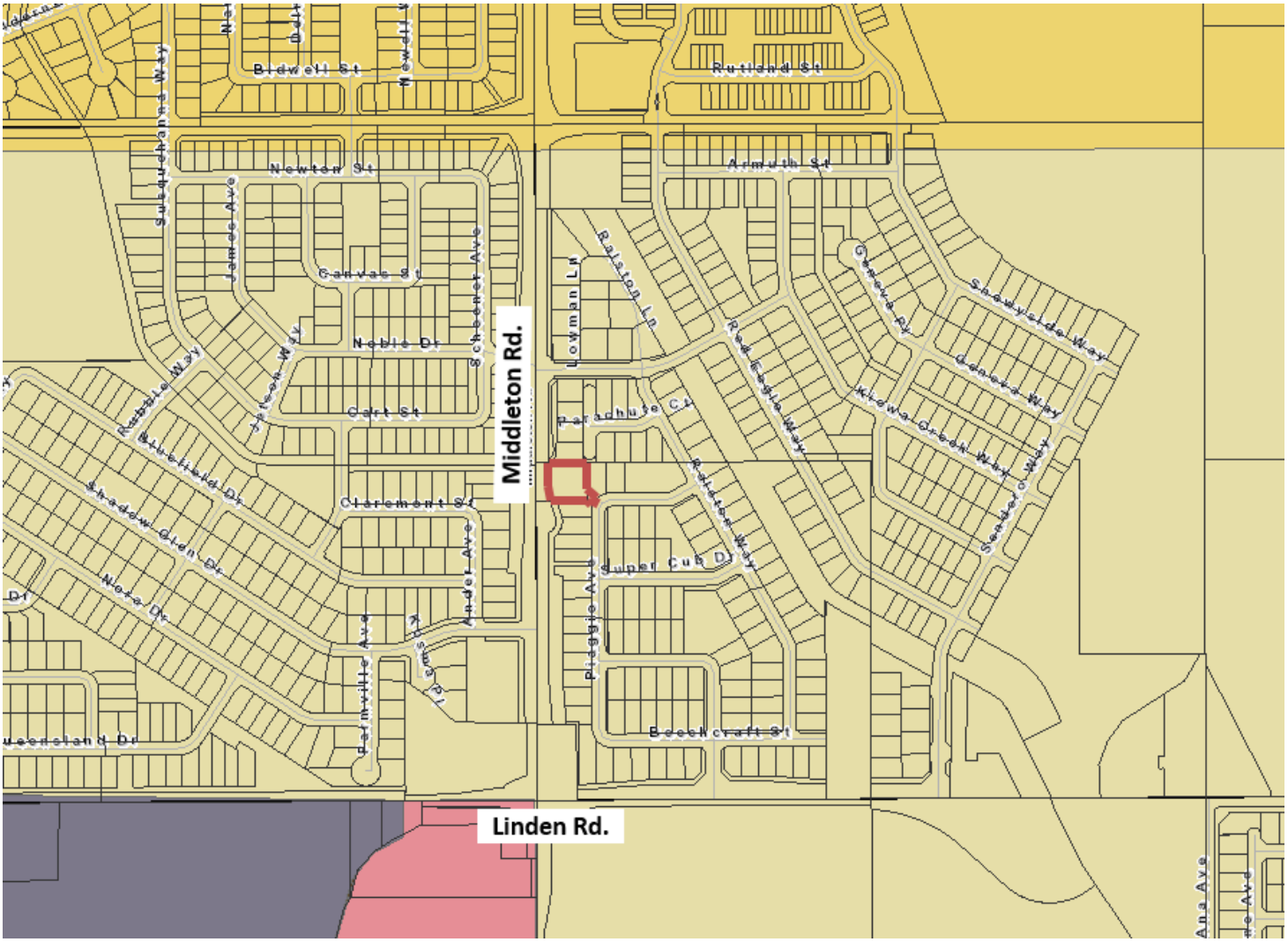


EXHIBIT S-4

Public Agency Notification List

PUBLIC AGENCY NOTIFICATION LIST

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

City of Caldwell Engineering Department
City of Caldwell Engineering Inspections
City of Caldwell Fire Chief
City of Caldwell Fire Marshall
City of Caldwell Building Department
City of Caldwell Police Chief
City of Caldwell Lieutenant Wright
City of Caldwell Mapping Department
City of Caldwell Code Compliance Division
City of Caldwell Economic Development
City of Caldwell Airport
City of Caldwell Water Department
Vallivue School District #139
Caldwell School District #132
Pioneer Irrigation District
Riverside Irrigation District
Canyon Hill Irrigation
Franklin Ditch Co.
Nampa-Meridian Irrigation Dist.
Black Canyon Irrigation District
Golden Gate Irrigation
Caldwell Lateral Irrigation
Wilder Irrigation District
Compass Idaho
Hilty, Bower, Haws & Seable
Caldwell Transportation
Brown Bus Company
Canyon Highway District #4
Nampa Highway District #1
Idaho Transportation Department
Valley Regional Transit
Canyon County Development Services
Canyon County Plat Room
City of Nampa Planning and Zoning
Boise Project Board of Control
Southwest District Health
Idaho Power
Intermountain Gas
DTG Maps (only for final plats)
Boise River Flood Control Dist. #10
Bureau of Land Management
Bureau of Reclamation - Snake River Area Office
Corps of Engineers
Idaho Fish and Game
Department of Water Resources
College of Idaho
Department of Lands
USPS Caldwell
Union Pacific Railroad

EXHIBIT S-5

Draft Bill and Ordinance and Ordinance Summary

BILL NO. 16
ORDINANCE NO. 3750

AN ORDINANCE DETERMINING THAT CERTAIN LAND LAYS CONTIGUOUS TO THE CITY LIMITS OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO, AND THAT SAID LANDS SHOULD BE ANNEXED TO THE CITY OF CALDWELL, IDAHO, AS PART OF THE R-2 (COMMUNITY RESIDENTIAL) ZONE; DECLARING SAID LANDS BY PROPER LEGAL DESCRIPTION AS DESCRIBED BELOW TO BE A PART OF THE CITY OF CALDWELL, CANYON COUNTY, IDAHO; DIRECTING THE CITY ENGINEER AND PLANNING AND ZONING DIRECTOR TO ADD SAID PROPERTY TO THE OFFICIAL MAPS OF THE CITY OF CALDWELL, IDAHO; REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS OR PARTS THEREOF IN CONFLICT HEREWITH; AND DIRECTING THE CLERK OF THE CITY OF CALDWELL TO FILE A CERTIFIED COPY OF THE ORDINANCE AND MAP OF THE AREA TO BE ANNEXED WITH CANYON COUNTY, STATE OF IDAHO AND THE IDAHO STATE TAX COMMISSION, PURSUANT TO IDAHO CODE, SECTION 63-215.

