



**Planning and Zoning Commission - Staff Report**  
**Obendorf – RZ2022-0007**

Development Services Department

**Findings of Fact, Conclusions of Law, and Order**  
Conditional Rezone – RZ2022-0007

**Findings of Fact**

1. The applicants, Gregory & Ann Obendorf, represented by Curtis Crystal, are requesting a conditional rezone of a 12.6-acre portion of parcel R32686 from an “A” (Agricultural) zone to a “CR-C-2” (Conditional Rezone - Service Commercial) zone. The request includes a development agreement (Attachment A). The 40.4-acre property is located on the northeast corner of Farmway Road and Karcher Road, Caldwell; also referenced as a portion of the SW¼ of Section 09, Township 3N, Range 3W; BM; Canyon County, Idaho.
2. The subject property is designated as “Commercial” in the Future Land Use plan within the 2020 Canyon County Comprehensive Plan.
3. The subject property is located within the Caldwell Area of City Impact.
4. The subject property is located within the Canyon Highway District #4, Caldwell Rural Fire District, Valley View School District and the Boise Project Board of Control Irrigation District.
5. A neighborhood meeting was conducted on April 5, 2021 in accordance with CCZO Section 07-01-15.
6. Notice of the public hearing was provided in accordance with CCZO §07-05-01. Affected agencies were noticed on April 26, 2022. Newspaper notice was published on June 29, 2022. Property owners within 600’ were notified by mail on July 1, 2022. Full political notice was provided on April 26, 2022. The property was posted on July 11, 2022.
7. The record includes all testimony, the staff report, exhibits, and documents in Case File RZ2022-0007.

**Conclusions of Law**

For this request, the Planning and Zoning Commission finds and concludes the following regarding the Standards of Review for a Conditional Rezone (CCZO §07-06-07(6)):

**A. Is the proposed conditional rezone generally consistent with the comprehensive plan?**

Conclusion: The proposed conditional rezone is not consistent with the comprehensive plan.

Finding: Although the subject parcel is designated at “commercial” in the Future Land use map within the Canyon County Comprehensive Plan, the request is not in general compliance with the following goals, policies and implementation actions of the 2020 Canyon County Comprehensive Plan:

- Economic Policy No. 1: “Canyon County should encourage the continued use of agricultural lands, land uses, and recognize the economic benefits they provide to the County.”
- Economic Policy No. 7: “Canyon County should identify areas of the county suitable for commercial, industrial and residential development. New development should be located in close proximity to existing infrastructure and areas where agricultural uses are not diminished.”
- Agricultural Policy #1: “Preserve agricultural lands and zoning classifications.”



- Agricultural Policy #3: “Protect agricultural operations and facilities from land use conflicts or undue interference created by existing or proposed residential, commercial or industrial development.”
- Natural Resources Policy #3: “Protect agricultural activities from land use conflicts or undue inference created by existing or proposed residential, commercial or industrial development.”

**B. When considering the surrounding land uses, is the proposed conditional rezone more appropriate than the current zoning designation?**

Conclusion: The proposed zone change is not more appropriate than the current zone.

Finding: The subject parcel is actively farmed and located to the west, east and north east to other large agricultural properties. The property consists of 40 acres of moderately-suited soils which is considered prime farmland if irrigated. The Planning and Zoning Commission finds that the request is premature and should wait until Caldwell city services are available to support the commercial development and the widening of SH-55 is completed. The City of Caldwell also requests the future commercial development be supported by city services (City of Caldwell letter dated May 3, 2022).

**C. Is the proposed conditional rezone compatible with surrounding land uses?**

Conclusion: The proposed use is compatible with the surrounding land uses.

Finding: Directly across Highway 55, on parcel R32900216, is a mini-storage facility that operates under a conditional use permit, this parcel is zoned “C-1” (Neighborhood Commercial). To the south west of the subject parcel are several parcels that are zoned “CR-C-2” (Conditional Rezone-Service Commercial) and “CR-C-1” (Conditional Rezone-Neighborhood Commercial) and “C-1” (Neighborhood Commercial).

**D. Will the proposed conditional rezone negatively affect the character of the area? What measures will be implemented to mitigate impacts?**

Conclusion: As conditioned by the development agreement, the proposed use will not negatively affect the character of the area.

Finding: The Canyon County Comprehensive Plan 2020 Future Land Use Map designates the subject property as commercial. The request is located within the Caldwell Area of City Impact and the land use is designated as Highway Corridor the purpose of which is to “identify key areas along a highway corridor that are highly visible and transitional in nature. This category includes land that is suitable for a blend of highway oriented commercial uses, business parks, limited light industrial, educational, office and high density residential”

As conditioned by the development agreement (Attachment A), the rezone only impacts 12.6 acre of a 40-acre parcels, retaining approximately 27 acres in agricultural uses. The agreement restricts the development to the first two phases which requires conditions regarding traffic improvements and reviews and complying with City of Caldwell requirements. The result allows commercial uses within the designated area incrementally with conditions that address traffic, services and operational concerns.

**E. Will adequate facilities and services including sewer, water, drainage, irrigation and utilities be provided to accommodate the proposed conditional rezone?**

Conclusion: Adequate sewer, drainage, and storm water retention facilities and utility systems will be provided to accommodate the proposed use at the time of development.



Finding: The following adequate facilities can be provided and demonstrated at the time of development:

- Wells/Septic Systems: The property is located within the Caldwell Area of City Impact. City services are not available to the subject parcel at this time. Therefore, the gas station with convenience store and seasonal farmer's market will be required to meet IDWR, DEQ and SWDH requirements.
- Irrigation and Drainage: The property is located within the Boise Project Board of Control Irrigation District and has a valid water right. Future development will be required to provide irrigation water to all landscaping and retain stormwater on-site.

**F. Does legal access to the subject property for the conditional rezone exist or will it exist at the time of development?**

Conclusion: Legal access to the property does exist.

Finding: Legal access will be granted via a single point driveway on Farmway Road and another single point driveway on Highway 55.

**G. Does the proposed conditional rezone require road improvements to provide adequate access to and from the subject property to minimize undue interference with existing or future traffic patterns created by the proposed development? What measures have been taken to mitigate road improvements or traffic impacts?**

Conclusion: The rezone of the subject property will require improvements to prevent undue interference with existing or future traffic patterns as proposed.

Finding: The applicant commissioned a Traffic Impact Study (TIS) by TO Engineers which was completed in November, 2021. The proposed development is expected to generate a total of 1,770 net-new daily trips. Based upon the analysis contained within the TIS the following recommendations were provided:

- Access: Access to the property shall be located a minimum of 660' from the intersection of Karcher Road and Farmway Road.
- Farmway Road at Driveway A: Per standards outlined in the *ITD Traffic Manual* a northbound right-turn lane should be constructed concurrently with Driveway A which will provide full access with no turning restrictions.
- State Highway 55 at Driveway B: Per standards outlined in the *ITD Traffic Manual* a westbound turn lane should be constructed concurrently with Driveway B which will provide right-in, right-out access only.

Canyon Highway District #4 commented on the request and TIS. The comment letter does not oppose the request subject to conditions of approval which include a final traffic study addressing the full buildout, improvements to Farmway frontage per Transportation Impacts and Frontage Improvements section of the TIS, Driveway approach location, connection plan directly across from Drake Lane, and dedication. The letter is included as a condition of the development agreement.

Upon review of the staff report and considering all testimony at the August 4, 2022, the Planning and Zoning Commission finds the TIS does not address the cumulative impacts to traffic in the area. No comments were received from ITD (Idaho Transportation Department) regarding their review of the TIS. The request is found to be premature and impacts would be better addressed after SH-55 widening.



**H. Will the proposed conditional rezone impact essential public services and facilities, such as schools, police, fire and emergency medical services? What measures will be implemented to mitigate impacts?**

Conclusion: Essential services will be provided to accommodate the use. No mitigation is proposed at this time.

Finding: Staff has not found that the proposed use will require additional public funding to meet the needs created by the requested use and police, fire, and emergency medical services will be provided to the property. As a condition of the development agreement, City of Caldwell requires the development to comply with applicable Caldwell Fire Department requirements and standards. All affected essential services were notified on April 26, 2022. No comments were received.

**Conclusions of Law - Area of City Impact**

The property is within the Caldwell Area of City Impact. The city designates the area as "Highway Corridor".

Pursuant to Canyon County Code §09-01-21 – Zoning Ordinance Amendment Proposals within the Caldwell Area of City Impact Agreement, a notice was provided to the City of Caldwell on April 26, 2022. A comment letter was received from the City of Caldwell identifying the request is consistent with their comprehensive plan subject to the following:

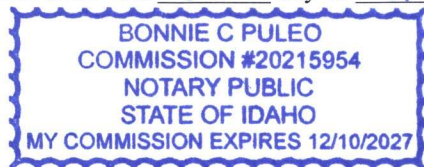
- Development meets applicable regulations within Caldwell's Landscaping Ordinance;
- Development connect to city services (water and sewer); and
- Development meet Caldwell Fire comments and conditions.

As conditioned by the development agreement (Attachment A), the request shall comply with Caldwell's landscaping requirements and Fire District Conditions. The agreement requires the developer to connect to city services prior to Phase 3. The applicant shall work with the City of Caldwell on a pre-annexation/services connection deferral agreement.


**Order**

Based upon the Findings of Fact, Conclusions of Law and Order contained herein, the Planning and Zoning Commission **recommends denial** of Case #RZ2022-0007, a conditional rezone of parcel R32686 from an "A" zone (Agricultural) to an "CR-C-2" zone (Conditional Rezone – Service Commercial).

DENIED this 18 day of August, 2022.



PLANNING AND ZONING COMMISSION  
CANYON COUNTY, IDAHO

  
Robert Sturgill, Chairman

State of Idaho )

SS

County of Canyon County )

On this 18<sup>th</sup> day of August, in the year 2022, before me Bonnie Puleo, a notary public, personally appeared Robert Sturgill, personally known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he/she) executed the same.

Notary: Bonnie C. Puleo

My Commission Expires: 12/10/2027

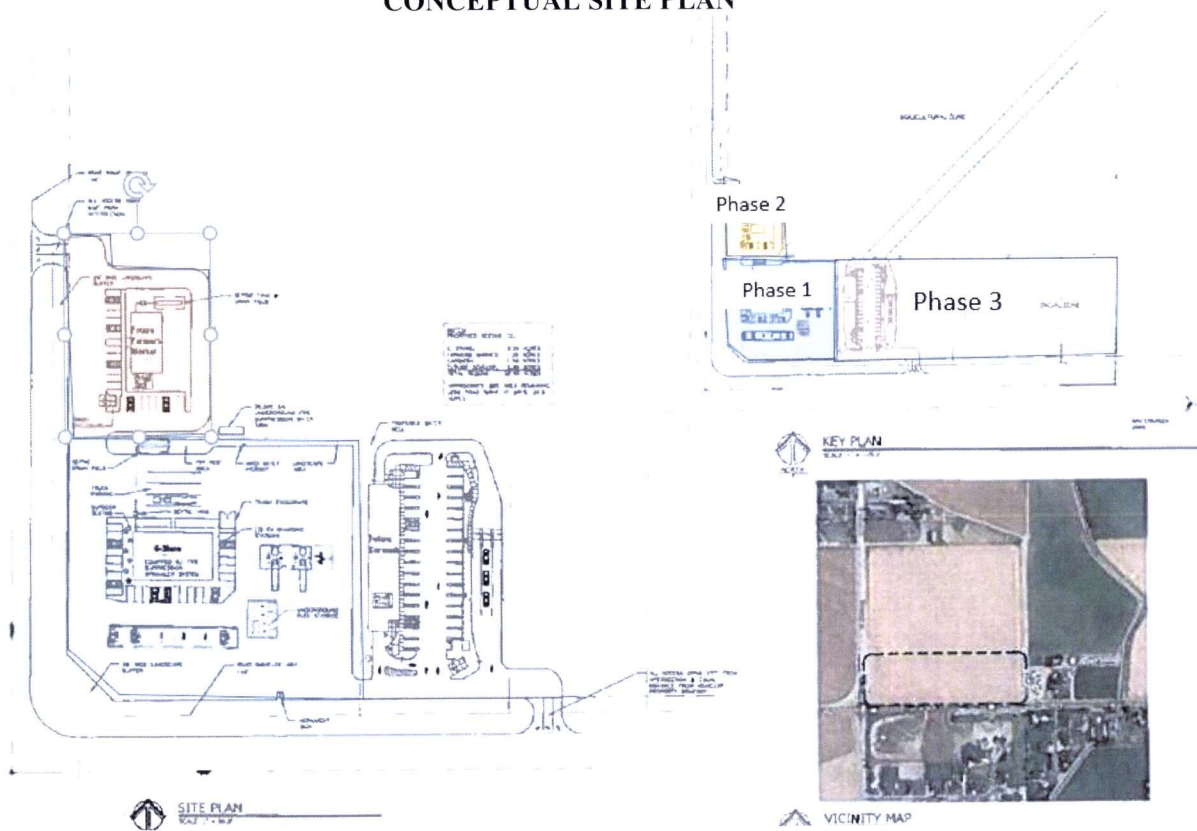


**ATTACHMENT A**  
**DRAFT CONDITIONS OF APPROVAL**

1. Development shall only occur within the 12.6 acres shown in the conceptual site plan (Attachment B) on Parcel R32686 zoned "CR-C-2". The remaining acreage shall remain zoned "A" (Agricultural).
2. Prior to commencement of use, development shall comply with all applicable federal, state, and county laws, ordinances, rules, and regulations and is subject to the following restrictions:
  - a. The development shall be phased in substantial compliance with the conceptual site plan (Attachment B) as follows:
    - i. Phase one shall consist of a fueling station to include 12 passenger vehicle pumps and 4 diesel pumps for commercial vehicles and, a 6,000 sq. foot convenience store with second floor caretaker residence.
    - ii. Phase two shall consist of a 3,000 square foot farmers market and is to include a paved parking lot.
    - iii. Phase three, consisting of a 7,000 square foot carwash and commercial development, shall not occur until such time as Caldwell has extended public utilities to the site.
  - b. The development shall comply with the following City of Caldwell requirements:
    - i. Development shall comply with City Landscaping Ordinance;
    - ii. The development shall comply with applicable Caldwell Fire Department requirements and standards as stated in Caldwell's letter dated May 3, 2022 (Exhibit 5a of the staff report); and
    - iii. A pre-annexation agreement/city services deferral agreement shall be completed by the development and the City of Caldwell.
  - c. A Final Traffic Study is required and is subject to review and acceptance by Canyon Highway District 4, City of Caldwell – Engineering and Idaho Transportation Department. All improvements of the study shall be complied with unless other alternative measures are identified by the above agencies. Development shall comply with the following:
    - i. Requirements and conditions stated in the Canyon Highway District #4 letter dated July 14, 2022 (Exhibit 5c) of the staff report.
3. The developer shall comply with CCZO §07-06-07 (4): Time Requirements: "All conditional rezones for a land-use shall commence within two (2) years of the approval of the board."



# ATTACHMENT B CONCEPTUAL SITE PLAN







CANYON COUNTY PLANNING & ZONING COMMISSION  
MINUTES OF REGULAR MEETING HELD  
Thursday, August 4, 2022  
6:30 P.M.

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1<sup>ST</sup> FLOOR PUBLIC MEETING ROOM SUITE 130, CANYON COUNTY ADMINISTRATION BUILDING

Commissioners Present : Robert Sturgill, Chairman  
Patrick Williamson, Vice Chairman  
Brian Sheets, Commissioner  
Ron Amarel, Commissioner  
Miguel Villafana, Commissioner

Staff Members Present: Dan Lister, Planning Official  
Elizabeth Allen, Planner  
Bonnie Puleo, Recording Secretary

**Chairman Robert Sturgill**, called the meeting to order at 6:30 p.m.

**Commissioner Sheets**, read the testimony guidelines and proceeded to the business item on the agenda.

**Chairman Sturgill** asked if there were any changes to the agenda. Planner Elizabeth Allen said the applicant for case number SD2021-0034, Lago Vista Estates Subdivision, had requested to table their item until a date certain of October 20, 2022 to allow their attorney, Borton-Lakey Law, time to review the staff report and staff's recommendation of denial and termination of the development agreement. Planner Elizabeth Allen described the timeline in which they received the staff report and what the denial/termination of the development agreement entails.

**MOTION:** No motion to table the item. Case number SD2021-0034 will be heard on the night's agenda.

- **Case No. RZ2022-0007/Greg & Ann Obendorf:** The applicant, Curtis Crystal, representing Gregory & Ann Obendorf, is requesting a zoning map amendment (rezone) of a 12.6-acre portion of parcel R32686 from an "A" (Agricultural) zone to a "C-2" (Service Commercial) zone. The 40.4-acre property is located on the northeast corner of Farmway Road and Karcher Road, Caldwell; also referenced as a portion of the SW¼ of Section 09, Township 3N, Range 3W; BM; Canyon County, Idaho.

**Planner Dan Lister**, reviewed the Staff report for the record including late exhibits.

**Chairman Robert Sturgill** entered the late exhibits into the record and affirmed the witnesses to testify.

**Testimony:**

**Curtis Crystal – Applicant (Representative) – IN FAVOR – 2301 Parkside Dr. Boise ID**

Mr. Crystal agrees with staff's report and the conditions of approval. In answer to a Commissioner's question, he doesn't know what they are going to do with the remaining 10-plus acre water rights



associated with the property. He said he assumed they will use it for the remaining farmland. He also said for the indefinite future, the rest of the land will be used for farmland. They have plans for the petroleum-based storage tanks and have worked with Southwest District Health for plans on the fuel containment. It is a very strenuous, regulated process. Southwest District Health deferred a lot of that to the Department of Environmental Quality who was concerned about location of the water well in relation to the septic system. They would look at the food service portion when they apply for their building permit. The tanks in the ground are double-lined tanks with sensors active all the time and they will be checked monthly with additional annual tests. Mr. Crystal discussed the filters, drains and secondary containment chamber that would be put in place and which would be emptied periodically. The applicants, the Obendorfs, are farmers and they thought this (rezone) would be a good opportunity. Mr. Crystal said Southwest District Health had no concerns about the proximity of this development to Lake Lowell.

**Patrick Colwell – IN FAVOR – 323 Broadmore Way Nampa ID 83677**

Mr. Colwell said that Southwest District Health accepted their proposed septic system (in concept) and the Department of Environmental Quality accepted the well design and issued a permit. He said they have submitted traffic impact studies which were approved by Idaho Department of Transportation and Canyon Highway District #4. Access permits have been submitted and conceptually approved by the two agencies also. The access will be designed per Canyon Highway District #4 requirements and their plan meets all the requirements of the Highway 55 access plan. He said Idaho Department of Transportation has the ultimate authority on access and can put any requirements on the project they think are necessary. All stormwater would be retained on site. He said the remaining water rights will probably be retained by the owners as they have thousands of acres of agricultural ground in the valley and they will probably find a place to use them. He said the access point of the property is outside the widening plan of Highway 55.

**John Kernkamp – IN OPPOSITION – 15635 Riverside Rd. Caldwell ID**

Mr. Kernkamp lives about a ¼ of a mile south from the intersection of Karcher and Riverside. He said a gas station and convenience store is already there; it's off Karcher Road so people using it aren't trying to get on and off Karcher Road. It doesn't have the same impact on the ambience of Karcher Road because it is off the road. He said having a new station right on the road is the beginning of urban sprawl. The intersection of Karcher and Farmway is already very busy because long haul semi's try to take a short cut from Simplot to the highway. There is a huge amount of semi (truck) traffic on that road already. He has lived there ten years and now, semi's use their engine brakes at all hours of the night and he can't sleep with his windows open during summer because of it. He is amazed at the number of additional car trips quoted. It is one vehicle trip per minute, and it will really impact the quality of life in that area and not in a good way. He felt there was a lot of undefined possibilities for the use of this property.

**Cheyne Weston – IN OPPOSITION – 16316 Orchard Ave. Caldwell ID 83607**

Mr. Weston said long ago, these meeting used to start off with a public needs statement saying why the project is needed. He said there is a problem when you don't state the need for a gas station like this. There are already lots of gas stations around. He doesn't see where there is a need to begin with and most of the people who use this will be non-local. Mr. Weston said he is concerned about Caldwell's Dark Sky ordinance. Truck stops are generally well lit and the lights will obliterate the view of Bogus Basin. That disrupts the quality of life for him and his neighbors. He also has groundwater concerns. Lake Lowell is only a half mile away and any breach in the tanks will send adverse water conditions to the Lake. He is on the Board of Caldwell Parks and he said they want sidewalks along that stretch. He wants them to use city sewer or water; he thinks all phases should use city sewer and water when you come out this far. He feels this project is premature until Idaho Department of Transportation's project gets done.



**Andrew Haumesser – IN OPPOSITION – 15981 Lunar Way Caldwell ID 83607**

Mr. Haumesser lives less than half a mile south from this intersection. He wanted to talk about the need or the lack thereof for this project. He asked how convenient do convenience stores really need to be? They already have one 7/10's of a mile from this intersection with four more going into Caldwell. He said we need this like a hole in the head, especially when there is going to be one across the road on the other corner. He was a certified, professional geologist and part of his job was to remove buried fuel tanks. Mr. Haumesser said 75% of the tanks he removed were leaking and it was the plumbing going up to the pumps that leaked, not the tank itself. This project location is on the aquifer with several thousands of people using it for drinking water. It affects every irrigation well in the area and could affect Lake Lowell with pollution. He felt if they approve this project, one of the conditions should be the hours of operation: what is to prevent them from going to 24 hour-a-day operations in the future? That should be a restriction. He said they should be connected to city services and pointed out the letter from the City of Caldwell states the new development should be connected to city services such as sewer and water. He said no one has discussed how many gallons of fuel will be stored here.

**Mike Gann – IN OPPOSITION – 15951 Malt Road Caldwell ID 83607**

Mr. Gann lives on the corner of Malt Road and Highway 55. The prior testimony has expressed his concerns on traffic, traffic safety, environmental impacts, groundwater.

**Deborah Haumesser – IN OPPOSITION – 15981 Lunar Way Caldwell ID 83607**

Ms. Haumesser was part of the opposition to the development on adjacent land known as Karcher Farms. She believes they should have to do a traffic impact study and it needs to be done during peak hours: the photos presented are not the way traffic looks during peak hours. Prior to the Karcher Farms development approval, she counted 167 vehicles coming past her back patio in one hour. Because of the noise from the semi-trucks and double dump trucks, she can't sit on her patio anymore and have conversations. Ms. Haumesser said they wear earplugs at night to sleep because, beginning at 5:00 am in the morning, the traffic is very loud. They never have their windows open any more. It is a quality of life issue: they moved out to the area because of the cows and farmland. To have two adjacent fuel stations on those two corners; this is going to add another 1770 vehicle to that intersection each day. That is not good for their quality of life. She loves the blue sky and the fresh air. She said her home is no longer a quiet place in the county.

**Curtis Crystal – Applicant (Representative) – REBUTTAL – 2301 Parkside Dr. Boise ID**

Mr. Crystal said with regards to lighting, they are always conscious of making sure down lighting is a high priority. There will be improvements on Farmway with sidewalks, landscaping and pathways put in at the appropriate time. The intent of a convenience store is to provide food, products and services within walking distance of local neighborhoods. He has been out to the property a couple of times. He agrees with the owners of the property that there is a need there. He said they will be storing about 40,000 gallons of fuel and would agree to a permanent limit on the hours of operation.

**MOTION:** Commissioner Sheets moved to close public testimony on Case RZ2022-0007 seconded by Commissioner Amarel. Voice vote, motion carried.

**DELIBERATION:**

Commissioner Villafana questioned the number of one-way trips; would that be adding that number of trips or is that the amount traffic that flows through that area now? Staff was unable to answer. Commissioner Villafana said he hates to see the loss of farmland but he has seen tractors working up to the edge of Highway 55 and he thinks that is dangerous because traffic moves so fast. He thinks there is a need for a gas station because every time he drives down Karcher, all the gas stations are full. He



thinks the farmer's market is a nice idea. He is torn because he hates to see the loss of farmland but he but he thinks they do have a good plan. There is going to be a larger population in the area because of a development that is coming close to this parcel. He reiterated that he feels it is a good plan. Commissioner Sheets thinks this is a facility that is best suited within the city and cities are better equipped to handle these types of things. In that case, they would be using city services and applying city landscaping and lighting ordinances. He feels this development is better handled in a city jurisdiction rather than a county jurisdiction. He also said the Idaho Transportation Department information is critical to this: not having any information about what they think about it (is a concern). You can do a farmer's market on agricultural land; it's an allowed use. He doesn't think this intensive use is appropriate and he won't be able to support it. Commissioner Williamson said if city services were there it would make more sense to him. Sidewalks next to Highway 55 is an incredibly dangerous idea because of how fast the cars are moving. There are a lot of trucks on Farmway also and Idaho Transportation Department doesn't seem to be aware of that. He believes cities would handle this type of project better. He would feel better if they were bringing city services down to the property. Commissioner Williamson also believes this will cause a cascade of development although having two gas stations across from each other would be good because it will create competition and lower gas prices. As it stands right now, he is in favor of a farmer's market but the other two portions, he can't support. Commissioner Amarel said the 1770 trips are because it is a convenience store. He believes this is a better fit for a city environment.

**MOTION:** Commissioner Sheets moved to deny Case RZ2022-0007 including revising the Findings of Facts, Conclusions of Law and conditions of approval and bring them back to the next hearing, forwarding the recommendation to the Board of Canyon County Commissioners. Motion seconded by Commissioner Williamson. Roll call vote 3 in favor, 2 opposed, motion passed.

- **Case No. ZV2022-0004/RLM Investments:** Ryan Myhre, representing RLM Investments I, LLC, is requesting a Variance of 4.4 feet and 16.9 feet to the front setback requirement of 30 feet within an "A" (Agricultural) Zoning District. The subject property is located at 10586 Lake Shore Dr, Nampa (R29612), also referenced as a portion of the NW ¼ of Section 17, Township 2N, Range 2W; BM; Canyon County, Idaho.

**Planner Dan Lister** reviewed the Staff report for the record.

**Chairman Robert Sturgill** affirmed the witnesses to testify.

#### **Testimony:**

##### **Ryan Myhre – Applicant (Representative) – IN FAVOR – 301 E. Bower St., Meridian ID 83642**

Mr. Myhre is the owner of the property and reviewed the background of the case. He was in contact with a County Planner before he bought the property: he was told he could move one lot to encompass the current manufactured home and he would have an additional administrative split, giving him access to three lots. When he submitted all the information, he was told no, he would need a private drive because there are more than two lots. He had already spent \$25,000 to build a foundation to put the mobile home on but then found out he couldn't do it (the split). He is asking for a variance so he can get to that third lot. He was going to sell the front two lots and keep the back (third) lot to build on for himself. He showed where his lot would be on the map. He said he can't keep any of the lots now because his holding costs have been so high (since January). Per the Highway District, it has to be accessed by the driveway and he can't build an access between his property and the neighbors. There was discussion about the distances



between the two existing homes, the new, proposed driveway length and the surveying the applicant has done in preparation for splitting the lot.

**MOTION:** Commissioner Williamson moved to close public testimony on Case ZV2022-0004 seconded by Commissioner Sheets. Voice vote, motion carried.

**DELIBERATION:**

Commissioner Sheets knows where the applicant is coming from; landlocked parcels have issues when it comes to access and frontage roads. He agrees that it is a hardship.

**MOTION:** Commissioner Sheets moved to approve Case ZV2022-0004 including the Findings of Facts, Conclusions of Law and conditions of approval and order. Motion seconded by Commissioner Williamson. Roll call vote: 5 in favor, 0 opposed, motion passed.

- **Case No. SD2021-0034/Lago Vista Estates Subdivision:** The applicant, Mason and Associates, INC., representing IMH Boise Heritage LLC, is requesting approval of a preliminary plat (with drainage, grading, hillside, and irrigation plan) for Lago Vista Estates Subdivision which proposes 101 residential lots, and seven common lots. The two properties are zoned "CR-R-R" (Conditional Rezone – Rural Residential). The properties (R30072013 & R30072011) totaling approximately 206.93-acres is located southeast of the Locust Lane and Pump Road intersection; also referenced as a portion of the NE and SW ¼ of Section 11, T2N, R3W, Canyon County, Idaho.

**Planner Elizabeth Allen,** reviewed the Staff report for the record including late exhibits.

**Chairman Robert Sturgill** entered the late exhibits into the record and affirmed the witnesses to testify.

**Testimony:**

**Darren Mann – Applicant (Representative) – IN FAVOR – 868 E. Riverside Dr. #200, Eagle ID 83616**

Mr. Mann is the principle for IMH Companies in Idaho. He is requesting a continuance for this project based on the information contained in their attorney's letter submitted to the Commission. They only received knowledge of the staff report on Friday and that gave them only three days to review it. They would appreciate the time so they can address the concerns of the Commission and the neighbors. They are not interested in making trouble. They consider themselves a friendly builder and are not in the business of entitling land. Mr. Mann said they came to the project with a development agreement and took it on because it was what they like to build. It is a beautiful area. They plan on building beautiful estate homes and increasing the value of the neighbors' properties. He said they also have concerns when it comes to the water: they have hired a company to do all the work to alleviate those anxieties. There will be no sewer treatment. Brown water will be maintained on that one lot and each property will have holding tanks for the solids. They will be pumped out annually by the HOA and be taken off site. He said they are in the process of doing their research on the water (issues). It is a bit troubling that it has been 400 days since they have submitted: they are not sure why staff accepted their submittal if they were looking at getting rid of the development agreement. Mr. Mann said they don't understand why staff didn't bring this up when they met on February 7th. They have spent hundreds of thousands of dollars putting this project together with consultants, architects and engineers. They are able to perform all the requests that are required for traffic and water and are asking for a continuance until the second meeting in October so they can address everyone's concerns, including the neighbors. They are not here to fight; they are good neighbors and a good builder and are here to enhance the communities in which they do



business. Mr. Mann said they hired HDR Incorporated and they are getting ready to drill test wells. They should have all that completed before the second meeting in October. He said they would like to talk to the owner of the apple orchard property next to them as their orchard well is on the property line and they may be able to get some well data from them. He explained the two lots for the sewer are leach fields for gray water only. Each lot will have its own tank for solids and those will be pumped out annually or as needed. It will be small high pressure lines which will pump the gray water into the fields. The system is almost completely designed. He said they haven't had any conversations with Upper Deer Flat Fire District but they are planning on having a fire suppression system on site and fire sprinklers in every home. He could not answer whether that information was contained on the preliminary plat. He reiterated they are doing fire hydrants and sprinklers in the homes. The community well will be for the 99 homes and the irrigation of lots. They are still in the process of designing the water system. He said it will be at least a two well system and there are two well lots on the plat right now. They will do another traffic study; they were not told when they first started this project that they needed to do a new traffic study. They will address Fire Department response time in their report in October.

**Karryn Davlin – IN OPPOSITION – 9586 Pump Rd., Nampa ID 83686**

Ms. Davlin doesn't mind progress but she is very concerned about the well system. She said we have had droughts for several years and this is the first time she has owned a home on a well system. Everyone needs water and she wants to be sure there is water for everyone. Wells are going dry in their area. She said the homes they are building are not little homes; they are family homes and they use lots of water. She asked where is it going to come from? Can it sustain that (all the homes)? If they don't have water, they aren't going to be able to live there anymore. She hopes they all see that and how important water is for them and their livestock.

**Claudia Haynes – IN OPPOSITION – 8830 Deer Sky Ranch Trail Nampa ID 83686**

Ms. Haynes lives within a half a mile of the proposed subdivision. She has lived there 20 years and was at the original hearing for the subdivision. They never submitted the plat drawing. Their attorney said the Nampa city impact area would come around Lake Lowell within a short period of time, but it has been 14 – 16 years and that hasn't happened. In that period of time, there has been a lot of development and people moving into the area. She has copies of bills totaling over half a million dollars from people who have had to drop their wells, drill new wells or put in new motors and electronics because the aquifer is dropping. She has provided this evidence over the past few years, submitted in writing to both the Planning and Zoning Commission and Board of County Commissioners from the head hydrologist from the State of Idaho. She said this application started a long time ago; it's great they are talking about new traffic studies. Ms. Haynes said whatever has to be done to finish his project, it looks like they are traveling down the right road. She talked to the Upper Deer Flat Fire Marshal directly; he said they don't have the facilities to support (fire service for) this property but he said they could apply to Marsing Fire. She provided documents showing the rest of her concerns and has given them documentation including articles in the newspaper showing conflicting information about water. She spent \$30,000 last October to drill down 20 feet: the next bill will be \$50,000. She also provided a copy of a bill from her neighbor that showed he just drilled a new well in May 2022 which cost \$50,000 and the reason was because he was out of water. She said we are not making this up or trying to stack what this applicant is trying to do. We would like to give him until October and let him do his studies. He can come back and do his presentation and they will come back and do a presentation also.

**Kim Yanecko – IN OPPOSITION – 13038 Skyview Street Nampa ID 83686**

Ms. Yanecko said she was there representing a group of 160 people in Canyon County. She read a letter from the group that discussed their concerns about residential development and the lack of regard for water resources, public safety and property rights protections. They cited the short amount of time that



the staff report was made available for review and response. Ms. Yanecko discussed the water resources in the area: she pointed out that the Taylor Jene plat was denied by the Board of County Commissioners because of water and even though the applicant has asked the Board to hear the project again, they expect it to be denied. She said just because Idaho Department of Water Resources granted the water right doesn't guarantee water will be available 365 days a year to the new homeowners, much less the existing homeowners. Ms. Yanecko talked about a 2020 statement from a Canyon County planner who noted that "South Canyon area has been identified by Boise River Basin feasibility study in this area as having water supply issues." She also discussed the lack of monitoring of wells during the irrigation season. She said their answer is if a well goes dry, turn off their pumps for hours or days and wait for the aquifer to recharge. The land is currently using for grazing and no irrigation is currently used. Ms. Yanecko said the newest residential well is 800+ feet west of this proposed subdivision. She said a community well is not the answer either. Her community wells (they have two) are stressed with 33 homes. The lot size of this proposal is also lower than the average 2 acre lot size. She said the school district needs to plan for 38,000 new students in grades K – 8. They have asked to stop growth as there are not enough resources, especially if the bond doesn't pass. There will be more traffic on rural roads: West Lewis Lane is classified as a rural road, minor arterial. She said with 101 new homes, that would be 960 additional trips on the roadway. Ms. Yanecko said with the County's liability insurance being cancelled in October 2022 and the possibility of the County having to be self-insured, if there are problems with the lack of water, will the liability rest with the developer even if the County approved the development? There should have been an annual review of this agreement. 13 – 16 years doesn't constitute "time is of the essence" and she said allowing the development to continue could place the liability burden back on the County. She said this proposal should be required to comply with any new laws. The County should have a hearing and reverse the zoning decision, reverting it back to agricultural land, with a new application for a new zoning request for any development. She stated Idaho code 67-65-09 gives the County the ability to terminate this agreement and rezone it back to agricultural land.