BE IT ORDAINED, BY THE MAYOR AND CITY COUNCIL OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO:

Section 1. That the Caldwell City Council, upon recommendation of the Caldwell Planning and Zoning Commission and following the public notice and hearing procedures set forth in Section 10-01-07, Zoning Ordinance No. 1451, approved Case No. ANN26-000004 (Piaggio Annexation) at a public hearing held this 20th day of July, 2026.

Section 2. The parcel is contiguous to the City of Caldwell, Idaho and the applicant has requested that said following described property should be annexed into the City of Caldwell as R-2 (Community Residential):

A parcel of land being more particularly described in Exhibit A: Legal Description and as shown in Exhibit B: Map Exhibit.

Section 3. That the City Engineer and the Planning and Zoning Director of the City of Caldwell, Idaho, are hereby instructed to so designate the same above described property on the official zoning map and other area maps of the City of Caldwell, Idaho as R-2 (Community Residential).

Section 4. All ordinances, resolutions, orders or parts thereof in conflict herewith are hereby repealed, rescinded and annulled.

Section 5. This ordinance shall be in full force and in effect from and after its passage, approval and publication, according to law.

Section 6. The Clerk of the City of Caldwell, Idaho shall, within 10 days following the effective date of this ordinance, duly file a certified copy of this ordinance and a map prepared in a draftsman-like manner plainly and clearly designating the boundaries of the City of Caldwell, including the land herein annexed, with the following officials of the County of Canyon, State of Idaho, to-wit: the Recorder, Auditor, Treasurer and Assessor and shall file simultaneously a certified copy of this ordinance with the State Tax Commission of the State of Idaho, all in compliance with Idaho Code 63-215.

PASSED BY THE COUNCIL OF THE CITY OF CALDWELL, IDAHO, this 20th day of July, 2026.

APPROVED BY THE MAYOR OF THE CITY OF CALDWELL, IDAHO, this 20th day of July, 2026.

_____
Mayor Eric Phillips

ATTEST:

_____
City Clerk

EXHIBIT A: LEGAL DESCRIPTION

EXHIBIT B: MAP EXHIBIT

ORDINANCES OF THE CITY OF CALDWELL
NOTICE OF ADOPTION AND SUMMARY OF
ORDINANCE NO. 3750
REGARDING ANNEXATION AND ZONE DESIGNATION
OF CERTAIN PROPERTY

AN ORDINANCE DETERMINING THAT CERTAIN LAND LAYS CONTIGUOUS TO THE CITY LIMITS OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO, AND THAT SAID LANDS SHOULD BE ANNEXED TO THE CITY OF CALDWELL, IDAHO, AS PART OF THE R-2 (COMMUNITY RESIDENTIAL) ZONE; DECLARING SAID LANDS BY PROPER LEGAL DESCRIPTION AS DESCRIBED BELOW TO BE A PART OF THE CITY OF CALDWELL, CANYON COUNTY, IDAHO; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS OR PARTS THEREOF IN CONFLICT HEREWITH;

Ordinance No. 3750 provided for the annexation of:

A parcel of land being a portion of the SW ¼ SW ¼ of Section 29, T4N, R2W, BM, City of Caldwell, Canyon County, Idaho being Canyon County Tax Parcel No. R3430600000 and that portion of adjacent dedicated right-of-way for Middleton Road, more particularly described as follows:

BEGINNING at the NW Corner of the SW ¼ SW ¼ (S 1/16th Corner) of Section 29, from which the SW Corner of said Section 29 bears S00°24'40"W, 1327.67 feet; thence S89°39'34" E, 200.00 feet along the North boundary line of said SW ¼ SW ¼ of Section 29 to the NE corner of said Tax Parcel No. R3430600000; thence and S00°24'39"W, 149.99 feet along the East Boundary Line of said Tax Parcel to the SE corner of said Tax Parcel; thence N89°39'34"W, 200.00 feet along the South Boundary Line of said Tax Parcel and its Prolongation to the West Boundary Line of said SW ¼ SW ¼ of Section 29; thence N00°24'40"E, 149.99 feet to the **POINT OF BEGINNING**. Containing 0.69 acres, more or less.

Section 1. This ordinance shall be in full force and effect from and after its passage, approval, and publication, according to law.

Section 2. This ordinance is hereby declared to be severable. If any portion of this ordinance is declared invalid by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect and shall be read to carry out the purposes of the ordinance before the declaration of partial invalidity.

Section 3. All ordinances, resolutions, orders and parts thereof in conflict herewith are repealed.

Ordinance No. 3750 was passed by the Council and approved by the Mayor on the 20th day of July, 2026. The full text of the Ordinance is available at Caldwell City Hall, 205 S 6th Ave, Caldwell, Idaho 83605. The Mayor and City Council approved this summary on the 20th day of July, 2026, for publication on the 28th day of July, 2026, pursuant to Idaho Code § 50-901A.

STATEMENT OF LEGAL ADVISOR
I have reviewed the foregoing summary and believe that it provides a true and complete summary of Ordinance No. 3750 and provides adequate notice to the public as to the contents of such ordinance.

DATED 20th day of July, 2026.
Oscar Klaas, Attorney for City of Caldwell

EXHIBIT S-6

Commission Draft Meeting Minutes

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

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

ROLL CALL

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

CONFLICT OF INTEREST DECLARATION (if any).

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

SPECIAL PRESENTATIONS.

There were none.

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

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

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

MOTION CARRIED

REVIEW OF PROCEEDINGS (OPENING STATEMENT)

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

OLD BUSINESS:

None

NEW BUSINESS

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

Applicant Presentation:

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

- Wants hook-ups to city water and sewer

Staff Presentation:

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

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

Commission Questions for Staff and Applicant:

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

Public Testimony:
None

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

MOTION CARRIED

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

Commission Discussion and Deliberation:

- Welcomes the pavement
- Finds no issues in annexing property

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

☐ Harman ☐ Larson ☒ Geyer ☐ Vance ☐ Whitbeck

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

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

ROLL CALL VOTE:

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

MOTION CARRIED

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

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

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

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

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

Commission Questions for Staff and Applicant:

- Frontage is conditioned

- Smaller lots are located towards the center of the subdivision plan
- Largest lot is approx. 16,933 square feet; smallest is approx. 3,000 square feet
- Amenities: 1st phase will provide pickleball courts, 3 soccer fields, play area, dog park, climbing rocks, and food truck area
- Food truck area is not permanent. Will be coordinated with HOA and will ensure food trucks are licensed through SWDH and Planning and Zoning
- Development agreement due to requested variance,
- Staff found the lot size does not provide any direct impact to neighboring parcels
- Pathways: no other developments in the area so they aren't providing connectivity to anything yet but will when new developments come in
- Lot size is of concern: 4000 should be the minimum
- Comp plan encourages variety of sizes so it would be supported by comp plan.