**Beverly Cavazos – IN OPPOSITION – 10140 Vista Del Lago Lane Nampa ID 83686**

Ms. Cavazos lives about a half mile down the road from this new development. They had a meeting with Idaho Department of Water Resources at a local park by Sky Ranch and the Idaho Department of Water Resources explained to them with graphs and projections about water and aquifer levels. The Department of Water Resources showed them a presentation which showed the aquifer has so many wells on it right now, it periodically goes dry. It takes two to four days for the aquifer to replenish the water level with the number of people on it right now. She said that means for two days, they can't do anything: wash clothes, take showers, etc. She wonders with another 101 homes, how long they will be without water now? They are trying to get the Commission to understand that every time they approve even one home build, it makes it even worse for the aquifer. She can't imagine what it is going to be like with another 101 homes. They do not have the water to sustain these homes. She suggested the Commission request Idaho Department of Water Resources come and make a presentation to them. Developers twist the situation and claim there is going to be water. She said there will always be water but there is a possibility of a long period of time when there will be no water in these homes. People need to know this. The developers have been able to twist the figures and seem like there is plenty of water and there isn't.

**Terry Mahoney – IN OPPOSITION – 13996 Lewis Lane Nampa ID 83686**

Mr. Mahoney lives directly west of the property, in the middle of the apple orchard. His opposition is primarily the same as everyone else. He just drilled an 800 foot well two years ago. His big concern is what does he do when he has problems? How far down can he go? They were having trouble when they were drilling his agriculture-style well because they already knew there were problems and the driller was beginning to think they weren't going to find water. He said he may not have the opportunity to drill deeper. Mr. Mahoney's neighbors have also had problems. He showed the original well and other wells



that have had problems and spoke about the history of problems when drilling wells. He said having a development of this density in a rural area doesn't make sense. Not only is there aerial spraying but there is also 24 hour a day spraying with big jet propelled sprayers in the orchard itself. He said people are going to be surprised when they move in there.

**Darren Mann – Applicant (Representative) – REBUTTAL – 868 E. Riverside Dr. #200, Eagle ID 83616**

In response to questions from the Commission, Mr. Mann stated there are some surface water rights. He did not know if residents of the development would be allowed to use wells for irrigation water. Mr. Mann said he believes all the homes will be outside the 100 foot exclusion zone for aerial spraying. He also said there would be disclosures to the new residents about aerial spraying. There was discussion about the assessment of the risk of building homes with no water. Mr. Mann said they believe they have hired the best water consultant in the Treasure Valley to ascertain what they can and can't do. They were told when they began the project, there was 'substantial water' and multiple layers of aquifers to pull from and it would not endanger others. He said they are now in the test well phase. If there is not enough water, they would be foolish to move forward with 100 homes. They will need to start drilling test wells in the next three weeks.

**MOTION:** Commissioner Williamson moved to close public testimony on Case SD2021-0034 seconded by Commissioner Amarel. Voice vote, motion carried.

**DELIBERATION:** Commissioner Williamson said he was leaning towards voting for a continuation considering the applicant is willing to research the issues. While they can't complete a traffic study by the October hearing date, he would like a traffic impact study and to get additional information from the two Fire Districts. Commissioner Sheets said he comes from the school of thought that the Commission should evaluate the application that is in front of them. He said how many public hearings do we need to have on this? There is another step and that is going in front of the Board of County Commissioners. He hasn't seen any additional evidence to change his mind from agreeing with staff's recommendation. Commissioner Amarel said he was looking at the amount of information the Commission has had to review on the project and what the public has had to go through. He felt Mr. Mann seemed sincere; if he is doing the test wells, we could learn something from that. He said let's give him a chance to prove himself. Commissioner Williamson said that one of the parties in opposition also said that the applicant should be given the continuance. Commissioner Villafana said he is with Commissioner Sheets. He said there is no guarantee if they do a continuance that the applicant would have any of the information the Commission is asking for. He is in favor of making the decision based on what they have in front of them now. They will have the opportunity to address any questions brought up tonight with the Board of County Commissioners.

**MOTION:** Commissioner Williamson moved to continue Case SD2021-0034 until October 20, 2022 as requested by the applicant. Motion seconded by Commissioner Amarel. Roll call vote: 3 in favor, 2 opposed, motion passed.

**APPROVAL OF MINUTES:**

**MOTION:** Commissioner Sheets moved to approve the minutes from 7/7/2022, seconded by Commissioner Villafana. Voice vote motion carried.

**DIRECTOR, PLANNER, COMMISSION COMMENTS:**

Planner Elizabeth Allen discussed the County losing their liability insurance which means if there is a lawsuit, the County would need to defend itself. Planner Elizabeth Allen discussed the 2030



Comprehensive Plan hearing, scheduled from 5 pm to 10 pm and the public comments she has received. The presentation will be concise; the event will livestream on YouTube. There was discussion about the Commissioners providing short summaries on what was discussed during the public testimony portion of the Comprehensive Plan Hearing. Commissioner Amarel asked about having public entities providing information to the Commission on various topics, including traffic, water, fire and school capacity. Planner Elizabeth Allen said it was her plan to have some of the aforementioned agencies provide presentations to the Commission quarterly. She also felt that it would be helpful to have staff reports published more than one week in advance and is working on changing that timeframe.

**ADJOURNMENT:**

**MOTION:** Commissioner Williamson moved to adjourn, seconded by Commissioner Sheets. Voice vote motion carried. Hearing adjourned at 9:59 pm.

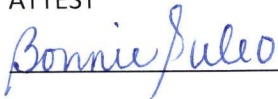
An audio recording is on file in the Development Services Departments' office.

Approved this 1st day of September, 2022.

A handwritten signature in blue ink, appearing to read "Robert Sturgill", is written over a horizontal line.

Robert Sturgill, Chairman

ATTEST

A handwritten signature in blue ink, appearing to read "Bonnie Puleo", is written over a horizontal line.

Bonnie Puleo, Recording Secretary





CANYON COUNTY PLANNING & ZONING COMMISSION  
MINUTES OF REGULAR MEETING HELD  
Thursday, August 18, 2022  
6:30 P.M.

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1<sup>ST</sup> FLOOR PUBLIC MEETING ROOM SUITE 130, CANYON COUNTY ADMINISTRATION BUILDING

Commissioners Present :      Robert Sturgill, Chairman  
   Patrick Williamson, Vice Chairman  
   Brian Sheets, Commissioner  
   Ron Amarel, Commissioner  
   Harold Nevill, Commissioner

Staff Members Present:      Dan Lister, Planning Official  
   Elizabeth Allen, Planner  
   Jenna Petroll, Planner  
   Bonnie Puleo, Recording Secretary

**Chairman Robert Sturgill**, called the meeting to order at 6:30 p.m.

**Commissioner Sheets**, read the testimony guidelines and proceeded to the business item on the agenda.

**MOTION:** Commissioner Sheets moved to approve & sign the revised Findings of Facts, Conclusions of Law and Conditions of Approval for Case RZ2022-0007, Greg & Ann Obendorf. Motion seconded by Commissioner Williamson. Commissioner Nevill abstained from the vote. Voice vote, motion carried.

**Commissioner Sheets:** Read item 1b from the agenda; CU2022-0019/Betty Lanum. Project was withdrawn at the request of the applicant.

- **Case No. RZ2021-0048 & SD2021-0060/Morgan & Cooper Subdivision:** Aspen Engineers representing the property owners Kent Morgan and Gina Morgan are requesting a Conditional Rezone with a Development Agreement for approximately 3.00-acres (Parcel No. R29799018) from the current zoning designation of "A" (Agriculture) to an "R-R" (Rural-Residential) zone. The request also includes a Short Plat for Cooper Subdivision. The proposed plat contains one (1) lot. The subject property is located on the south side of Kuna Road, approximately 1,748-feet east of Southside Boulevard, Nampa, Idaho, in a portion of the SE ¼ of Section 25, T2N, R2W, BM, Canyon County, Idaho.

**Planner Elizabeth Allen** reviewed the Staff report for the record.

**Chairman Robert Sturgill** affirmed the witnesses to testify.



**Testimony:**

**Lance Warnick – Applicant (Representative) – IN FAVOR – 7312 Wild Horse Way Nampa ID 83686**

Mr. Warnick with Aspen Engineers said they have been working on this project for a year. He thanked the staff for their work. This parcel is a 3 acre property. The previous owner went through a conditional use permit process to get a buildable lot but then the economy crashed so he didn't move forward with it. Mr. Morgan now owns the property and wants it as a buildable lot. The area is a mix of residential rural lots with pastures and small farms. Mr. Warnick said if you look at a subdivision map of the area, there are numerous subdivisions in the area but they were created through the conditional use permit process in the past. He said that process was used because it could set specific parameters on the development of the property which you can't through a rezone. There will be 2.7 acres after a right of way dedication. There is an existing concrete ditch on the west side of the property for irrigation and a tail water ditch on the east side adjacent to a driveway. To the northeast corner of the property, there is a culvert that takes the tail water across the driveway to a drainage ditch. There will be no changes in irrigation; they will continue to use it as it is. He discussed letters in the staff report from neighboring property owners in support of the application: they view it as a compatible use. The Highway District is on board with only the two houses taking access from the existing driveway: they will keep the same access and no road improvements are needed. He said this is as low impact development as you can get. If you look at the map, this is compatible: 2.7 acre lot is a similar size as the surrounding properties. They have excavated a test hole with Southwest District Health and verified there was adequate soil for a septic system. He said there are not high concentrations of nitrates in the area; generally, there is good water. Considering the conditions that staff is recommending, limiting this to a single lot and preserving some space for agricultural use, it can continue to be a compatible neighbor with the other acreages around it. The services they need are minimal. He clarified that the Morgans will not be living on the parcel themselves. Nampa Highway District clarified that the paved apron is not required and the revised staff report reflects that the apron is not required. He said there are surface water rights. The owner purchased the property in 2019.

**Kent Morgan – IN FAVOR – 6857 Kuna Road Nampa ID 83686**

Mr. Morgan said he doesn't have much to add to the prior testimony. He bought this property for a future site for his kids to have a place to build. He thought the limit to the 1.75 acres was mainly there to prevent them from building over the entire 3 acres. His intent is to give this property to his kids. He said he would like to be able to have horses on the property.

**MOTION:** Commissioner Sheets moved to close public testimony on Case RZ2021-0048 & SD2021-0060, seconded by Commissioner Williamson. Voice vote, motion carried.

**DELIBERATION:**

Commissioner Sheets said he would stick with his concern about the building envelope and is willing to leave it to the applicant and his engineer where to put it. There is a lot of flexibility there. He feels they should have a condition that it be put in the final plat. Staff explained that the Planning and Zoning Commission can approve a preliminary plat but the Board of County Commissioners would have to approve the final plat. Commissioners Sheets said he would like condition #3 to state the home site and outbuildings should be located within a building envelope no greater than 1.75 acres to retain open space. He wanted to keep the same character of the area and limit the remaining area to open space/agricultural production. For Condition #7: there should be an additional condition of no secondary residence. Commissioner Nevill agreed with adding Condition #7. He also said he has one concern. He is concerned about a conditional rezone where there are no other conditional rezones nearby. There are some significantly larger parcels that individuals could look at this and say, "let's do a subdivision". This



would be a foot in the door to more subdivisions. He doesn't like the idea that the only option we have is a conditional rezone. He didn't know that there is anything else that can be done other than saying, "no". Commissioner Williamson said he agreed with Commissioner Sheets' recommended changes. He agrees with removing the agricultural production portion. He would like to see the building envelope in a fixed position but the Board of County Commissioners will review that portion.

**MOTION:** Commissioner Williamson moved to approve Case RZ2021-0048 with modifications to Condition #3 and adding Condition #7, including the Findings of Facts, Conclusions of Law and Conditions of Approval, forwarding the recommendation to the Board of Canyon County Commissioners. Motion seconded by Commissioner Sheets. Roll call vote 4 in favor 1 opposed, motion passed.

**MOTION:** Commissioner Williamson moved to approve Case SD2021-0060, adding conditions to the plat mirroring the amended conditions of the rezone, including the Findings of Facts, Conclusions of Law and conditions of approval, forwarding the recommendation to the Board of Canyon County Commissioners. Motion seconded by Commissioner Sheets. Roll call vote 4 in favor 1 opposed, motion passed.

- **Case No. CU2022-0026/Phil Kildow:** The applicant, Phil Kildow, is requesting a conditional use permit for a Staging Area on parcel R30635010. The parcel is zoned "A" (Agricultural). The subject property is located at 16 S Robinson Rd., Nampa; also referenced as a portion of the NW¼ of Section 29, Township 3N, Range 1W; BM; Canyon County, Idaho.

**Planner Jenna Petroll**, reviewed the Staff report for the record including late exhibits 6 & 7.

**Chairman Robert Sturgill** entered the late exhibits into the record and affirmed the witnesses to testify.

**Testimony:**

**Phillip Kildow – Applicant (Representative) – IN FAVOR – 16 S. Robinson Rd., Nampa ID 83687**

Mr. Kildow said his application is pretty straightforward; the only thing he wanted to say was that he already has a paved apron in front to the road. It looks like dirt, but it is paved. He is okay with the 8 conditions; they are not ideal but he tries to get along with his neighbors, so if that's a condition, he will comply. He said he does work on cars once and awhile and also performs light maintenance on the vehicles staged there. He was asked about oil containment and what goes on the staging area. He said contains the oil and disposes of it. He said the staging area is for starting up medium duty diesel trucks and loading equipment. They have specific equipment for tree maintenance and removal including an Avant which is like a skid steer. There are 5 vehicles and they are his friend's trucks and business; they also have a crane, a grapple truck, two F650 trucks and one F750 truck. Mr. Kildow confirmed that he would not be out any money if the conditional use permit was not approved. When asked about the prior code violations, he said he has not received any visits from Code Enforcement and did not respond to complaints from neighbors because they weren't said in a polite way. He does maintenance on the vehicles after 5 pm, Monday through Friday and on weekends. In response to the allegation of running an auto repair in shop behind his house, he admitted that he does work on cars but it's not a business. He felt 7:00 am was a better start time. Mr. Kildow confirmed that he is doing the maintenance on the (business') vehicles and is compensated for the work. Staff explained the difference between light maintenance work and vehicle service and repair which is not allowed in this zone. If he is doing service for someone else's vehicles and being compensated for it, it falls under 'vehicle service'.



**Julie Shipley – IN OPPOSITION – 10 S. Robinson Rd., Nampa ID 83687**

Ms. Shipley lives on the adjacent property just north of the subject property. She said Mr. Kildow indicated he didn't care for the way they approached him and it was inconvenient for him that they complained. She has lived there for 30 years and she feels it is rather inconvenient for him to purchase property and have his friend bring in a business. Up until a couple of months ago, he had chainsaws, wood splitters and people coming in to purchase wood. She said that was an inconvenience to them. They are concerned that there is also a fuel tank there and the Shipleys had to move some brush in order to burn it because of the location of the fuel tank. Prior business conducted there has created a lot of dust and bark. She can't enjoy her backyard because of it and they can't use their above ground pool which was on the side of the property next to the staging area. The (applicant's) property used to be a nice driveway and lawn; now it's dirt and dust. She had a realtor come to her property who said since there is a business there, it will difficult to sell and will diminish her property value. They have decided to wait to sell their property because of it. There also was an irrigation ditch that ran between the two properties which was filled in when they took out the fence. She showed her house on the map. She also showed where the fuel tank was on Mr. Kildow's property. She said it would be better to have the sight-obscuring fence than not having it. Ms. Shipley was asked about interactions between her and Mr. Kildow; she said she would go outside when he would start making noise at 6:30 or 7:00 am. Before Code Enforcement was involved, they did try to tell him there were problems. If the conditional use permit is approved, she would like an additional condition that makes them control the dust.

**George Starr – IN OPPOSITION – 1130 N. Allumbaugh St. #103, Boise ID 83704**

Mr. Starr said that most of his questions have been answered. He owns 105.4 acres across the street and to the west. His only concern is that City of Nampa's Comprehensive Plan is for low density single family residences for his area. He wouldn't want anything Kildow does to affect his property. It is being farmed right now and lends itself to what the Nampa City Comprehensive Plan is.