Public Testimony:

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

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

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

- Lot size
- Traffic

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

- Privacy for current homeowners
- Larger setbacks

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

- Lot size
- Road access
- Opposition expressed to builder

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

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

Applicant Rebuttal:

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

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

Commission Questions for Staff and Applicant:

- Fees

- Will have conversation prior to council with
- There are 2-story homes in Knott Ln. area
- Landscape buffering along Knott Ln. to provide privacy is not an option because the biggest lots are along existing homes.
- RV parking vs soccer field as an option for amenities
- Lot size and setbacks
- Homes located in blue area on site plan are two story
- Additional subdivisions located in Meridian that are similar to this plan
- Knott Ln does connect to 20/26 without a light – no plans for a light from ITD
- Transportation Mitigation agreement mentions improvements will include future upgrades
- Roads will be rerouted to accommodate traffic

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

MOTION CARRIED

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

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

ORDER OF DECISION:

☐ Harman ☐ Larson ☒ Geyer ☐ Vance ☐ Whitbeck

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

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

ROLL CALL VOTE:

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

MOTION CARRIED

ADJOURNMENT

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

MOTION CARRIED

Meeting adjourned at: 7:15 pm

APPROVAL OF MINUTES

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

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

_____
Shawn Harman: Chair

_____
Date

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

PA-EXHIBITS

Public Agency Comments

COMMUNITY DEVELOPMENT DEPARTMENT
Planning & Zoning Division

COVER SHEET

Staff Planner: Choose an item.

DOCKET NUMBER/CASE NUMBER	PROJECT NAME / TITLE
ANN26-000004	Piaggio
PUBLIC HEARING DATE	**PROPERTY /LOCATION**
Click or tap to enter a date.	Click or tap here to enter text.

BRIEF SUMMARY OF APPLICATION REQUESTS:

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

IMPACT ANALYSIS SUMMARY

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

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

FIRE SERVICES*	
FIRE DEPARTMENT REVIEW STATUS:	The proposed application(s) have been reviewed by the Fire Department and ☒ Approved, subject to the conditions within the fire department memorandum ☐ Denied
*** See the Fire Department staff report included in the Exhibits of this Staff Report for full analysis, findings, and recommended conditions.**	
Fire department t travel response time Goals:	90% within 4 min.
Closest Fire Station (in miles):	Station 3
Est. Response Time to Site:	4 minutes
Will this development have other significant impacts on the ability to provide services at full build-out of development:	☐ Yes ☒ No
Will this development necessitate additional fire resources and/or	☐ Yes ☒ No

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

UTILITIES AND INFRASTRUCTURE	
Adequate public utilities and services, including water, wastewater, stormwater, and other necessary infrastructure, are available or can be reasonably extended to serve the proposed development. Utilities shall have sufficient capacity to accommodate the proposed development at building permit issuance. Where necessary, the applicant shall construct or extend required facilities in accordance with City standards as a condition of approval.	☒Yes ☐No
Traffic Impact Study Completed?	☐Yes ☐No ☐Not Required
Are Traffic Improvements Required for Development?	☐Yes ☐No
Are All Traffic Improvements Listed as Conditions of Approval?	☐Yes ☐No

REQUIRED INFRASTRUCTURE IMPROVEMENTS

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

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

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

☐ Other:

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

OTHER SUBSTANTIAL ADVERSE AND DEMONSTRABLE IMPACTS

Date 04/08/2026

City of Caldwell, Planning & Zoning Department
Parcel: R3430600000
Re: Case Number: ANN26-000004

The Caldwell City Fire Department has reviewed and can approve the City Annexation application subject to compliance with the 2018 International Fire Code.

Details:

Station 13 11925 Skyway St. Caldwell

National Standards for Travel Time (90% of time) for first arriving unit:	4 minutes
Nearest Fire Station:	Station 3
Closest fire station (in miles) to site:	1.4
Approximate response time to site:	4 minutes
Will this development have other significant impacts on the ability to provide services?	No
Will this development necessitate additional fire resources and/or equipment beyond current levels? *If yes, please explain under "Adverse Impact Comments, Recommendations, and Fiscal Impact".* • *Ongoing population increases will directly affect service levels until CFD can enhance and expand its operational capabilities.*	No

Distance from Station	Service Expectation	Staffing & Apparatus	Typical Response Time Goal
0–1 mile	Immediate—high-priority	First-due company (engine)	≤4min travel, ≤5min total
1–2 miles	Very rapid—high-priority	First-due company, backup	≤4min travel, ≤5min total
2–3 miles	Rapid—standard coverage	First-due w/ backup	≤6min travel, ≤9min total (full alarm)
3–4 miles	Slower—moderate	Closest available, limited	6–8min travel
4–5 miles	Extended	Closest company, delayed	>8min travel, variable

Properties located 3–4 miles from a fire station are at the limit of effective coverage and may experience service delays.

Developments beyond 5 miles are generally not recognized by ISO as having fire protection, and response to these areas will be significantly delayed.

City Annexation Approval

Prior to the development of the site, applicants must submit all required applications and documentation via the citizen service portal for review and approval if required. Citizenserve Online Portal

The application can be found at Permits/Inspections | Caldwell, ID

Regards,

Joseph Bongiorno
Fire Prevention Office
Caldwell Rural Fire Protection District
jbongiorno@cityofcaldwell.org

Outlook

RE: Request for Agency Comments - 19241 Piaggio Annexation

From D3 Development Services <D3Development.Services@itd.idaho.gov>
Date Thu 2026-04-16 11:01 AM
To gdavis@cityofcaldwell.org <gdavis@cityofcaldwell.org>

Hello,

After careful review of the transmittal submitted to ITD on April 07, 2026, regarding, 19241 Piaggio Annexation, the Department has no comments or concerns to make at this time. This application does not meet thresholds for a Traffic Impact Study, nor does it pose any safety concerns. If you have any questions, please contact Kendra Conder at 208-334-8377 /Kendra.Conder@itd.idaho.gov