**Phillip Kildow – Applicant (Representative) – REBUTTAL – 16 S. Robinson Rd., Nampa ID 83687**

Mr. Kildow said since he has lived there, which is about 4 years, the ditch has always been weeds. It has never been irrigated. He has talked to Mrs. Shipley's husband a couple of times but nothing was said about the trucks or staging area. He tries to be a good neighbor. In response to a question about dust abatement, Mr. Kildow said he would be agreeable to doing the best they can to keep it down. When asked about the fuel storage on site, Mr. Kildow didn't know how many gallons the fuel tank was and said they were in approved containers. He would have to look up the codes on what State law was on fuel containment.

**MOTION:** Commissioner Williamson moved to close public testimony on Case CU2022-0026, seconded by Commissioner Amarel. Voice vote, motion carried.

**DELIBERATION:**

The Commissioners were reminded by Chairman Sturgill that a Conditional Use Permit is a decision by Planning and Zoning, not a recommendation to the Board of County Commissioners. Commissioner Nevill said he is not in favor of this application. Commissioner Sheets said based on the testimony tonight about a myriad of things and trying to get an explanation about what is really happening on site, it is difficult to divine what is really happening there. He feels this use is more appropriate in a commercial zone and he would be in favor of denial. Commissioner Nevill said the reason he is recommending denial is that Mr. Kildow doesn't have any skin in the game. It won't cost him any money (if not approved). There is no reason to put his neighbors through the pain if this is not something that takes away his livelihood. He is being an exceptional friend to someone who is running a business that has been declared a nuisance. He just doesn't see any reason to put the neighbors through the pain or to open Mr. Kildow to all the liabilities that could be a part of allowing this operation to continue.



**MOTION:** Commissioner Nevill moved to deny Case CU2022-0026 including the Findings of Facts, Conclusions of Law and conditions of approval. Motion seconded by Commissioner Sheets. Roll call vote 5 in favor 0 opposed, motion passed.

**APPROVAL OF MINUTES:**

**MOTION:** Commissioner Sheets moved to approve the minutes from 7/21/2022, seconded by Commissioner Amarel. Voice vote motion carried.

**DIRECTOR, PLANNER, COMMISSION COMMENTS:**

Planning Official Dan Lister said August 24<sup>th</sup> is the continuation of the 2030 Comprehensive Plan hearing. Planner Elizabeth Allen has provided updated FCO's and put together a packet with some changes based on comments as well as additional comment letters received from the public. Chairman Sturgill said he will not be able to attend the hearing on the 24<sup>th</sup>. Dan Lister said the Development Services Department has over 140 hearing cases and 63 Director's decisions they are working through. They are implementing a pre-application requirement for applications that need a public hearing, in hopes of having discussions with applicants to make sure their applications are complete and they understand all their options. He also said they are working on a new staff report template and he requested feedback from the Commissioners on the new format once they begin to see the changes. He feels it will be a better presentation of the information for the Commissioners. Commissioner Larison has stepped down and there will be a search for a replacement.

**ADJOURNMENT:**

**MOTION:** Commissioner Williamson moved to adjourn, seconded by Commissioner Amarel. Voice vote motion carried. Hearing adjourned at 8:45 pm.

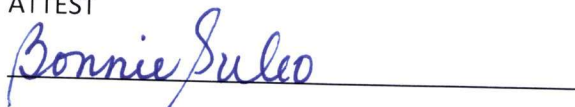
An audio recording is on file in the Development Services Departments' office.

Approved this 15<sup>th</sup> day of September, 2022



Robert Sturgill, Chairman

ATTEST



Bonnie Puleo, Recording Secretary





# Planning and Zoning Commission - Staff Report Obendorf – RZ2022-0007

Hearing Date: August 4, 2022

Development Services Department

## **Owner/Applicant:**

Gregory and Ann Obendorf

## **Representative:**

Curtis Crystal, BRS Architects

**Staff:** Juli McCoy, Planner II

**Tax ID:** R32686

**Curent Zone:** "A" (Agricultural)

**2020 Comprehensive Plan:**  
**Future Land Use Designation:**  
Commercial

**Lot Size:** 40 acres

**Applicable Zoning Land Use**  
**Regulations:** §07-06-07

## **Notification**

04-26-22: Agencies  
07-01-22: Radius Notice  
04-26-22: Newspaper  
07-11-22: Posting

## **Exhibits:**

1. FCO's w/ Attachment A:  
Development Agreement  
Conditions;
2. Letter of Intent/Site Plan;
3. Neighborhood Meeting;
4. Maps:
  - a. Small Air Photo;
  - b. Vicinity;
  - c. Notification
  - d. Zoning and Classification;
  - e. Subdivision w/ Report
  - f. Cases w/ Report
  - g. Soils and Farmland w/  
Report
  - h. Dairy, Feedlots and Gravel  
Pits
  - i. TAZ
  - j. Future Land Use
  - k. Future Land Use – Caldwell
  - l. Nitrates and Wells
5. Agency Comments:
  - a. City of Caldwell
  - b. Boise Project Board of  
Control
  - c. Canyon Highway District  
No. 4
6. Public Comments:
  - a. Julie Harris (opposed)
  - b. Andrew Haumesser  
(opposed)
  - c. Tom Blaisdell (opposed)
  - d. Jennifer Babbitt (opposed)
7. Traffic Impact Study by T-O  
Engineers
8. Site Photos

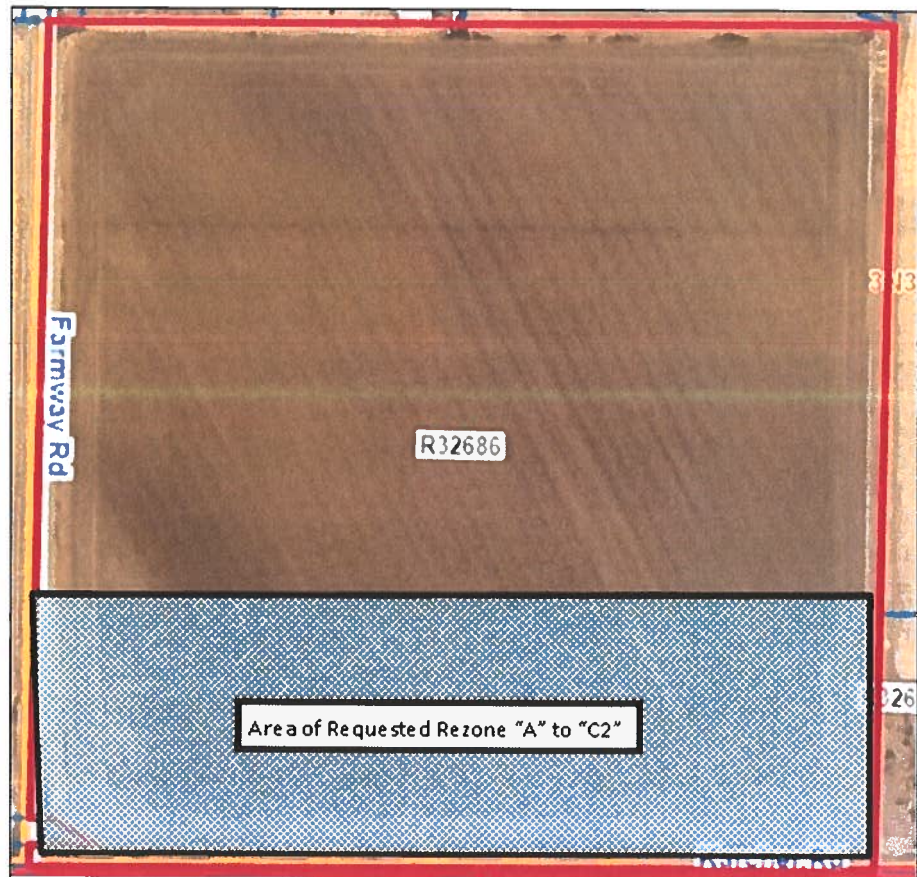
## **Request**

The applicants, Gregory & Ann Obendorf, represented by Curtis Crystal are requesting a conditional rezone of a 12.6-acre portion of parcel R32686 from an "A" (Agricultural) zone to a "C-2" (Service Commercial) zone. The request includes a development agreement (Exhibit 1, Attachment A). The 40.4-acre property is located on the northeast corner of Farmway Road and Karcher Road, Caldwell; also referenced as a portion of the SW¼ of Section 09, Township 3N, Range 3W; BM; Canyon County, Idaho.

Pursuant to the applicant's letter of intent (Exhibit 2), the 12.6-acre parcel will be completed in 3 phases: (1) gas station with convenience store at the corner of Farmway Road and Karacher Road within a 3-acre lot; (2) a seasonal farmers market along Farmway Road on approximately 1-acre; and (3) car-wash accessory to the gas station/convenience store (approximately 1.5 acres) and commercial lots along Karacher Road. Phase 3 will not occur until city services are available.

## **Background**

The subject parcel is an original parcel (created prior to September 6, 1979, CCZO §07-02-03). The subject parcel was purchased by Gregory and Anne Obendorf September 17, 2021 (Instrument #2021-065151). An application to rezone the subject parcel for commercial development was received in April, 2022.





**CCZO §07-06-07(6)A – Conditional Rezone Approval – Standards of Evaluation:** *The presiding party shall review the particular facts and circumstances of the proposed conditional rezone. The presiding party shall apply the following standards when evaluating the proposed conditional rezone:*

1. *Is the proposed conditional rezone generally consistent with the comprehensive plan;  
When considering the surrounding land uses, is the proposed conditional rezone more appropriate than the current zoning designation;*
2. *Is the proposed conditional rezone compatible with surrounding land uses?*
3. *Will the proposed conditional rezone negatively affect the character of the area? What measures will be implemented to mitigate impacts?*
4. *Will adequate facilities and services including sewer, water, drainage, irrigation and utilities be provided to accommodate proposed conditional rezone;*
5. *Does the proposed conditional rezone require public street improvements in order to provide adequate access to and from the subject property to minimize undue interference with existing or future traffic patterns? What measures have been taken to mitigate traffic impacts?*
6. *Does legal access to the subject property for the conditional rezone exist or will it exist at time of development; and*
7. *Will the proposed conditional rezone amendment impact essential public services and facilities, such as schools, police, fire and emergency medical services? What measures will be implemented to mitigate impacts?*

#### **Analysis**

The property is zoned “A” (Agricultural). Pursuant to CCZO Section 07-10-25(1), the purposes of the “A” (Agricultural) zone are to:

- A. *Promote the public health, safety, and welfare of the people of the County by encouraging the protection of viable farmland and farming operations;*
- B. *Limit urban density development to Areas of City Impact in accordance with the comprehensive plan;*
- C. *Protect fish, wildlife, and recreation resources, consistent with the purposes of the "Local Land Use Planning Act", Idaho Code title 67, chapter 65;*
- D. *Protect agricultural land uses, and rangeland uses, and wildlife management areas from unreasonable adverse impacts from development; and*
- E. *Provide for the development of schools, churches, and other public and quasi-public uses consistent with the comprehensive plan.*

Pursuant to CCZO Section 07-10-25(6), the purpose of the “C-2” (Service Commercial) zone is to: *“Provide areas where activities of a service nature, which are more intensive in character than in other Commercial Zones, may be carried out.”*

#### **Surrounding Uses/Compatibility (see photos; Exhibit 8)**

Existing Conditions		Primary Zone	Other Zones
NW	R32672104 (1.21 acres), R32672104A (.99 acres), R32671102 (1.54 acres), R32672010 (1.00 acre), R32672100 (2.48 acres), R32671013 (1.19 acres), R3267101100 (1 acre), R326101200 (1 acre), R32671 (71.63 acres)	A	-
N	R32688011 (1.18 acres), R32689 (1 acre), R32688010 (3.45 acres), R326687 (1.94 acres), R32702 (24.75 acres), R28131 (.68 acres),	A	-



	R28130 (.51 acres), R28129004 (.51 acres), R28129003 (.51 acres), R281129001 (.40 acres), R28129 (.40 acres)		
NE	R32684010 (68.42 acres), R32706 (78.35 acres)	A	-
E	R32684 (1.29 acres), R32685 (2.01 acres), R32684011 (3.86 acres), R32684011A (5.17 acres), R26694 (.86 acres), R26707 (.42 acres), R26706 (.42 acres), R26683 (.32 acres), R26693 (.32 acres), R32683 (.47 acres)	A	R-R
SE	R32862010 (3.21 acres), R32862 (65.95 acres), R32909 (.93 acres), R32908011 (.64 acres), R32908 (.74 acres), R3290812 (.77 acres), R32908206 (1 acre), R32908205 (1 acre), R32908204 (.99 acres)	A	-
S	R32900216 (6.4 acres), R32900215 (1.29 acres), R32900201 (1.1 acres), R32900214 (1.28 acres), R32900213 (1.29 acres), R32900212 (1.27 acres), R32900211 (1.27 acres), R32900210 (1.4 acres)	A	C-1
SW	R32917011A (9.73 acres), R32917011 (68.99 acres), R32915 (45.21 acres), R32917 (1.48 acres)	CR-R-1	CR-C-1, CR-C-2, A
W	R32673 (80.40 acres)	A	-
A=Agricultural, CR-R-1=Conditional Rezone Single Family, CR-C-1=Conditional Rezone Neighborhood Commercial, CR-C-2 Conditional Rezone Service Commercial			

Within the immediate vicinity, the majority of the properties are zoned “A” (Agricultural; Exhibit 4d) with an average lot size of 10.37 acres (Exhibit 4e). The property consists of 40 acres of moderately suited soils which is considered prime farmland if irrigated (Exhibit 4g). Aerial views (Exhibit 4a) show an area in transition, several fields are still in agricultural production but there are numerous subdivisions and some commercial use in the area.

There are twenty-eight (28) platted subdivisions in a one-mile radius of the subject property with an average lot size of 1.03 acres. There are two (2) subdivisions that currently in platting within a one-mile radius with an average lot size of 0.30 acres (Exhibit 5e). Directly across Highway 55/Karacher Road, on parcel R32900216 is a mini-storage facility that operates under a conditional use permit, this parcel is zoned “C-1” (Neighborhood Commercial) (Exhibit 4d). To the south west of the subject parcel are several parcels that are zoned “CR-C-2” (Conditional Rezone-Service Commercial) and “CR-C-1” (Conditional Rezone-Neighborhood Commercial) and “C-1” (Neighborhood Commercial).

#### **Future Land Use/Anticipated Growth**

The Canyon County Future Land Use Map designates the subject property as Commercial (Exhibit 4j). The Commercial land use classification is described in the 2020 Canyon County Comprehensive Plan as providing “for a variety of commercial uses that provides goods and services to businesses, travelers and residents of the county.”

The request is located within the Caldwell Area of City Impact and the land use is designated as “Highway Corridor” (Exhibit 4k) the purpose of which is to “identify key areas along a highway corridor that are highly visible and transitional in nature. This category includes land that is suitable for a blend of highway oriented commercial uses, business parks, limited light industrial, educational, office and high density residential” (Exhibit 5a).

#### **Services**

- **Wells/Septic Systems:** The property is located within the Caldwell Area of City Impact. City services are not available to the subject parcel at this time. Therefore, the gas station with convenience store and seasonal farmer’s market will be required to meet IDWR, DEQ and SWDH requirements.



The property is just outside of the delineated nitrate priority area (Exhibit 4l). Wells in the immediate area showing low levels of nitrates. DEQ will require a public drinking water system if the gas station with convenience store or seasonal farmer's market serves 25 or more people for 60 more days a year which will address any nitrates issues.

- Irrigation and Drainage: The property is located within the Boise Project Board of Control Irrigation District and has a valid water right (Exhibit 5b). Future development will be required to provide irrigation water to all landscaping and retain stormwater on-site.
- Access/Traffic: The applicant commissioned a Traffic Impact Study (TIS) by T-O Engineers (Exhibit 7) which was completed in November, 2021 and updated March, 2022. The proposed development is expected to generate a total of 1,770 net-new daily trips. Based upon the analysis contained within the TIS the following recommendations were provided:
  - Access: Access to the property shall be located a minimum of 660' from the intersection of Karcher Road and Farmway Road.
  - Farmway Road at Driveway A: Per standards outlined in the *ITD Traffic Manual* a northbound right-turn lane should be constructed concurrently with Driveway A which will provide full access with no turning restrictions.
  - State Highway 55 at Driveway B: Per standards outlined in the *ITD Traffic Manual* a westbound turn lane should be constructed concurrently with Driveway B which will provide right-in, right-out access only.

Canyon Highway District #4 commented on the request and TIS (Exhibit 6c). The comment letter does not oppose the request subject to conditions of approval which include a final traffic study addressing the full buildout, improvements to Farmway frontage per Transportation Impacts and Frontage Improvements section of the TIS, Driveway approach location, connection plan directly across from Drake Lane, and dedication. The letter is included as a condition of the development agreement (Exhibit 1, Attachment A).

At the time of drafting this report, no comments were received from ITD regarding their review of the request and TIS. A condition has been included to the development agreement that requires compliance with ITD.

### **Comprehensive Plan**

The 2020 Canyon County Comprehensive Plan designates the future land use of the parcel as Commercial (Exhibit 4j). The parcel is located within the Caldwell Area of City Impact and is designated as Highway Corridor on their comprehensive plan (Exhibit 4k). The request is in general compliance with the following goals, policies and implementation actions of the 2020 Canyon County Comprehensive Plan:

- Property Rights Policy No. 1: *"No person shall be deprived of private property without due process of law."*
- Property Rights Policy No. 8: *"Promote orderly development that benefits the public good and protects the individual with a minimum of conflict."*
- Population Goal No. 2: *"To encourage economic expansion and population growth throughout the county plus increase economic diversity for continued enhancement of our quality of life to meet citizen needs."*
- Population Goal No. 3: *"To guide future growth in order to enhance the quality and character of the county while providing and improving the amenities and services available to Canyon County residents."*
- Economic Development Goal No. 3: *"Create new jobs that are sustainable and lasting."*



- Economic Development Goal No. 4: *“Provide an economically viable environment that builds and maintains a diverse base of business.”*
- Economic Development Policy No. 6: *“Encourage commercial and residential development in a controlled, planned, and constructive manner, which will enhance, not destroy, the existing lifestyle and environmental beauty of Canyon County.”*
- Economic Development Policy No. 12: *“Establish appropriate industrial and commercial zones to further increase business and economic development in various areas of Canyon County.”*
- Land Use Goal No. 1: *“To encourage growth and development in an orderly fashion, minimize adverse impacts on differing land uses, public health, safety, infrastructure and services.”*
- Land Use Goal No. 4: *“To encourage development in those areas of the county which provide the most favorable conditions for future community services.”*
- Land Use Policy No. 1: *“Review all residential, commercial and industrial development proposals to determine the land use compatibility and impact to surrounding areas.”*
- Land Use Implementation Action: *“Encourage commercial areas, zones or uses that are contiguous to existing county or city commercial areas, zones or uses but recognizing additional areas or zones, beyond those already existing, may be desirable and that some mixed uses are compatible.”*
- Land Use Policy No. 3: *“Encourage the establishment of new development to be located within the boundaries of a rural fire protection district.”*

### **Potential Impacts**

While the subject parcel and the majority of parcels in the immediate area still zoned “A”, it is an area that is currently transitioning to residential and commercial uses. There are several platted subdivisions in the immediate vicinity that would benefit from the proposed rezone and development. The subject parcel is located at the corner of two major road ways at a signalized intersection allowing for safe and adequate access. It is also located within the Area of City Impact for the city of Caldwell which designates it as “Highway Corridor” on their land use map making the proposed use of a convenience store, fueling station, farmers market and car wash very appropriate and compatible.

The proposed development agreement (Exhibit 1, Attachment A) allows limited commercial uses to the area until city infrastructure can be provided to the rest of the property while still preserving over 27 acres in agricultural use. The conditions allow input from the City of Caldwell to ensure the development does not impact city growth plans.

### **Area of City Impact – Caldwell**

Pursuant to Canyon County Code §09-01-21 – Zoning Ordinance Amendment Proposals within the Caldwell Area of City Impact Agreement:

*All proposed amendments to the text and/or map of the Canyon County zoning ordinance or subdivision regulations, which may relate to the Caldwell area of city impact, shall be referred by the county to the city of Caldwell in the same manner as provided for in subsection 09-01-17(3) of this article. Any recommendation of the city of Caldwell shall be considered in the same manner as provided for in subsection 09-01-17(3) of this article.*

- Canyon County Code §09-01-17(3): *Notice of all proposals to amend the county comprehensive plan, which may pertain to the Caldwell area of city impact but which do not originate from the city of Caldwell, shall be given to the city of Caldwell community development director at least thirty (30) calendar days prior to the first county public hearing at which such proposal is considered by the county, and the city of Caldwell may make a recommendation before or at said public hearing. After the city receives its initial thirty (30) days' notice, any further notice of proposed changes to the proposal will be provided to the city of Caldwell at least seven (7) days prior to the public hearing.*



*a recommendation is received by the county from the city of Caldwell, the recommendation shall be given consideration by the county, provided it is factually supported. Such recommendation shall not be binding on the county. If no recommendation is received, Canyon County may proceed without the recommendation of the city of Caldwell.*

The property is within the Caldwell Area of City Impact. The city designates the area as “Highway Corridor” (Exhibit 4k).

Pursuant to the code sections stated above, a notice was provided to the City of Caldwell on April 26, 2022. A comment letter was received from the City of Caldwell (Exhibit 5a) identifying the request is consistent with their comprehensive plan subject to the following:

- Development meets applicable regulations within Caldwell’s Landscaping Ordinance;
- Development connect to city services (water and sewer); and
- Development meet Caldwell Fire comments and conditions.

As conditioned by the development agreement (Exhibit 1, Attachment A), the request shall comply with Caldwell’s landscaping requirements and Fire District Conditions. The agreement requires the developer to connect to city services prior to Phase 3. The applicant shall work with the City of Caldwell on a pre-annexation/services connection deferral agreement.

### **Comments**

#### **Public Comments**

Newspaper notice was published on June 29, 2022, property owners within 600’ were notified by mail on July 1, 2022 and the property was posted on July 11, 2022. Four letters of opposition were received (Exhibit 6) with the following concerns:

- The request is premature. City services and Karacher Road improvements should be completed prior to the requested development. The current conditions of Karacher Road/SH-55 are congested with inadequate highway capacity.
- The request promotes the incremental removal of valuable farm ground.
- The commercial use proposed in not needed in the area. There are five convenience stores within five miles.
- Environmental risks/concerns of groundwater contamination form the gas storage/fuel tanks.
- The proposal does not address noise and exterior lighting impacts.

#### **Agency Comments**

See Exhibit 5 for all comments received from affected agencies.

#### **Decision Options:**

- The Planning and Zoning Commission may **recommend approval** of the request and accept draft conditions of the development agreement as presented or as modified;
- The Planning and Zoning Commission may **recommend denial** of the request,
- The Planning and Zoning Commission may **continue the discussion** and request additional information on specific items.

#### **Recommendation**

Staff recommends the Planning and Zoning Commission open a public hearing and discuss this request.

Staff is **recommending approval** of this request subject to the conditions of the development agreement. Staff has provided draft Findings of fact, Conclusions of Law and Order for the Commission’s consideration (Exhibit 1).





**Planning and Zoning Commission - Staff Report**  
**Obendorf – RZ2022-0007**

Development Services Department

**Findings of Fact, Conclusions of Law, and Order**

Conditional Rezone – RZ2022-0007

**Findings of Fact**

1. The applicants, Gregory & Ann Obendorf, represented by Curtis Crystal, are requesting a conditional rezone of a 12.6-acre portion of parcel R32686 from an “A” (Agricultural) zone to a “CR-C-2” (Conditional Rezone - Service Commercial) zone. The request includes a development agreement (Attachment A). The 40.4-acre property is located on the northeast corner of Farmway Road and Karcher Road, Caldwell; also referenced as a portion of the SW¼ of Section 09, Township 3N, Range 3W; BM; Canyon County, Idaho.
2. The subject property is designated as “Commercial” in the Future Land Use plan within the 2020 Canyon County Comprehensive Plan.
3. The subject property is located within the Caldwell Area of City Impact.
4. The subject property is located within the Canyon Highway District #4, Caldwell Rural Fire District, Valley View School District and the Boise Project Board of Control Irrigation District.
5. A neighborhood meeting was conducted on April 5, 2021 in accordance with CCZO Section 07-01-15.
6. Notice of the public hearing was provided in accordance with CCZO §07-05-01. Affected agencies were noticed on April 26, 2022. Newspaper notice was published on June 29, 2022. Property owners within 600’ were notified by mail on July 1, 2022. Full political notice was provided on April 26, 2022. The property was posted on July 11, 2022.
7. The record includes all testimony, the staff report, exhibits, and documents in Case File RZ2022-0007.

**Conclusions of Law**

For this request, the Planning and Zoning Commission finds and concludes the following regarding the Standards of Review for a Conditional Rezone (CCZO §07-06-07(6)):

**A. Is the proposed conditional rezone generally consistent with the comprehensive plan?**

Conclusion: The proposed conditional rezone is consistent with the comprehensive plan.

Finding: The request is in general compliance with the following goals, policies and implementation actions of the 2020 Canyon County Comprehensive Plan:

- Property Rights Policy No. 1: “No person shall be deprived of private property without due process of law.”
- Property Rights Policy No. 8: “Promote orderly development that benefits the public good and protects the individual with a minimum of conflict.”
- Population Goal No. 2: “To encourage economic expansion and population growth throughout the county plus increase economic diversity for continued enhancement of our quality of life to meet citizen needs.”
- Population Goal No. 3: “To guide future growth in order to enhance the quality and character of the county while providing and improving the amenities and services available to Canyon County residents.”
- Economic Development Goal No. 3: “Create new jobs that are sustainable and lasting.”



- Economic Development Goal No. 4: *“Provide an economically viable environment that builds and maintains a diverse base of business.”*
- Economic Development Policy No. 6: *“Encourage commercial and residential development in a controlled, planned, and constructive manner, which will enhance, not destroy, the existing lifestyle and environmental beauty of Canyon County.”*
- Economic Development Policy No. 12: *“Establish appropriate industrial and commercial zones to further increase business and economic development in various areas of Canyon County.”*
- Land Use Goal No. 1: *“To encourage growth and development in an orderly fashion, minimize adverse impacts on differing land uses, public health, safety, infrastructure and services.”*
- Land Use Goal No. 4: *“To encourage development in those areas of the county which provide the most favorable conditions for future community services.”*
- Land Use Policy No. 1: *“Review all residential, commercial and industrial development proposals to determine the land use compatibility and impact to surrounding areas.”*
- Land Use Implementation Action: *“Encourage commercial areas, zones or uses that are contiguous to existing county or city commercial areas, zones or uses but recognizing additional areas or zones, beyond those already existing, may be desirable and that some mixed uses are compatible.”*
- Land Use Policy No. 3: *“Encourage the establishment of new development to be located within the boundaries of a rural fire protection district.”*

**B. When considering the surrounding land uses, is the proposed conditional rezone more appropriate than the current zoning designation?**

Conclusion: The proposed zone change is more appropriate than the current zone.

Finding: While the subject parcel and the majority of parcels in the immediate area still zoned “A” agricultural it is an area that is currently transitioning to residential and commercial uses. There are twenty-eight (28) platted subdivisions in the immediate vicinity that would benefit from the proposed rezone and development. The subject parcel is located at the corner of two major arterial road ways at a signalized intersection which allows for adequate traffic control. It is also located within the Area of City Impact for the city of Caldwell which designates it as “Highway Corridor” on their land use map making the proposed use of a convenience store, fueling station, farmers market and car wash very appropriate and compatible.

**C. Is the proposed conditional rezone compatible with surrounding land uses?**

Conclusion: The proposed use is compatible with the surrounding land uses.

Finding: Directly across Highway 55, on parcel R32900216 is a mini-storage facility that operates under a conditional use permit, this parcel is zoned “C-1” (Neighborhood Commercial). To the south west of the subject parcel are several parcels that are zoned “CR-C-2” (Conditional Rezone-Service Commercial) and “CR-C-1” (Conditional Rezone-Neighborhood Commercial) and “C-1” (Neighborhood Commercial).



**D. Will the proposed conditional rezone negatively affect the character of the area? What measures will be implemented to mitigate impacts?**

Conclusion: As conditioned by the development agreement, the proposed use will not negatively affect the character of the area.

Finding: The Canyon County Comprehensive Plan 2020 Future Land Use Map designates the subject property as commercial. The request is located within the Caldwell Area of City Impact and the land use is designated as Highway Corridor the purpose of which is to “identify key areas along a highway corridor that are highly visible and transitional in nature. This category includes land that is suitable for a blend of highway oriented commercial uses, business parks, limited light industrial, educational, office and high density residential”

As conditioned by the development agreement (Attachment A), the rezone only impacts 12.6 acre of a 40-acre parcels, retaining approximately 27 acres in agricultural uses. The agreement restricts the development to the first two phases which requires conditions regarding traffic improvements and reviews and complying with City of Caldwell requirements. The result allows commercial uses within the designated area incrementally with conditions that address traffic, services and operational concerns.

**E. Will adequate facilities and services including sewer, water, drainage, irrigation and utilities be provided to accommodate the proposed conditional rezone?**

Conclusion: Adequate sewer, drainage, and storm water retention facilities and utility systems will be provided to accommodate the proposed use at the time of development.

Finding: The following adequate facilities can be provided and demonstrated at the time of development:

- Wells/Septic Systems: The property is located within the Caldwell Area of City Impact. City services are not available to the subject parcel at this time. Therefore, the gas station with convenience store and seasonal farmer’s market will be required to meet IDWR, DEQ and SWDH requirements.
- Irrigation and Drainage: The property is located within the Boise Project Board of Control Irrigation District and has a valid water right. Future development will be required to provide irrigation water to all landscaping and retain stormwater on-site.

**F. Does legal access to the subject property for the conditional rezone exist or will it exist at the time of development?**

Conclusion: Legal access to the property does exist.

Finding: Legal access will be granted via a single point driveway on Farmway Road and another single point driveway on Highway 55.

**G. Does the proposed conditional rezone require road improvements to provide adequate access to and from the subject property to minimize undue interference with existing or future traffic patterns created by the proposed development? What measures have been taken to mitigate road improvements or traffic impacts?**

Conclusion: The rezone of the subject property will require improvements to prevent undue interference with existing or future traffic patterns as proposed.

Finding: The applicant commissioned a Traffic Impact Study (TIS) by TO Engineers which was completed in November, 2021. The proposed development is expected to generate a total



of 1,770 net-new daily trips. Based upon the analysis contained within the TIS the following recommendations were provided:

- Access: Access to the property shall be located a minimum of 660' from the intersection of Karcher Road and Farmway Road.
- Farmway Road at Driveway A: Per standards outlined in the *ITD Traffic Manual* a northbound right-turn lane should be constructed concurrently with Driveway A which will provide full access with no turning restrictions.
- State Highway 55 at Driveway B: Per standards outlined in the *ITD Traffic Manual* a westbound turn lane should be constructed concurrently with Driveway B which will provide right-in, right-out access only.

Canyon Highway District #4 commented on the request and TIS. The comment letter does not oppose the request subject to conditions of approval which include a final traffic study addressing the full buildout, improvements to Farmway frontage per Transportation Impacts and Frontage Improvements section of the TIS, Driveway approach location, connection plan directly across from Drake Lane, and dedication. The letter is included as a condition of the development agreement.

**H. Will the proposed conditional rezone impact essential public services and facilities, such as schools, police, fire and emergency medical services? What measures will be implemented to mitigate impacts?**

Conclusion: Essential services will be provided to accommodate the use. No mitigation is proposed at this time.

Finding: Staff has not found that the proposed use will require additional public funding to meet the needs created by the requested use and police, fire, and emergency medical services will be provided to the property. As a condition of the development agreement, City of Caldwell requires the development to comply with applicable Caldwell Fire Department requirements and standards. All affected essential services were notified on April 26, 2022. No comments were received.

**Conclusions of Law - Area of City Impact**

The property is within the Caldwell Area of City Impact. The city designates the area as "Highway Corridor".

Pursuant to Canyon County Code §09-01-21 – Zoning Ordinance Amendment Proposals within the Caldwell Area of City Impact Agreement, a notice was provided to the City of Caldwell on April 26, 2022. A comment letter was received from the City of Caldwell identifying the request is consistent with their comprehensive plan subject to the following:

- Development meets applicable regulations within Caldwell's Landscaping Ordinance;
- Development connect to city services (water and sewer); and
- Development meet Caldwell Fire comments and conditions.

As conditioned by the development agreement (Attachment A), the request shall comply with Caldwell's landscaping requirements and Fire District Conditions. The agreement requires the developer to connect to city services prior to Phase 3. The applicant shall work with the City of Caldwell on a pre-annexation/services connection deferral agreement.



**Order**

Based upon the Findings of Fact, Conclusions of Law and Order contained herein, the Planning and Zoning Commission **recommends approval** of Case #RZ2022-0007, a conditional rezone of parcel R32686 from an "A" zone (Agricultural) to an "CR-C-2" zone (Conditional Rezone – Service Commercial).

**APPROVED** this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

PLANNING AND ZONING COMMISSION  
CANYON COUNTY, IDAHO

\_\_\_\_\_  
Robert Sturgill, Chairman

State of Idaho )

SS

County of Canyon County )

On this \_\_\_\_\_ day of \_\_\_\_\_, in the year 2022, before me \_\_\_\_\_, a notary public, personally appeared \_\_\_\_\_, personally known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he(she) executed the same.