Thank you
Mila Kinakh
D3 Planning and Development

From: Morgan Bessaw <mbessaw@cityofcaldwell.org>
Sent: Tuesday, April 7, 2026 4:19 PM
To: Alan Perry <aperry@cityofcaldwell.org>; Angelica Gomez <agomez@cityofcaldwell.org>; Anita Means (Caldwell Transportation Co) <anita@ctcbus.com>; Bill Pastoor <wpastoor@republicservices.com>; Black Canyon Irrigation Dist. (bcid@blackcanyonirrigation.com) <bcid@blackcanyonirrigation.com>; Black Canyon Irrigation District <developmentreview@blackcanyonirrigation.com>; Boise Project Board of Control (tritthaler@boiseproject.org) <tritthaler@boiseproject.org>; Boise River Food Control Dist. #10 (projectmgr@boiseriver.org) <projectmgr@boiseriver.org>; 'brandon.flack@idfg.idaho.gov' <brandon.flack@idfg.idaho.gov>; Brian Courtright <bcourtright@republicservices.com>; Brown Bus Company (brent.carpenter@brownbuscompany.com) <brent.carpenter@brownbuscompany.com>; Bureau of Land Management (jsullivan@blm.org) <jsullivan@blm.org>; Bureau of Land Management 2 (jcartwright@blm.org) <jcartwright@blm.org>; Bureau of Reclamation <bor-sha-msforealty@usbr.gov>; Cache Olson <colson@cityofcaldwell.org>; Caldwell Lateral Irrigation (amandacild@qwestoffice.net) <amandacild@qwestoffice.net>; Caldwell School District #132 (Nfrench@caldwellschools.org) <Nfrench@caldwellschools.org>; Canyon County Development Services - Jennifer Almeida (jennifer.almeida@canyoncounty.id.gov) <jennifer.almeida@canyoncounty.id.gov>; Canyon County Plat Room - DeAnn France (deann.gerthung@canyoncounty.id.gov) <deann.gerthung@canyoncounty.id.gov>; Canyon Hill Irrigation <canyonhillirrigation@gmail.com>; Chris Hopper HD4 <chopper@hwydistrict4.org>; Christin Wendelsdorf <Christine.Wendelsdorf@canyoncounty.id.gov>; College of Idaho (rerne@collegeofidaho.edu) <rerne@collegeofidaho.edu>; Corps of Engineers (greg.j.martinez@usace.army.mil) <greg.j.martinez@usace.army.mil>; Damon Rice <drice@cityofcaldwell.org>; Dave Marston <dmarston@cityofcaldwell.org>; Deer Flats <deerflat@fws.gov>; Department of Lands (IDL_jurisdictional@idl.idaho.gov) <IDL_jurisdictional@idl.idaho.gov>; Doug Critchfield <critchfieldd@cityofnampa.us>; Erika Olvera (eolvera@nmid.org) <eolvera@nmid.org>; Farmer's Co-Op Ditch Co (fcdc1875@gmail.com) <fcdc1875@gmail.com>; Genna Ashlet - Boise Project Board of Control <gashley@boiseproject.org>; 'gis@compassidaho.org' <gis@compassidaho.org>; HD4 - Lenny Ricco <lriccio@hwydistrict4.org>; Idaho Dept of Water Recources <file@idwr.idaho.gov>; Idaho Power (easements@idahopower.com) <easements@idahopower.com>; D3 Development Services <D3Development.Services@itd.idaho.gov>; Jene Price

<jprice@cityofcaldwell.org>; Kayla Valle <kvalle@cityofcaldwell.org>; Kirk (kirk@pioneerirrigation.com) <kirk@pioneerirrigation.com>; Konrad McDannel <KMcDanner@republicservices.com>; Laura Wilder (wilders04@msn.com) <wilders04@msn.com>; Lorina Herb <lherb@cityofcaldwell.org>; Lynn Troxel - Notus Parma HD <lynntroxel@nphd.net>; Marlon Leslie <mleslie@cityofcaldwell.org>; Michael Comeskey (nmid@nmid.org) <nmid@nmid.org>; Monica Taylor, Intermountain Gas <monica.taylor@intgas.com>; Nampa Highway District #1 (eddy@nampahighway1.com) <eddy@nampahighway1.com>; Ofelia Morales <omorales@cityofcaldwell.org>; Oscar Klaas <oklaas@cityofcaldwell.org>; 'pzall@cityofnampa.us' <pzall@cityofnampa.us>; Randall, Reece C <rcrandall@usbr.gov>; Republic Services <gallen3@republicservices.com>; Rex Ingram <ringram@cityofcaldwell.org>; Riverside Irrigation District (rid1896@gmail.com) <rid1896@gmail.com>; Rob Oates (KEUL) <roates@cityofcaldwell.org>; Robb MacDonald <rmacdonald@cityofcaldwell.org>; Robins, Angel <ARobins@idahopower.com>; 'Rodney Ashby' <ashbyr@cityofnampa.us>; Ruben Salas <rsalas@republicservices.com>; Southwest District Health 2 (Mitch.Kiester@phd3.idaho.gov) <Mitch.Kiester@phd3.idaho.gov>; Steve Pendleton <spendleton@cityofcaldwell.org>; Tammie Halcomb <tammie@fareidaho.org>; Tiffany DeFrance <tdefrance@cityofcaldwell.org>; Trevor Farris <tfarris@cityofcaldwell.org>; USPS Caldwell (MIKE.Y.BROWNFIELD@USPS.GOV) <MIKE.Y.BROWNFIELD@USPS.GOV>; Valley Regional Transit - Stephen Hunt (development@valleyregionaltransit.org) <development@valleyregionaltransit.org>; Vallivue School Dist. <jenny.titus@vallivue.org>; Vallivue School District <joseph.palmer@vallivue.org>; 'watkinsk@cityofnampa.us' <watkinsk@cityofnampa.us>; Wilder Irrigation District - Dianne Paulsen (wilderirrigation2@hotmail.com) <wilderirrigation2@hotmail.com>; Wilder Irrigation District (wilderirrigation1@hotmail.com) <wilderirrigation1@hotmail.com>
Subject: Request for Agency Comments - 19241 Piaggio Annexation

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Dear Outside Agencies and Internal City Departments:

You are hereby being notified, pursuant to the Local Land Use Planning Act, Idaho Code 67-6509.

Outside Agencies:
Outside agencies are invited to provide written testimony and/or comments by the date specified within the attached notification. The deadline for written testimony is to ensure planners can consider the information as they develop their staff report and recommended findings. All items received by the deadline will be placed in the hearing packet, allowing the hearing body adequate time to review the submitted information.

Internal City Departments:
Deadline dates for conditional and/or final staff reports are specified in the attached notification and have been put into the Citizenserve database under each department review task.

Additional Information:

If you would like additional information, please contact the planner listed within the notification or visit the website link for review of the full application submission packet.

Thank you,

Image removed by sender. City of Caldwell

COMMUNITY DEVELOPMENT

Morgan Bessaw

Deputy Director

205 S. 6th Ave. •

www.cityofcaldwell.org • 2084554594

LEGAL AND CONFIDENTIALITY NOTICE:

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Regular **Item:** 7.

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

ACTION ITEM: Public Hearing: Consider Bill No. 16 (Ordinance No. 3750) associated with ANN26-000004, with a request to move for its passage by title only and approve the summary for publication.

Summary Statement:

Recommended Action:

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. Ord 3750 (Piaggio ANNEXATION)_DM_final
2. Summary 3750 (Piaggio ANNEXATION)_DM_final

BILL NO. 16
ORDINANCE NO. 3750

AN ORDINANCE DETERMINING THAT CERTAIN LAND LAYS CONTIGUOUS TO THE CITY LIMITS OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO, AND THAT SAID LANDS SHOULD BE ANNEXED TO THE CITY OF CALDWELL, IDAHO, AS PART OF THE R-2 (COMMUNITY RESIDENTIAL) ZONE; DECLARING SAID LANDS BY PROPER LEGAL DESCRIPTION AS DESCRIBED BELOW TO BE A PART OF THE CITY OF CALDWELL, CANYON COUNTY, IDAHO; DIRECTING THE CITY ENGINEER AND PLANNING AND ZONING DIRECTOR TO ADD SAID PROPERTY TO THE OFFICIAL MAPS OF THE CITY OF CALDWELL, IDAHO; REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS OR PARTS THEREOF IN CONFLICT HEREWITH; AND DIRECTING THE CLERK OF THE CITY OF CALDWELL TO FILE A CERTIFIED COPY OF THE ORDINANCE AND MAP OF THE AREA TO BE ANNEXED WITH CANYON COUNTY, STATE OF IDAHO AND THE IDAHO STATE TAX COMMISSION, PURSUANT TO IDAHO CODE, SECTION 63-215.

BE IT ORDAINED, BY THE MAYOR AND CITY COUNCIL OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO:

Section 1. That the Caldwell City Council, upon recommendation of the Caldwell Planning and Zoning Commission and following the public notice and hearing procedures set forth in Section 10-01-07, Zoning Ordinance No. 1451, approved Case No. ANN26-000004 (Piaggio Annexation) at a public hearing held this 20th day of July, 2026.

Section 2. The parcel is contiguous to the City of Caldwell, Idaho and the applicant has requested that said following described property should be annexed into the City of Caldwell as R-2 (Community Residential):

A parcel of land being more particularly described in Exhibit A: Legal Description and as shown in Exhibit B: Map Exhibit.

Section 3. That the City Engineer and the Planning and Zoning Director of the City of Caldwell, Idaho, are hereby instructed to so designate the same above described property on the official zoning map and other area maps of the City of Caldwell, Idaho as R-2 (Community Residential).

Section 4. All ordinances, resolutions, orders or parts thereof in conflict herewith are hereby repealed, rescinded and annulled.

Section 5. This ordinance shall be in full force and in effect from and after its passage, approval and publication, according to law.

Section 6. The Clerk of the City of Caldwell, Idaho shall, within 10 days following the effective date of this ordinance, duly file a certified copy of this ordinance and a map prepared in a draftsman-like manner plainly and clearly designating the boundaries of the City of Caldwell, including the land herein annexed, with the following officials of the County of Canyon, State of Idaho, to-wit: the Recorder, Auditor, Treasurer and Assessor and shall file simultaneously a certified copy of this ordinance with the State Tax Commission of the State of Idaho, all in compliance with Idaho Code 63-215.

PASSED BY THE COUNCIL OF THE CITY OF CALDWELL, IDAHO, this 20th day of July, 2026.

APPROVED BY THE MAYOR OF THE CITY OF CALDWELL, IDAHO, this 20th day of July, 2026.

_____
Mayor Eric Phillips

ATTEST:

_____
City Clerk

EXHIBIT A: LEGAL DESCRIPTION

EXHIBIT B: MAP EXHIBIT

ORDINANCES OF THE CITY OF CALDWELL
NOTICE OF ADOPTION AND SUMMARY OF
ORDINANCE NO. 3750
REGARDING ANNEXATION AND ZONE DESIGNATION
OF CERTAIN PROPERTY

AN ORDINANCE DETERMINING THAT CERTAIN LAND LAYS CONTIGUOUS TO THE CITY LIMITS OF THE CITY OF CALDWELL, COUNTY OF CANYON, STATE OF IDAHO, AND THAT SAID LANDS SHOULD BE ANNEXED TO THE CITY OF CALDWELL, IDAHO, AS PART OF THE R-2 (COMMUNITY RESIDENTIAL) ZONE; DECLARING SAID LANDS BY PROPER LEGAL DESCRIPTION AS DESCRIBED BELOW TO BE A PART OF THE CITY OF CALDWELL, CANYON COUNTY, IDAHO; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY; AND REPEALING ALL ORDINANCES, RESOLUTIONS, ORDERS OR PARTS THEREOF IN CONFLICT HEREWITH;

Ordinance No. 3750 provided for the annexation of:

A parcel of land being a portion of the SW ¼ SW ¼ of Section 29, T4N, R2W, BM, City of Caldwell, Canyon County, Idaho being Canyon County Tax Parcel No. R3430600000 and that portion of adjacent dedicated right-of-way for Middleton Road, more particularly described as follows:

BEGINNING at the NW Corner of the SW ¼ SW ¼ (S 1/16th Corner) of Section 29, from which the SW Corner of said Section 29 bears S00°24'40"W, 1327.67 feet; thence S89°39'34" E, 200.00 feet along the North boundary line of said SW ¼ SW ¼ of Section 29 to the NE corner of said Tax Parcel No. R3430600000; thence and S00°24'39"W, 149.99 feet along the East Boundary Line of said Tax Parcel to the SE corner of said Tax Parcel; thence N89°39'34"W, 200.00 feet along the South Boundary Line of said Tax Parcel and its Prolongation to the West Boundary Line of said SW ¼ SW ¼ of Section 29; thence N00°24'40"E, 149.99 feet to the **POINT OF BEGINNING**. Containing 0.69 acres, more or less.

Section 1. This ordinance shall be in full force and effect from and after its passage, approval, and publication, according to law.

Section 2. This ordinance is hereby declared to be severable. If any portion of this ordinance is declared invalid by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect and shall be read to carry out the purposes of the ordinance before the declaration of partial invalidity.

Section 3. All ordinances, resolutions, orders and parts thereof in conflict herewith are repealed.

Ordinance No. 3750 was passed by the Council and approved by the Mayor on the 20th day of July, 2026. The full text of the Ordinance is available at Caldwell City Hall, 205 S 6th Ave, Caldwell, Idaho 83605. The Mayor and City Council approved this summary on the 20th day of July, 2026, for publication on the 28th day of July, 2026, pursuant to Idaho Code § 50-901A.

STATEMENT OF LEGAL ADVISOR
I have reviewed the foregoing summary and believe that it provides a true and complete summary of Ordinance No. 3750 and provides adequate notice to the public as to the contents of such ordinance.

DATED 20th day of July, 2026.
Oscar Klaas, Attorney for City of Caldwell

Regular **Item:** 8.