Notary: \_\_\_\_\_

My Commission Expires: \_\_\_\_\_

**ATTACHMENT A**

**DRAFT CONDITIONS OF APPROVAL**

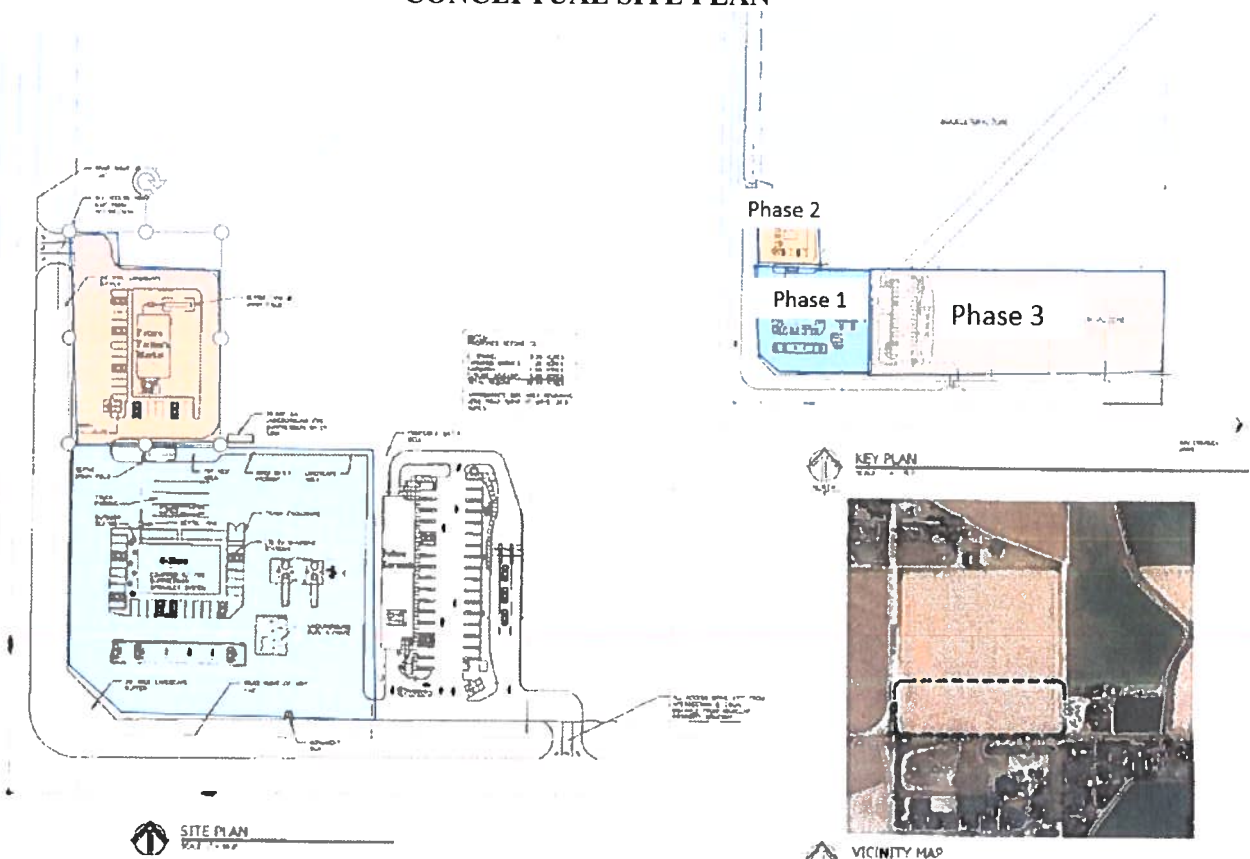
1. The development shall comply with all applicable federal, state, and county laws, ordinances, rules, and regulations that pertain to the property.
2. Development shall only occur within the 12.6 acres shown in the conceptual site plan (Attachment B) on Parcel R32686 zoned "CR-C-2". The remaining acreage shall remain zoned "A" (Agricultural).
3. Prior to commencement of use, development shall comply with all applicable federal, state, and county laws, ordinances, rules, and regulations and is subject to the following restrictions:
  - a. The development shall be phased in substantial compliance with the conceptual site plan (Attachment B) as follows:
    - i. Phase one shall consist of a fueling station to include 12 passenger vehicle pumps and 4 diesel pumps for commercial vehicles and, a 6,000 sq. foot convenience store with second floor caretaker residence.
    - ii. Phase two shall consist of a 3,000 square foot farmers market and is to include a paved parking lot.
    - iii. Phase three, consisting of a 7,000 square foot carwash and commercial development, shall not occur until such time as Caldwell has extended public utilities to the site.
  - b. The development shall comply with the following City of Caldwell requirements:
    - i. Development shall comply with City Landscaping Ordinance;
    - ii. The development shall comply with applicable Caldwell Fire Department requirements and standards as stated in Caldwell's letter dated May 3, 2022 (Exhibit 5a of the staff report); and



- iii. A pre-annexation agreement/city services deferral agreement shall be completed by the development and the City of Caldwell.
- c. A Final Traffic Study is required and is subject to review and acceptance by Canyon Highway District 4, City of Caldwell – Engineering and Idaho Transportation Department. All improvements of the study shall be complied with unless other alternative measures are identified by the above agencies. Development shall comply with the following:
  - i. Requirements and conditions stated in the Canyon Highway District #4 letter dated July 14, 2022 (Exhibit 5c) of the staff report.
4. The developer shall comply with CCZO §07-06-07 (4): Time Requirements: "All conditional rezones for a land-use shall commence within two (2) years of the approval of the board."

## ATTACHMENT B

### CONCEPTUAL SITE PLAN







Obendorf Commercial Rezone  
Letter of Intent

**Proposed Use/ Project Description:**

The existing property is currently zoned Agricultural as are the properties to the north, east and west. Immediately south is a mini storage facility and a residential subdivision. Canyon County's 2020 Comprehensive Plan, future land use map identifies this site for commercial development, lands to the north, south and east designated as future residential development. The lands west of Farmway Road are intended to remain agricultural at the present time. City of Caldwell's current area of impact boundary being Farmway Road then south approximately a quarter mile and parallel to Karcher Road.

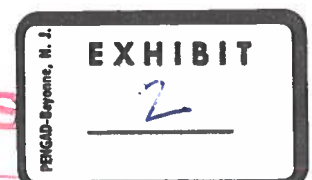
The proposed commercial rezone of 12.6 acres of frontage land on the northside of Karcher Road which extends east a quarter mile from the intersection with Farmway Road. There will be two access points to the development: one from Farmway Road approximately 660 feet north of the Karcher intersection and the second on Karcher Road, 677 feet east of the Farmway intersection. Preliminary feedback from ITD and Canyon County Highway District support these site access locations.

First phase is a fueling station with convenience store on 3 acres at the northeast corner of the Farmway and Karcher roads. There will be two fueling canopies; one with 12 passenger vehicle fueling stations and a second with 4 decseil pumps. The site does not have access to public utilities at this time and will provide its own water well. The convenience store septic system will be an onsite septic tank with drain field. Each individual site will retain storm water drainage in either open swales or underground drain fields.

The convenience store has 6,000 square feet of ground floor sales and general operational space and approximately 1,000 s.f. second floor caretakers' residence. The convenience store will be protected by a fire sprinkler system that includes a water holding tank on site with pressurized lines as determined by the Caldwell Fire Marshall.

The site will have a twenty-foot landscape buffer between the adjacent roadways and internal paved driveways. Site amenities include an outdoor dining area, a pet rest area for travelers, EV charging stations and paved parking for passenger vehicles to semitrucks with trailers. Construction of phase one anticipated to start late fall 2022 and completed in 2023.

A 3,000 square foot farmers' market would be the second phase and be a new home for the existing Lakeview Fruit Market currently at the intersection of Riverside and Karcher Roads. The building would have refrigerated storage, public restrooms, and a produce sales floor. The site will have paved parking





areas, and open space for outdoor seasonal fruit and vegetable sales from local farmers.

Phase three is a 7,000 s.f. carwash adjacent to the fuel station, it is considered an accessory use in a C-2 Commercial zone. It will be a fully automated conveyor car wash tunnel with several detailing stations. The site will have three pay stations and ample stacking area for peak hours. This phase will occur after Caldwell utilities have been extended to the property, anticipated timeline is five plus years.

The remaining 5.6 acres of commercial frontage will also begin development after utility infrastructure has reached the area in next 5 to 10 years. During this time, residential growth along with other key public services will be able to economically sustain additional local businesses in the community.

**Proposed Request and why it's being requested:**

Our rezone application proposes to rezone 12.6 acres of frontage land on the northside of Karcher Road to C-2 Commercial Service. The frontage extends east a quarter mile from the intersection with Farmway Road.

The new Karcher Road frontage development is intended establish a commercial presence to serve as an economic foundation for future businesses that supports residential growth as the City of Caldwell expands into this area.

The first business will be a fueling station with convenience store on 3 acres at the northeast corner of Farmway and Karcher roads. It will be the anchor business for the remaining commercial development. Second phase is a seasonal farmers market that connects the existing agricultural lands to this development by selling fresh grown produce to residents in the area. At some point in the future after Caldwell public utilities are available, a carwash will be added as an accessory use to the fuel station.

The remaining commercial frontage will begin development after utility infrastructure is established approximately 5 to 10 years in the future. During this time, residential growth will create the need for additional local business opportunities on the site.

**Expected Traffic counts and patterns:**

The following information is part of a Traffic Impact Study for the gas station with convenience store and farmer's market.

The study focuses on traffic operations for the primary intersection associated with the proposed access points. These are the roadways anticipated to support the majority of approaching and departing project trips. The Idaho Statewide Functional Classification Map maintained by the ITD catalogs the classifications of these roadways.

Under 2021 existing conditions, SH 55 at Farmway Road operates well within acceptable level of service standards, when examining both the intersection overall and each lane group on the intersection approaches. The intersection operates at LOS B during both peak hours, and the worst lane group (NBLTR) operates at LOS C during the PM peak hour only. This analysis indicates that there is ample capacity at the intersection to accommodate additional traffic volume.

The fueling stations development is proposed to provide a gas station with 16 vehicle fueling positions and an ancillary 6,000 square-foot convenience store, in addition to a 3,000 square-foot farmer's market. Site access is proposed via two driveways: one full-access driveway with Farmway Road, located

**SCANNED**



to the north of SH 55, and one right-in, right-out driveway with SH 55, located to the east of Farmway Road. The proposed right-in, right-out access along SH 55 aligns with ITD's long-term plan for the corridor. Ultimate build-out of the site is anticipated to be completed in 2023.

When accounting the effect of pass-by trips, the proposed development is forecast to generate approximately 1,770 weekday trips, with 98 trips generated during the AM peak hour and 131 trips generated during the PM peak hour according to the ITE Trip Generation Manual. The majority of trips were forecast to/from SH 55 (Karcher Road), with 35- and 40-percent of trips anticipated to/from the east and west, respectively, along SH 55. 20-percent of project trips are forecast to/from the north via Farmway Road, with the remaining 5-percent expected to/from the south via Farmway Road.

#### **Summary Results:**

Intersection and street capacity analyses were performed based on review of year 2021 existing and 2023 forecasted, with and without consideration of the fueling stations site, traffic conditions for the AM and PM peak hours. This study concludes that the intersection of SH 55 at Farmway Road is expected to operate well within acceptable ITD and ACCHD level of service standards through the year 2023, with and without traffic from the development. The site access points are also anticipated to operate well within acceptable standards, even without consideration of turn lane warrants.

Traffic volumes under 2023 Future with Project conditions were compared against the turn-lane warrants established in NCHRP Report 457. Right-turn lanes are warranted at both site access points. Left-turn lane warrants were not met at Driveway A, and a left-turn lane is not permitted at Driveway B as it is proposed to provide right-in, right-out access only. Additionally, two approach lanes on the site access points are not warranted.

#### **Recommendations and Conclusion:**

This study concludes that the development of the fueling station is not likely to result in a significant degradation of traffic operations at the study intersection through the year 2023. A northbound right-turn lane is warranted along Farmway Road at Driveway A and a westbound right-turn lane is warranted along SH 55 at Driveway B based on 2023 future with project traffic volumes and a posted speed limit of 55 mph on these roadways. These right-turn lanes should be constructed in accordance with the guidelines contained in the Idaho Transportation Department Supplement to the MUTCD. The proposed location of Driveway A should be shifted further to the west as to not encroach upon the existing quarter mile driveway along SH 55, while maintaining adequate spacing between the access point and the SH 55 at Farmway Road intersection.

For detailed traffic impact information refer to the traffic study included in this rezone application submittal.

#### **Phasing of Development:**

Phase One: Fueling station and convenience store with a caretaker's residence on 3 acres.

Phase Two: Seasonal farmer's market on 1 acre.

Phase Three: Accessory Use carwash on 1.5 acres. To be developed after city utilities have been extended to the area, estimated timeline 5 to 10 years.

Phase Four: Remaining 5.6 acres of commercial C-2 frontage developed after city utilities are available and as demand new businesses in the community grow over time.



**How proposed use may affect neighboring uses:**

Once the property is fully developed these small businesses in rural areas thrive when residents shop locally. Consumers shopping at local small businesses are essentially giving money back to their community. A thriving local business will generate high levels of revenue, which means that the business will pay higher taxes, including local property taxes. This revenue is then used to fund local infrastructure projects like parks, bike/walking paths, schools, libraries, police, and fire departments.

The phase one fueling station with a convenience store will start the economic growth by offering goods and services close to residence homes and reducing long trips to a 'big-box store'. Studies show more people visit a convenience store each day than any other brick and mortar retail location. Meaning on average half the population is buying something at a convenience store every day. These customers frequent their favorite location to refuel and refresh with a snack, beverage, and fresh-prepared meal. Studies show in rural areas eight in ten residents frequent these locations for buying grocery items, fuel or their products or services. These stores are often a community gathering spot, proving essential services for the nearby residents.

The average convenience store collects about \$1.3 million in taxes for local, state and federal governments. This includes property taxes, payroll taxes, sales taxes and taxes that are assessed on a variety of products sold at stores. The average taxes collected is about \$17 per square foot per year. Convenience stores create economic stability and growth providing sales, services, and local jobs.

This new commercial development made up of small businesses will contribute to local economics by bringing growth to the community. Initial benefits are goods and services found close to home. Fewer long trips reduce fuel costs, decreased travel time, less vehicle wear and tear, accumulatively allows residents additional time and money for other activities. In the longer term, rural small businesses provide local employment opportunities, generating wages that in turn are spent in these same businesses and attributing to the community's economic growth.

**Description of future site features:**

The development will have a landscaping buffer between roadways and interior paved areas as determined by county and highway districts. Internal landscaping areas will also comply with county standards while enhancing the site esthetic by hiding or masking utilitarian elements from view.

A variety of landscaping techniques will be used to reduce landscape water consumption like drought tolerant plants in conjunction with hardscape decorative pavers and rock features.

The vehicle circulation and parking areas will be asphalt paved in such a way as to retain storm water on site using surface drainage swales and underground drain fields. All catch basins will have filtering devices to prevent petroleum contaminants from entering the soil.

The first phase fueling station with convenience store will start construction late fall 2022 and does not have access to public sewer or water utilities. For water service a water well will be drilled and sewer waste from the convenience store will go into a septic holding tank and underground drain field as approved by Southwest District Health.

The building will be protected by a fire sprinkler suppression system and water holding tank with pressurized lines as required by the Caldwell Fire Marshall.



Site amenities include an outdoor seating area for dining and relaxation, a fenced 'pet rest area' for travelers with dogs and charging stations for electric vehicles.

**Describe business operations, no. of employees, hours, deliveries, shipping, Store operations:**

Business operation hours will be 6am to 10pm Monday through Thursday, 6am to 11pm Friday, Saturday and 7am to 9pm Sundays there are two work shifts with 4 individuals working per shift. General product deliveries occur in the mornings twice a week. Beverages are delivered in the morning once a week and fuel deliveries are twice a week in the late evenings. After deliveries are received products are unpacked, stored and sales area restocked. Employees always being vigilant of health and safety regulations particularly when handling food products. Setting up displays and straightening up shelves so the store is clean and organized for customers. Providing good customer service to create a solid relationship with the community and becoming a solid fixture of the neighborhood.

The store will stock a range of everyday items such as: coffee, groceries, snack foods, confectionery, soft drinks, ice creams, alcohol & tobacco products, lottery tickets, over-the-counter drugs, toiletries, household products, newspapers, and magazines.

Food preparation for made-to-order include morning menu eggs, sausage, hashbrowns, breakfast burritos & sandwiches. Lunch/diner menu: fried chicken strips, deli sandwiches, hamburgers, fries, salads, and soups.

**Describe how proposed use is consistent with the specific zoning or comprehensive plan policies.**

The existing property is zoned Agricultural as are most of the surrounding lands with some residential subdivisions to the east and south. West along the southside Karcher Road for approximately a half mile is frontage property zoned commercial (CR-C2).

Canyon County's 2020 Comprehensive Plan, future land use map identifies this property and adjoining lands within a quarter mile north and east as future commercial that would support residential development as the City of Caldwell expands into this area.

Our application proposes to rezone approximately 12.6 acres of frontage property along Karcher Road to C-2 Commercial Service for developing new businesses to serve a growing residential community. The initial businesses proposed are a fueling station with a convenience store, accessory use carwash and seasonal farmers market that are all allowed uses in a C-2 zone. The remainder of the commercial frontage would be developed into similar service-related businesses as demand is driven by residential growth over time.