Memorandum

To:

City Council

Meeting Date:

July 20, 2026

Item Name:

ACTION ITEM: Consider Caldwell Finance Reports

Summary Statement:

Recommended Action:

Budget:

Cost:
GL Account:
Timeline:
Department:
Project Manager:

Attachments:

1. Checks by Date 06.24.26-07.14.26
2. Council Memo
3. Council Report

Bank Reconciliation

Checks by Date

User: ecarter
Printed: 07/14/2026 - 10:41AM
Cleared and Not Cleared Checks

Check No	Check Date	Name	Comment	Module Clear Date	Amount
0	6/24/2026	Pepsi-Cola	AP		3,525.06
0	7/2/2026	Caldwell Flex Plan	AP		10,275.06
0	7/2/2026	Caldwell Health Care Pl Trust	AP		285,398.63
0	7/2/2026	EFTPS IRS withdraw DO NOT CASH	AP		286,794.39
0	7/2/2026	Idaho State Tax Commission	AP		43,904.71
0	7/2/2026	PERSI Fire Voluntary Retiremnt	AP		23,863.39
0	7/2/2026	PERSI Voluntary Retirement	AP		35,564.36
0	7/2/2026	PERSI Voluntary Retirement Con	AP		11,609.18
0	7/2/2026	Pioneer Title Company	AP		10,000.00
0	7/2/2026	Public Employee Fire Retirement	AP		81,706.35
0	7/2/2026	Public Employee Fire Retirement	AP		24,008.47
0	7/2/2026	Public Employee Retirement	AP		230,042.38
0	7/2/2026	Washington State Support Registry	AP		270.34
194616	7/2/2026	American Family Life Assurance	AP		569.26
194617	7/2/2026	Business Planning Concepts Inc	AP		216.00
194618	7/2/2026	Caldwell Fraternal Order of Police Lodge	AP		1,774.00
194619	7/2/2026	Canyon County Sheriff Garnishments Civ	AP		633.63
194620	7/2/2026	City Of Caldwell Treasurer	AP		2.50
194621	7/2/2026	Colonial Life and Accident Insurance Cor	AP		2,809.82
194622	7/2/2026	Idaho Child Support Receipting	AP		723.92
194623	7/2/2026	Int l Firefighters LAFF 1821	AP		3,957.67
194624	7/2/2026	Montana CSSD	AP		299.76
194625	7/2/2026	Nationwide Retirement Solutions	AP		12,474.57
194626	7/2/2026	Northwest Firefighters Benefits Trust	AP		79,924.28
194627	7/2/2026	Ohio Child Support Payment Central	AP		235.38
194628	7/2/2026	United Heritage Life Insurance Company	AP		6,412.30
194629	7/2/2026	Willamette Dental Group	AP		2,522.84
194630	7/2/2026	WSCFF Employee Benefit Trust	AP		7,000.00
0	7/8/2026	WEX Bank	AP		77,486.71
194631	7/8/2026	1st Choice Home Stays LLC	AP		111.10
194632	7/8/2026	2C Sign Shop	AP		4,957.00
194633	7/8/2026	4x4 Shop LLC	AP		1,401.91
194634	7/8/2026	A Gem Supply	AP		88.30
194635	7/8/2026	ACDP Acquisition LLC	AP		79.00
194636	7/8/2026	Acushnet Company	AP		3,591.14
194637	7/8/2026	Advanced Control Systems LLC	AP		31,280.50
194638	7/8/2026	Advanced Traffic Products	AP		14,526.50
194639	7/8/2026	Alliance Testing and Inspection LLC	AP		972.50
194640	7/8/2026	Alpha Excavation LLC	AP		1,348.04
194641	7/8/2026	AME Electric Inc	AP		22,921.00
194642	7/8/2026	ASC Inc	AP		86,263.00
194643	7/8/2026	AT T Mobility - CC	AP		15,437.98
194644	7/8/2026	Auto Glass Specialists LLC	AP		225.00
194645	7/8/2026	Autozone Inc	AP		15.10
194646	7/8/2026	Bark Blowers	AP		914.00
194647	7/8/2026	Base Metal LLC	AP		8,400.00
194648	7/8/2026	Board Tronics	AP		1,763.96
194649	7/8/2026	Boise Peterbilt Inc Caldwell Peterbilt	AP		588.50
194650	7/8/2026	Bound Tree Medical LLC	AP		548.70
194651	7/8/2026	Bowen Collins and Associates Inc	AP		23,336.25
194652	7/8/2026	Burgess and Niple Inc	AP		5,332.80

194653	7/8/2026	Burgess Pump and Supply LLC	AP	821.69
194654	7/8/2026	Lori Ann or Dallas Burke	AP	106.46
194655	7/8/2026	Caldwell Auto Supply	AP	182.60
194656	7/8/2026	Caldwell True Value	AP	608.90
194657	7/8/2026	Callaway	AP	2,023.44
194658	7/8/2026	Canyon County Fleet	AP	426.16
194659	7/8/2026	Canyon County Solid Waste	AP	2,117.79
194660	7/8/2026	Rachelle Castleberry	AP	283.00
194661	7/8/2026	Caxton Printers Ltd	AP	373.74
194662	7/8/2026	Century West Engineering	AP	4,500.00
194663	7/8/2026	CenturyLink	AP	1.66
194664	7/8/2026	CenturyLink	AP	187.46
194665	7/8/2026	Matthew or Audrey Choate	AP	32.79
194666	7/8/2026	Christensen Inc	AP	4,708.08
194667	7/8/2026	City of Caldwell Water Dept	AP	73,454.96
194668	7/8/2026	City of Notus	AP	95.09
194669	7/8/2026	Coastline Equipment	AP	1,386.72
194670	7/8/2026	Cobblestone Idaho OPCO LLC	AP	2,200.00
194671	7/8/2026	Code 4 Abatement LLC	AP	2,515.00
194672	7/8/2026	Commercial Tire	AP	3,064.56
194673	7/8/2026	Core and Main LP	AP	62,286.34
194674	7/8/2026	Lorina Costa-Herb	AP	93.81
194675	7/8/2026	City of Caldwell Credit Account	AP	4.81
194676	7/8/2026	David or Anna Culp	AP	119.11
194677	7/8/2026	Cutting Edge Services LLC	AP	84.70
194678	7/8/2026	DeBest Plumbing Inc	AP	1,140.31
194679	7/8/2026	Fabiola Diaz or Liliana Aguilar	AP	40.63
194680	7/8/2026	Digital Threads LLC	AP	46.64
194681	7/8/2026	Downtown Caldwell BID Inc	AP	59,942.20
194682	7/8/2026	Elizabeth Duran	AP	92.68
194683	7/8/2026	Sabrina Durtschi	AP	99.98
194684	7/8/2026	Dye-Namic Duo LLC	AP	625.85
194685	7/8/2026	E & H Quality Construction LLC	AP	65,475.00
194686	7/8/2026	Express Employment Professionals	AP	4,205.94
194687	7/8/2026	Fairbank Equipment Inc	AP	312.58
194688	7/8/2026	Fastenal Company	AP	390.62
194689	7/8/2026	Ferguson Enterprises LLC	AP	575.03
194690	7/8/2026	Ferguson Waterworks	AP	2,712.19
194691	7/8/2026	Katie Finney	AP	143.67
194692	7/8/2026	Firemark Equipment Testing Services LL	AP	9,168.90
194693	7/8/2026	Kole Fisher	AP	160.85
194694	7/8/2026	FlagShooter Inc	AP	2,660.00
194695	7/8/2026	Freedom Beverage Distributing Corp	AP	273.00
194696	7/8/2026	Freeform-BII	AP	425.00
194697	7/8/2026	Goble Sampson and Associates Inc	AP	5,370.00
194698	7/8/2026	Patricia Gonzalez	AP	220.00
194699	7/8/2026	Betsy Gordon	AP	262.16
194700	7/8/2026	Grainger	AP	441.85
194701	7/8/2026	Graybar Electric Company Inc	AP	268.00
194702	7/8/2026	Grizzly Sports	AP	40.15
194703	7/8/2026	GS Custom Construction LLC	AP	18,535.00
194704	7/8/2026	Hach Company	AP	5,883.25
194705	7/8/2026	Kathy or Michael Hales	AP	45.47
194706	7/8/2026	Hardin Sanitation	AP	541.53
194707	7/8/2026	Lee Haskill	AP	889.00
194708	7/8/2026	Carys Haslam	AP	153.18
194709	7/8/2026	Hayden Homes	AP	155.05
194710	7/8/2026	HD Fowler Company	AP	79,281.27
194711	7/8/2026	Susan Helkenn	AP	101.00
194712	7/8/2026	Jackie Hinds	AP	88.33
194713	7/8/2026	Michael A. or Carolan K. Holt	AP	61.48
194714	7/8/2026	Home Depot Credit Services	AP	3,695.83
194715	7/8/2026	Hychem Inc	AP	27,282.35