Changing this property zoning designation to commercial is consistent with the county's future development goals for the following reasons:

- The county's comprehensive plan identifies this property for future commercial development.
- Commercial development in rural areas, is encouraged when located along major roadways or transportation infrastructure.
- The county's comprehensive plan supports locating commercial areas near residential customers.
- Design and development of commercial areas that allow opportunities to provide transit between commercial businesses and nearby residential developments.



- Commercial zones increase business and economic development within Canyon County.
- The county's commercial designation for this property is intended for commercial uses with goods and services to businesses, travelers, and residents of the county.
- The county encourages commercial development in a planned and constructive manner to enhance the existing lifestyle and environmental beauty of Canyon County.

In summary, the new commercial development located on the western fringe of Caldwell's area of impact and at the intersection of two major roadways, offers a highly visible site for new businesses coming into the community. The phase one fueling station with convenience store will establish a commercial presence to serve as an economic foundation for future business growth that in turn supports residential expansion.

As a privately owned and operated business, they have a vested interest in the growth of the community by not only providing goods and services to residents and travelers, but also offering employment opportunities to residents, supporting local charities, and contributing to school fundraising events. These future small businesses in the development will be able to create partnerships with public and private community-based organizations creating lasting relationships contributing to the community's economic well-being.







## NEIGHBORHOOD MEETING SIGN-UP

### CANYON COUNTY DEVELOPMENT SERVICES DEPARTMENT

111 North 11<sup>th</sup> Avenue, #140, Caldwell, ID 83605

[www.canyonco.org/dsd.aspx](http://www.canyonco.org/dsd.aspx)

Phone: 208-454-7458

Fax: 208-454-6633



## NEIGHBORHOOD MEETING SIGN UP SHEET

### CANYON COUNTY ZONING ORDINANCE §07-01-15

Applicants shall conduct a neighborhood meeting for any proposed comprehensive plan amendment, zoning map amendment (rezone), subdivision, variance, conditional use, zoning ordinance map amendment, or other requests requiring a public hearing.

#### SITE INFORMATION

Site Address: 15622 KARCHER ROAD	Parcel Number: R32686	
City: CALDWELL	State: ID	ZIP Code: 83605
Notices Mailed Date: MARCH 15 <sup>th</sup> 2022	Number of Acres: 12.6	Current Zoning: A
Description of the Request:		

#### APPLICANT / REPRESENTATIVE INFORMATION

Contact Name: CURTIS CRAYSTAL		
Company Name: BRS ARCHITECTS		
Current address: 1010 S. ALLANTE PLACE, STE 100		
City: BOISE	State: IDAHO	ZIP Code: 83709
Phone: 208.336.8370	Cell:	Fax:
Email: curtis.brsarchitects.com		

#### MEETING INFORMATION

DATE OF MEETING: 3-29-22	MEETING LOCATION: NORTH EAST CORNER OF FAIRWAY AND KARCHER ROADS
MEETING START TIME: 5:50 pm	MEETING END TIME: 7:05 pm

#### ATTENDEES:

NAME (PLEASE PRINT)	SIGNATURE:	ADDRESS:
1. Steve & Mary Clark	<i>Steve Clark</i>	15934 Canyon Wood Pl.
2. Jim Thompson	<i>Jim Thompson</i>	12625 Desert Lodge Dr, Nampa
3. Pam LaBelka	<i>Pam LaBelka</i>	15633 Karcher Rd Caldwell
4. Cheyenne Weston	<i>Cheyenne Weston</i>	16316 Orchard Lane Caldwell
5.		
6.		
7.		
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11/25/21



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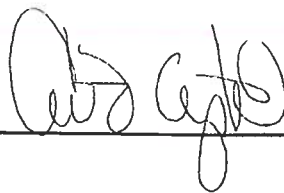
**NEIGHBORHOOD MEETING CERTIFICATION:**

I certify that a neighborhood meeting was conducted at the time and location noted on this form and in accordance with Canyon County Zoning Ordinance § 07-01-15.

**APPLICANT/REPRESENTATIVE (Please print):**

CLAYTON CLAYTON

**APPLICANT/REPRESENTATIVE (Signature):**



**DATE:** 3 / 29 / 22

**SCANNED**



March 15, 2022

Dear Neighbor,

We are in the process of submitting an application for a Zoning Ordinance Map Amendment to Canyon County Development Services (DSD). One of the requirements necessary prior to submitting the application is to hold a "neighborhood meeting" and provide information to our surrounding neighbors (Canyon County Zoning Ordinance § 07-01-15).

This meeting is for informational purposes and to receive feedback from you as we move through the application process. This is not a Public Hearing before a governing body of the County. Once our application has been submitted and processed, a public hearing date will be scheduled. Prior to the scheduled date you will receive an official notification from Canyon County DSD regarding the Public Hearing via postal mail, newspaper publication, and/or a display on the property for which the Zoning Ordinance Map Amendment is applied.

**The Neighborhood Meeting details are as follows:**

**Date:** Tuesday, March 29, 2022

**Time:** 6:00pm to 7:00pm

**Location:** 15622 Karcher Road Caldwell ID. 83605, northeast corner of Karcher and Farmway Roads, Canyon County, Idaho

**Property description:** Agricultural farmland

**The project is summarized below:**

**Site Location:** Canyon County parcel: R32686, mailing address: 15622 Karcher Road, Caldwell, ID 83605.

**Proposed access:** Two proposed access points: Karcher Road access approximately 677' east of the Farmway Road intersection. Farmway access approximately 660' north of the Karcher Road intersection.

**Total acreage:** 12.6 acres of frontage property to Karcher Road beginning at the intersection of Karcher and Farmway Roads then east approximately a quarter mile.

**Proposed lots:** Rezoning 12.6 acres of Agricultural land to C-2 Commercial Service for the purpose of developing a fueling station with a convenience store on a 3 acre portion and future commercial development along the frontage on Karcher Road.

We look forward to the neighborhood meeting and encourage you to attend. At that time we will answer any questions you may have.

Please do not call Canyon County Development Services regarding this meeting. This is a PRE-APPLICATION requirement and we have not submitted the application for consideration at this time. The County currently has no information on this project. If you have any questions prior to the meeting, please contact me at 208-336-8370 or [curtis@brsarchitects.com](mailto:curtis@brsarchitects.com).

Sincerely,  
Curtis Crystal  
BRS Architects

SCANNED





**Neighborhood Meeting for the proposed Obendorf Commercial Rezone**

**Date:** Tuesday, March 29, 2022

**Time:** 6:00pm – 7:00pm

**Location:** Meeting will be held on the subject property at the northeast corner of Karcher and Farmway Roads, Canyon County, Idaho.

**SCANNED**



ROBERTSON RANDALL J  
17534 STIEHL CREEK DR  
NAMPA, ID 83687

WESTERN FARMS INC  
16909 MARSING RD  
CALDWELL ID 83607

SILCO INC  
985 CORPORATE LN  
NAMPA ID 83651

HOAG JARED M  
16327 FARMWAY RD  
CALDWELL ID 83607

KAWAGUCHI BRENT  
16189 DRAKES LN  
CALDWELL, ID 83607

SCHELLER LYNN MARIE  
16200 DRAKES LN  
CALDWELL, ID 83607

CLARK MARY V  
15934 CANYON WOOD PL  
CALDWELL, ID 83607

RODRIGUES LARRY J  
15838 CANYON LAKE ST  
CALDWELL, ID 83607

JAHELKA PAMELA R  
15633 KARCHER RD  
CALDWELL, ID 83607

JOB KARMA D  
15914 WINTERGREEN DR  
CALDWELL, ID 83607

ANDERSON JASON W  
15892 CANYON WOOD PL  
CALDWELL, ID 83607

HIBBENS RAY  
15913 CANYON WOOD PL  
CALDWELL, ID 83607

BAYNE STEVEN  
15964 CANYON LAKE ST  
CALDWELL, ID 83607

RRLS LLC  
PO BOX 5119  
KETCHUM, ID 83340

ALPHA MORTGAGE FUND II TRUSTEE  
7971 W MARIGOLD  
BOISE, ID 83714

CONELY CANDICE  
15929 CANYON WOOD PL  
CALDWELL, ID 83607

DOWEN LARRY J  
15622 KARCHER RD  
CALDWELL, ID 83607

MC KEE VICTORIA B  
16308 FARMWAY RD  
CALDWELL, ID 83607

DUNDAS MIKE  
16100 FARMWAY RD  
CALDWELL, ID 83607

GODINA GUSTAVO T  
16312 FARMWAY RD  
CALDWELL, ID 83607

MC LANE EDWARD J  
15920 CANYON WOOD PL  
CALDWELL, ID 83607

GUNTER REBEKAH  
15880 CANYON LAKE ST  
CALDWELL, ID 83607

TOVAR RODOLFO  
15922 CANYON LAKE ST  
CALDWELL, ID 83607

ANDERSON TERRY  
15955 WINTERGREEN DR  
CALDWELL, ID 83607

LANE TOBY J  
15939 WINTERGREEN DR  
CALDWELL, ID 83607

KNEER ERIK  
15895 WINTERGREEN DR  
CALDWELL, ID 83607

WISEMAN ALLEN  
15946 WINTERGREEN DR  
CALDWELL, ID 83607

FOWLER PHILLIP  
15962 WINTERGREEN DR  
CALDWELL, ID 83607

KARCHER FARM LLC  
5001 FIFESHIRE PLACE  
BOISE, ID 83713

SCANNED



VALLEY WIDE COOPERATIVE INC  
2114 N 20TH ST  
NAMPA, ID 83687

SVW LLC  
2009 S ROOSEVELT  
BOISE, ID 83705

CORES ON DAVID E AND JUDY L  
REVOCABLE FAMILY TRUST  
73837 DAVIS CREEK RD  
ENTERPRISE, OR 97828

OBENDORF GREGORY R  
23299 FARGO RD  
PARMA, ID 83660

DOWEN LARRY J  
15622 KARCHER RD  
CALDWELL, ID 83607

DANOS FAMILY REVOCABLE TRUST  
618 TWIN VIEW RD  
JEROME, ID 83338

COOK ALBERT J  
15656 KARCHER RD  
CALDWELL, ID 83607

DUNDAS MIKE  
12634 BROWNSTONE ST  
NAMPA, ID 83651

CARPENTER BRYAN KEITH  
16338 FARMWAY RD  
CALDWELL, ID 83607

DOBSON RAYMOND L  
15705 YODER AVE  
CALDWELL, ID 83607

SCANNED



IMAGES WERE FLOWN IN THE FALL OF 2020.

# Obendorf Small Air Photo

DRAKES LANDING SUB

Drakes Ln

Karcher Rd

CANYON LAKE ESTATES SUBDIVISION PHASE 2

WINTERGREEN

Canyon Lake St

CANYON LAKE ESTATES SUBDIVISION PHASE 1

NORTH LAKE ACRES

MOONSTRUCK WEST

AUTUMN FALLS SUB

EXHIBIT

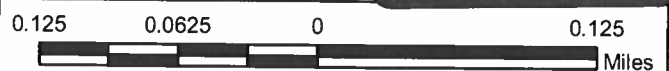
tabbies

4a



Wetlands

City\_Limits





# Obendorf Small Vicinity Map

SILCO INC  
AC 24.75

Drakes Ln

KAWAGUCHI  
AC 2.48

ROBERTSON  
AC 1.54

GODINA  
AC 1

DUNDAS  
AC 1.18

DUNDAS  
AC 1.18

MC KEE  
AC 3.45

DANOS FAMILY REVOCABLE TRUST  
AC 0.2

OBENDORF MALHEUR FARMS  
AC 68.42

WESTERN FARMS INC  
AC 80.4

Farmway Rd

SUBJECT PROPERTY

DOWEN  
AC 1.29

COOK  
AC 2.01

Karcher Rd

ALPHA MORTGAGE FUND II TRUSTEE  
AC 1.84

VALLEY WIDE COOPERATIVE INC  
AC 9.73

RRLS LLC  
AC 6.4

AC 1.84

CONELY  
AC 1.4

CLARK  
AC 1.25

ANDERSON  
AC 1

FOWLER  
AC 1

HIBBENS  
AC 1.27

MC LANE  
AC 1.03

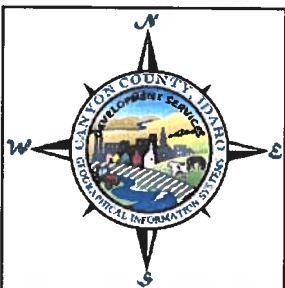
LANE  
AC 1

ALPHA MORTGAGE FUND II TRUSTEE  
AC 1.84

Canyon Lake St

ALPHA MORTGAGE FUND II TRUSTEE  
AC 1.84

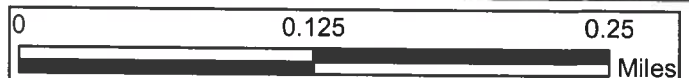
ALPHA MORTGAGE FUND II TRUSTEE  
AC 1.84



EXHIBIT

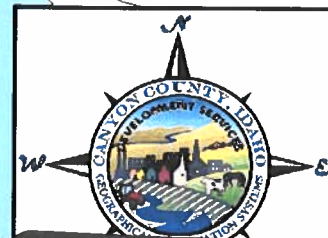
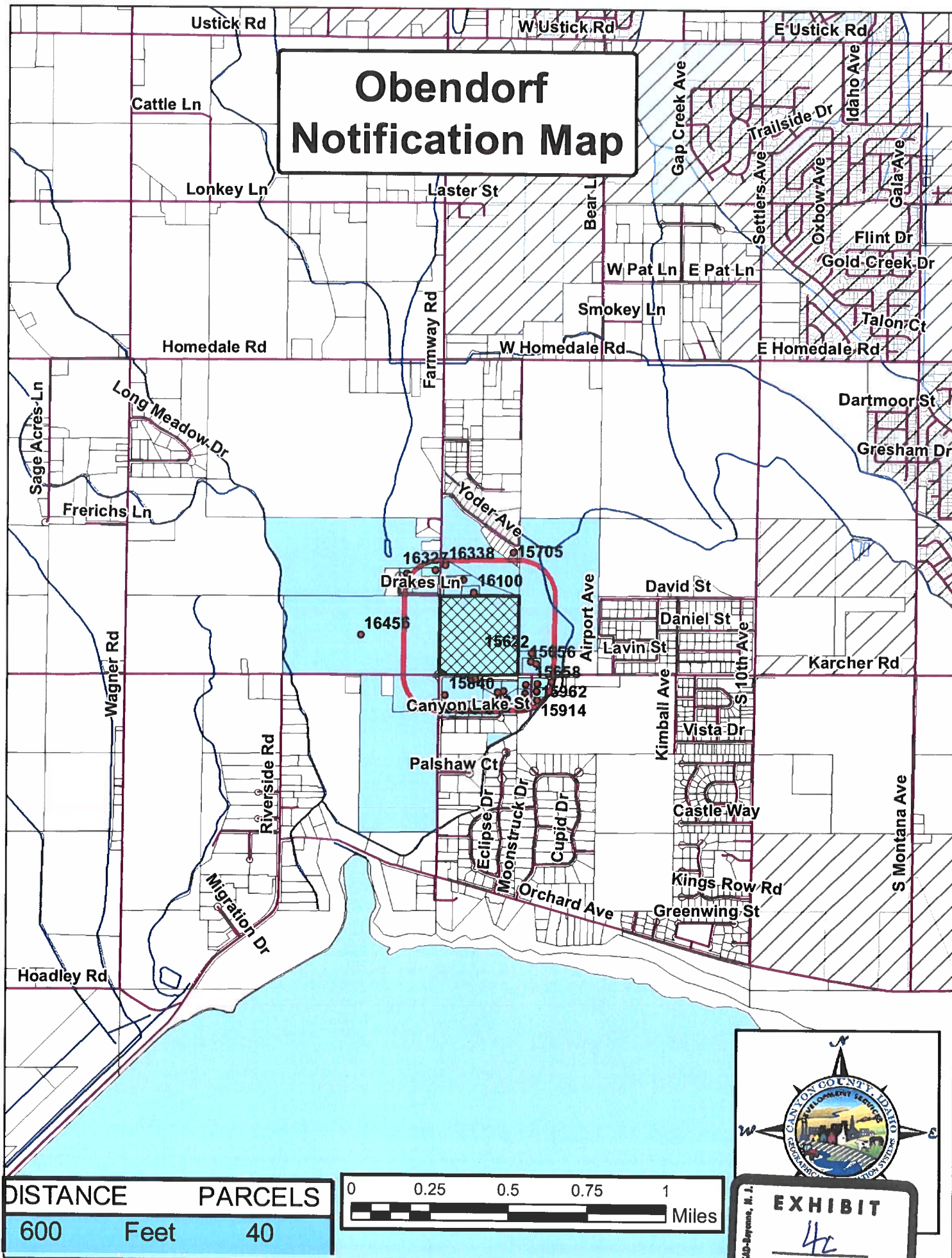
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# Obendorf Notification Map