194716	7/8/2026	Idaho Asphalt Supply	AP	7,913.50
194717	7/8/2026	Idaho Communications LLC	AP	552.53
194718	7/8/2026	Idaho Irrigation Supply LLC	AP	1,940.92
194719	7/8/2026	Idaho Manufacturers Alliance	AP	500.00
194720	7/8/2026	Idaho Springs LLC	AP	12.00
194721	7/8/2026	IdaPaw Provisions LLC	AP	700.00
194722	7/8/2026	Interstate Batteries	AP	708.00
194723	7/8/2026	Jake Volk Repair LLC	AP	3,742.17
194724	7/8/2026	Jayker Re Wholesale Nursery Inc	AP	827.86
194725	7/8/2026	Johnny B Transport	AP	43,994.46
194726	7/8/2026	Spencer Johnson	AP	126.25
194727	7/8/2026	J-U-B Engineers Inc	AP	74,648.09
194728	7/8/2026	Karcher Auto Body LLC	AP	2,189.20
194729	7/8/2026	Keizer Land Services LLC	AP	31,500.00
194730	7/8/2026	Keller Associates	AP	58,442.50
194731	7/8/2026	Kenworth Sales Company	AP	164.34
194732	7/8/2026	Dana Kingsley	AP	32.88
194733	7/8/2026	Michael Gene Laughridge	AP	47.00
194734	7/8/2026	Level 3 Communications LLC	AP	1,718.55
194735	7/8/2026	Lynda Lewis	AP	81.00
194736	7/8/2026	LONG Building Technologies Inc	AP	133.00
194737	7/8/2026	Los Angeles Police Protective League	AP	500.16
194738	7/8/2026	Magic Plumbing	AP	420.00
194739	7/8/2026	Marshall Industries Inc	AP	514.50
194740	7/8/2026	Vincent L McGraw	AP	144.35
194741	7/8/2026	MetroQuip Inc	AP	1,469.69
194742	7/8/2026	Michael Kane and Associates	AP	1,597.50
194743	7/8/2026	Arturo Morales	AP	20.80
194744	7/8/2026	Kylee or Dallin Munk	AP	171.36
194745	7/8/2026	Patricia Nations	AP	179.73
194746	7/8/2026	Northwest Excavation LLC	AP	6,700.00
194747	7/8/2026	Northwest Power Systems	AP	1,808.92
194748	7/8/2026	Northwest Scientific Inc	AP	1,640.59
194749	7/8/2026	Official Plumbing and Drain LLC	AP	34.12
194750	7/8/2026	Opendoor Labs Inc	AP	112.62
194751	7/8/2026	OReilly Automotive Stores Inc	AP	170.11
194752	7/8/2026	Overhead Door Company	AP	471.25
194753	7/8/2026	Oxarc Inc	AP	2,959.31
194754	7/8/2026	Pacific Backflow LLC	AP	1,744.58
194755	7/8/2026	Richard Padour	AP	40.03
194756	7/8/2026	Jesse or Irene Pedraza	AP	96.13
194757	7/8/2026	Perry Ellis International Inc	AP	683.90
194758	7/8/2026	Personnel Plus	AP	29,543.94
194759	7/8/2026	PING	AP	714.72
194760	7/8/2026	Poly Farm LLC	AP	625.86
194761	7/8/2026	PortaPros LLC	AP	494.00
194762	7/8/2026	Gloria Posada	AP	116.41
194763	7/8/2026	Prestige Flag	AP	1,517.43
194764	7/8/2026	R and R Products Company	AP	1,070.95
194765	7/8/2026	David or Rosalinda Ramirez	AP	209.01
194766	7/8/2026	KENNETH REED	AP	52.96
194767	7/8/2026	Rider Restrooms LLC	AP	500.00
194768	7/8/2026	Lanita Roberts	AP	16.89
194769	7/8/2026	Norman Rugg	AP	120.83
194770	7/8/2026	Salt Lake Wholesale Sports Inc	AP	6,748.70
194771	7/8/2026	Antonio Sanchez or Sabrina Maciel	AP	88.87
194772	7/8/2026	Fred Schilling	AP	1,250.00
194773	7/8/2026	Shamrock Foods Company	AP	2,265.46
194774	7/8/2026	Simplot Partners	AP	8,738.00
194775	7/8/2026	Spartan Training Gear	AP	4,950.00
194776	7/8/2026	St Lukes Regional Medical Center LTD	AP	32.00
194777	7/8/2026	Standard Plumbing Supply	AP	236.27
194778	7/8/2026	Stan's Golf Cars Inc	AP	2,000.00

194779	7/8/2026	State Of Idaho	AP	20.00
194780	7/8/2026	State of Idaho Federal Surplus Property	AP	700.00
194781	7/8/2026	Strata, Inc	AP	2,593.75
194782	7/8/2026	Superior Signs	AP	55.00
194783	7/8/2026	Tacoma Screw Products Inc	AP	691.92
194784	7/8/2026	The Jesse Tree	AP	6,033.00
194785	7/8/2026	The Odom Corporation	AP	1,176.84
194786	7/8/2026	Erin Lee Ann Thornbrugh	AP	200.00
194787	7/8/2026	Lucas or Jessica Tobin	AP	61.68
194788	7/8/2026	Top Gun Pest Control	AP	105.00
194789	7/8/2026	Total Equip and Rental of Canyon County	AP	2,443.01
194790	7/8/2026	Treasure Valley Coffee Inc	AP	93.83
194791	7/8/2026	Treasure Valley Community College	AP	2,700.00
194792	7/8/2026	Treasure Valley Drilling LLC	AP	6,340.00
194793	7/8/2026	TRQ Concrete and Asphalt LLC	AP	500.00
194794	7/8/2026	Turf Equipment and Irrigation	AP	443.35
194795	7/8/2026	Turf Solutions	AP	7,843.14
194796	7/8/2026	Uniforms 2 Gear	AP	399.17
194797	7/8/2026	United Parcel Service Inc	AP	29.32
194798	7/8/2026	United Site Services A Company Inc	AP	161.50
194799	7/8/2026	Valley ViewTowing Inc	AP	1,280.00
194800	7/8/2026	Virginia Vaughn	AP	173.15
194801	7/8/2026	Daisy Vega	AP	199.53
194802	7/8/2026	Verizon Wireless	AP	120.03
194803	7/8/2026	Versaterm Public Safety US Inc	AP	4,100.00
194804	7/8/2026	Bernave Virgen	AP	137.51
194805	7/8/2026	Emily White	AP	546.80
194806	7/8/2026	Windshield Doctor	AP	50.00
194807	7/8/2026	Xerox Corporation	AP	160.06
194808	7/8/2026	Zions Bank	AP	500.00
194809	7/8/2026	West Coast Paper	AP	552.57
194810	7/8/2026	Western States Equipment Co	AP	208.41
9992329	7/8/2026	C R Higer Plumbing Inc	AP	1,558.10
9992330	7/8/2026	Cintas Corporation No 3	AP	1,244.24
9992331	7/8/2026	Crane Alarm Service	AP	1,620.00
9992332	7/8/2026	D and B Supply Company	AP	1,146.95
9992333	7/8/2026	Electrical Wholesale Supply Co Inc	AP	1,319.41

9992334	7/8/2026	Fire Extinguisher Co Inc	AP	55.00
9992335	7/8/2026	Gem State Paper and Supply Co	AP	141.87
9992336	7/8/2026	Hughes Fire Equipment Inc	AP	2.76
9992337	7/8/2026	Idaho Press Tribune	AP	111.99
9992338	7/8/2026	Integrity Inspection Solutions Inc	AP	11,387.50
9992339	7/8/2026	Interwest Supply	AP	36.64
9992340	7/8/2026	L N Curtis and Sons	AP	69.56
9992341	7/8/2026	LN Curtis and Sons	AP	11.66
9992342	7/8/2026	Mountainland Supply	AP	89.55
9992343	7/8/2026	Quality Trailer Works Inc	AP	63.80
9992344	7/8/2026	Specialty Construction Supply	AP	220.00
9992345	7/8/2026	White Cloud Communications Boise Inc	AP	2,735.50
194811	7/9/2026	Idaho Power	AP	16,014.00
194812	7/9/2026	Rush Medium Duty Truck Center	AP	298,000.00

Total Check Count: 228

Total Check Amount: 2,610,785.38

CITY OF
Caldwell, Idaho

ERIC PHILLIPS
Mayor

208.455.3011
(f) 208.455.3003

City Hall
205 South 6th Ave.
Caldwell, Idaho 83605

Post Office Box
P.O. Box 1179
Caldwell, Idaho 83606

For a list of the City Council members, visit:
Website
www.cityofcaldwell.org

CITY OF CALDWELL FINANCIAL REPORT

TO: Mayor Phillips, Rachelle Castleberry, and Members of the City Council

FROM: Destiny Platt

DATE: July 15, 2026

This packet contains:

- Payroll and Accounts Payable Reports
- Check Register of approved accounts payable claims

Detailed reports are available for your review at any time.

FINANCE COMMITTEE MOTION:

The Finance Committee has reviewed current accounts payable in the amount of **$2,610,785.38 for the period ending July 14, 2026,** and net payroll of **$958836.16 for pay period ending June 27, 2026.**

I move that accounts payable in the amount of **$2,610,785.38** represented by check numbers **194616** through **194812** and electronic payments and payroll for the amount of **$958836.16** represented by check numbers **40877** through **40904** and direct deposits be accepted, payments approved, and vouchers filed in the office of the City Clerk.

Payroll report by: Destiny
Payroll ending: 6/27/2026
Paid on: 7/2/2026

Check numbers: 40877-40904
Total net checks: $ 958,836.16
# of Employees: 477

Fund Name	Fund #	Salary	Benefits	Total
General	01	$ 1,151,032.95	$ 357,849.81	1,508,882.76
Events Center	03	7,094.92	2,966.20	10,061.12
Library	04	35,752.90	17,844.49	53,597.39
Street	05	55,190.29	27,226.57	82,416.86
Airport	06	11,749.60	5,711.76	17,461.36
Parks & Recreation	08	67,534.96	23,567.67	91,102.63
CDBG	10	1,968.00	756.36	2,724.36
ARPA Grant Funds	11	-	-	-
Cemetery	20	8,123.95	3,747.54	11,871.49
Economic Development	28	10,196.00	4,844.01	15,040.01
Golf	60	22,716.57	8,094.27	30,810.84
Water	70	86,430.76	41,943.13	128,373.89
Sewer	72	79,529.90	33,560.02	113,089.92
Electrical	75	15,510.37	7,402.49	22,912.86
Irrigation	76	16,023.16	7,460.70	23,483.86
TOTAL		**$ 1,568,854.33**	**$ 542,975.02**	**$ 2,111,829.35**

Balancing
Fund 02 $ 2,088,777.01
Total $ 2,111,829.35

Grand Total $4,200,606.36
GL Grand Total 4,200,606.36

Off 0.00

Accounts Payable Report

check #'s	$ Amount	Date
electronic check	$ 3,525.06	6/23/2026
194616-194630	$ 119,555.93	7/2/2026
electronic check	$ 1,033,437.26	7/2/2026
electronic check	$ 10,000.00	7/2/2026
194631-194808	$ 1,030,190.91	7/8/2026
9992329-9992345	$ 21,814.53	7/8/2026
electronic check	$ 77,486.71	7/8/2026
194809-194810	$ 760.98	7/8/2026
194811-194812	$ 314,014.00	7/9/2026
Total:	$ 2,610,785.38	