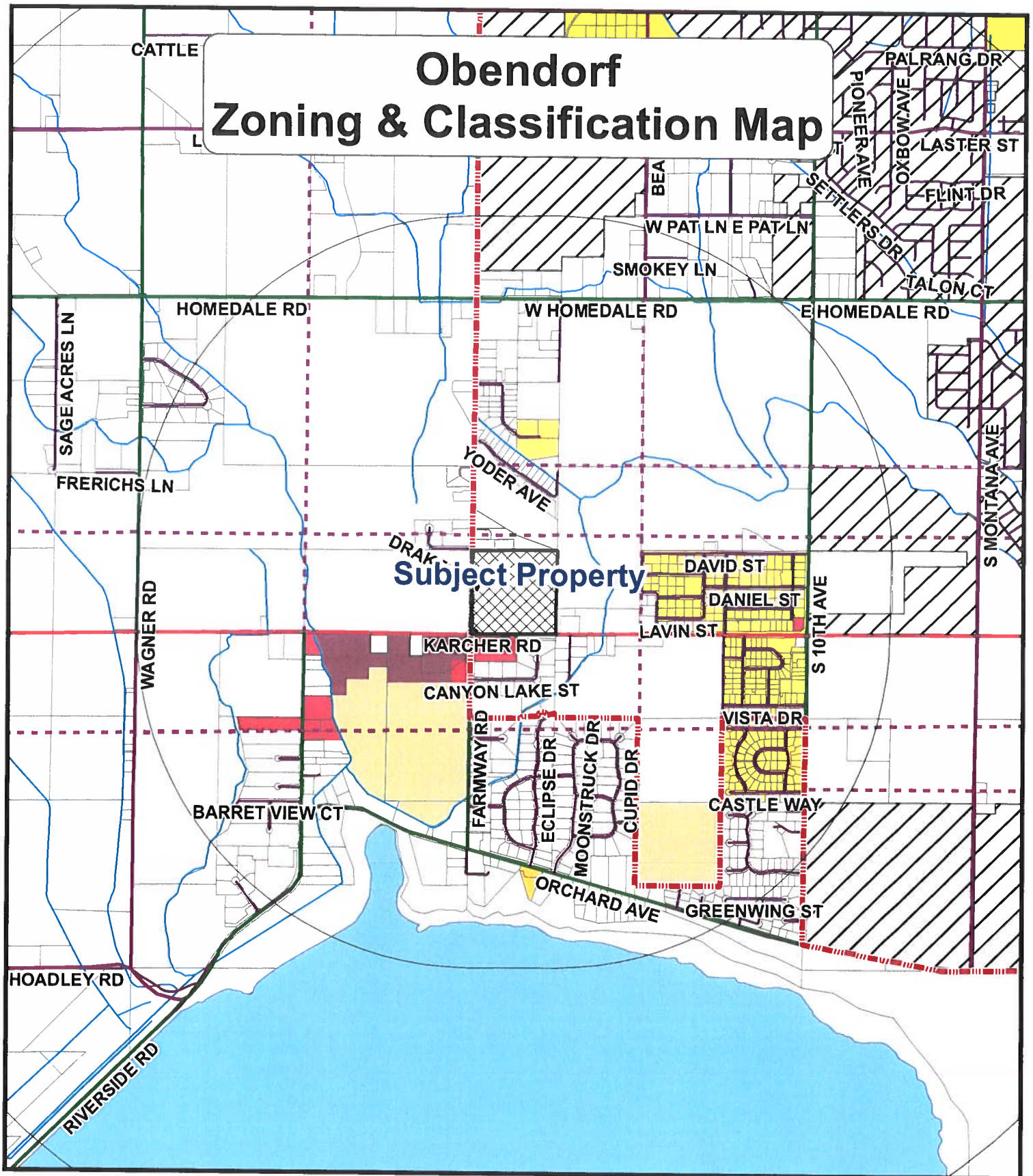
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PERC-10-100000, N. 1.

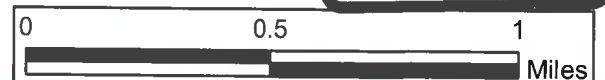


# Obendorf Zoning & Classification Map



## ZONING

RR	R2	CR-C2	C
CR-RR	C1	M1	AG
R1	CR-C1	CR-M1	
CR-R1	C2	M2	



EXHIBIT

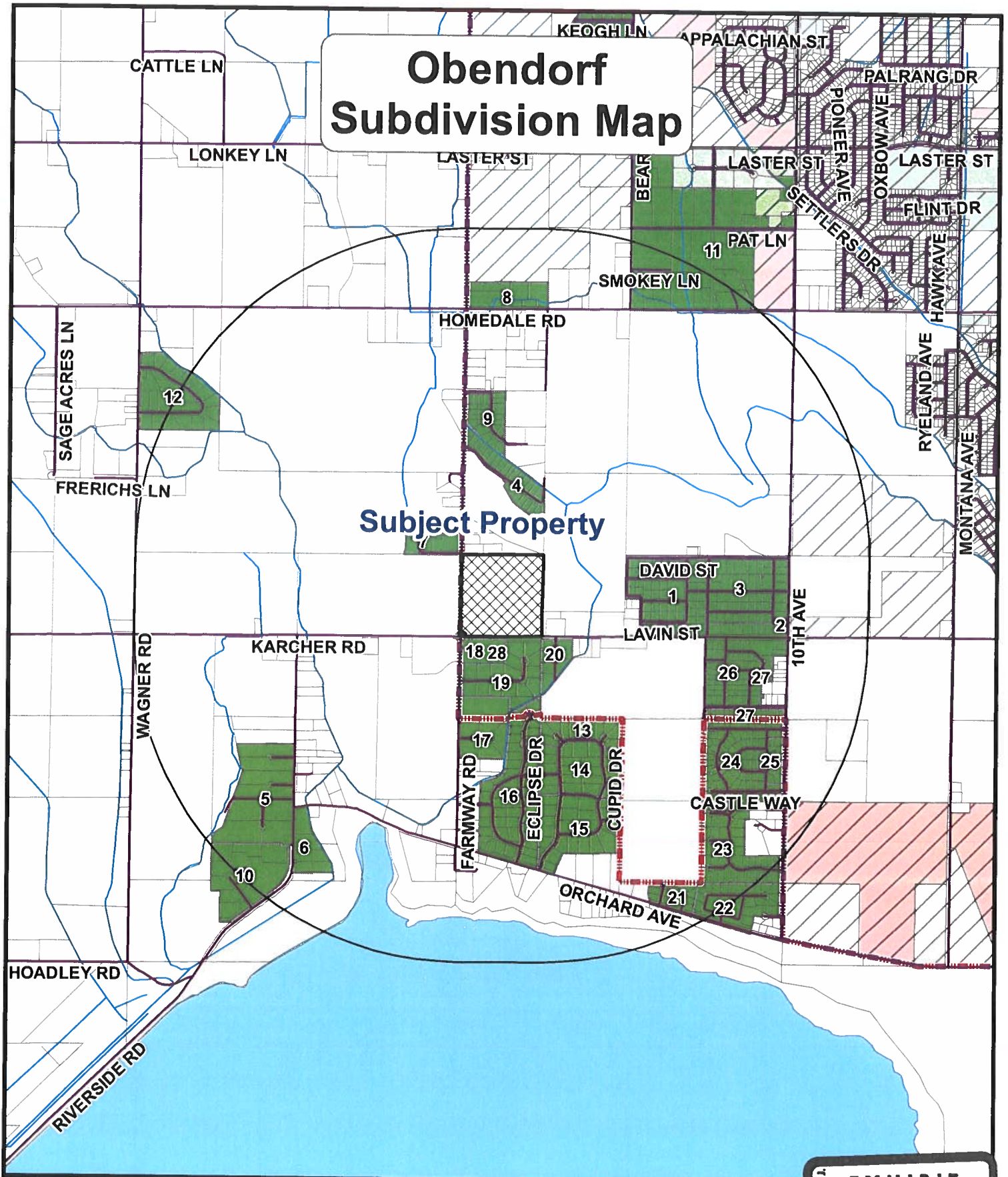
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PERCUT-Bygone, H. 1.



# Obendorf Subdivision Map

Subject Property



- MOBILE HOME PARKS 1
- Prelim Subs
- SUBS

0 0.5 1 Miles

EXHIBIT  
4e



## SUBDIVISION & LOT REPORT

NUMBER OF SUBS	ACRES IN SUB	NUMBER OF LOTS	AVERAGE LOT SIZE
28	750.48	726	1.03
NUMBER OF SUBS IN PLATTING	ACRES IN SUB	NUMBER OF LOTS	AVERAGE LOT SIZE
2	122.79	387	0.32
NUMBER OF LOTS ACRES	ACRES	NUMBER OF LOTS	AVERAGE LOT SIZE
40	10.37	129	0.20
NUMBER OF MOBILE HOME PARKS	ACRES IN MHP	NUMBER OF SITES	AVG HOMES PER ACRE
			MAXIMUM

## PLATTED SUBDIVISIONS

SUBDIVISION NAME	Label	LOCATION	ACRES	NO. OF LOTS	AVERAGE LOT SIZE	CITY OF...	Year
SOMERSET WEST SUB	1	3N3W09	36.89	57	0.65	COUNTY (Canyon)	1974
STECHER SUB	2	3N3W09	10.07	14	0.72	COUNTY (Canyon)	1959
STECHER SUB-AMENDED	3	3N3W09	30.27	49	0.62	COUNTY (Canyon)	1968
YODER 1ST SUB	4	3N3W09	14.77	23	0.64	COUNTY (Canyon)	1963
BARRETT HILLS ESTATES	5	3N3W17	37.89	8	4.74	COUNTY (Canyon)	1990
BARRETT HILLS ESTATES #2	6	3N3W17	10.27	4	2.57	COUNTY (Canyon)	1989
DRAKES LANDING SUB	7	3N3W08	9.00	6	1.50	COUNTY (Canyon)	2004
DUNN'S PLAT	8	3N3W08	13.39	8	1.67	COUNTY (Canyon)	1976
MAVERICK SUB	9	3N3W09	12.30	25	0.49	COUNTY (Canyon)	1973
MIGRATION POINTE	10	3N3W17	27.56	11	2.51	COUNTY (Canyon)	2001
ORCHARD HEIGHTS	11	3N3W04	211.22	78	2.71	SALDWELL (CITY)	1909
IM CARRIES NORTHSTAR SUBDIVISION	12	3N3W08	30.80	29	1.06	COUNTY (Canyon)	2003
MOONSTRUCK SUB PH 3	13	3N3W16	11.98	11	1.09	COUNTY (Canyon)	2003
MOONSTRUCK SUB PH 2	14	3N3W16	25.75	27	0.95	COUNTY (Canyon)	2002
MOONSTRUCK SUB PH 1	15	3N3W16	31.17	27	1.15	COUNTY (Canyon)	2002
MOONSTRUCK WEST	16	3N3W16	44.44	56	0.79	COUNTY (Canyon)	2004
AUTUMN FALLS SUB	17	3N3W16	11.49	5	2.30	COUNTY (Canyon)	2005
NORTH LAKE ACRES	18	3N3W16	13.79	3	4.60	COUNTY (Canyon)	2004
YON LAKE ESTATES SUBDIVISION PHA	19	3N3W16	22.94	19	1.21	COUNTY (Canyon)	2004
WINTERGREEN	20	3N3W16	7.26	7	1.04	COUNTY (Canyon)	2000
LAKEVIEW ESTATES 1ST SUB	21	3N3W16	7.85	14	0.56	COUNTY (Canyon)	1964
OVERLAKE EAST	22	3N3W16	20.67	23	0.90	COUNTY (Canyon)	1999
DUBLIN LAKESIDE ESTATES	23	3N3W16	27.85	40	0.70	COUNTY (Canyon)	1993
EL RANCHO HEIGHTS	24	3N3W16	34.06	79	0.43	COUNTY (Canyon)	1976
EL RANCHO HEIGHTS #2	25	3N3W16	5.64	11	0.51	COUNTY (Canyon)	1990
VANAL HEIGHTS SUB	26	3N3W16	28.60	70	0.41	COUNTY (Canyon)	1980
VANAL HEIGHTS RE-SUB	27	3N3W16	6.08	21	0.29	COUNTY (Canyon)	1973
YON LAKE ESTATES SUBDIVISION PHA	28	3N3W16	6.46	1	6.46	COUNTY (Canyon)	2018

## SUBDIVISIONS IN PLATTING

SUBDIVISION NAME	ACRES	NO. OF LOTS	AVERAGE LOT SIZE
Selah Estates Subdivision	18.74	61	0.31
Passero Ridge Subdivision	104.05	326	0.32

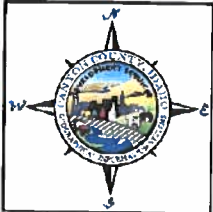
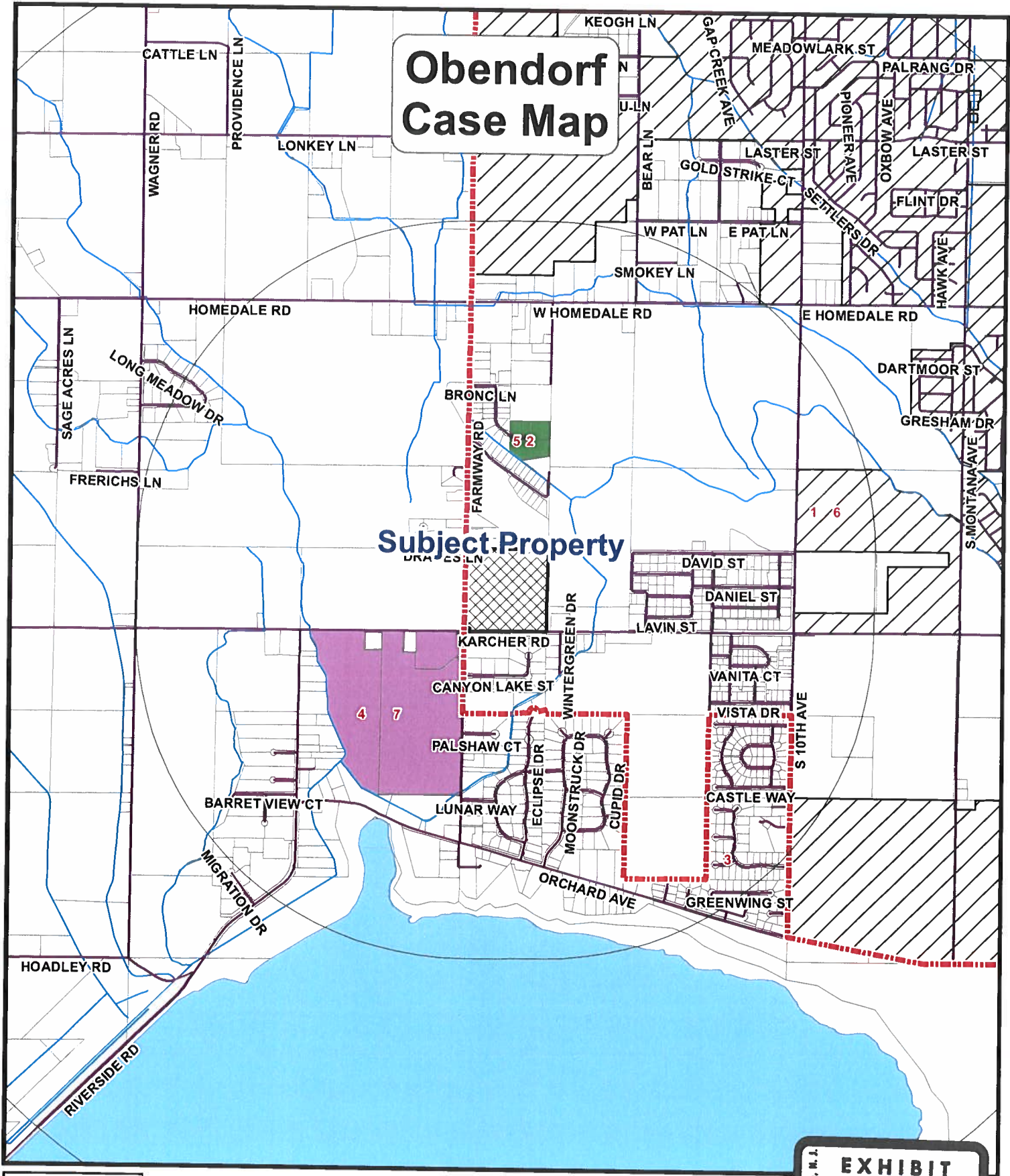
## MOBILE HOME & RV PARKS

SUBDIVISION NAME	SITE ADDRESS	ACRES	NO. OF SPACES	UNITS PER ACRE	CITY OF...
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# Obendorf Case Map

Subject Property



YEAR			
<span style="display:inline-block; width:15px; height:15px; background-color:orange;"></span>	2018	<span style="display:inline-block; width:15px; height:15px; background-color:blue;"></span>	2021
<span style="display:inline-block; width:15px; height:15px; background-color:green;"></span>	2019	<span style="display:inline-block; width:15px; height:15px; background-color:lightpink;"></span>	2022
<span style="display:inline-block; width:15px; height:15px; background-color:purple;"></span>	2020		

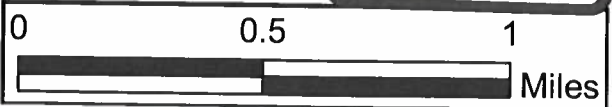


EXHIBIT  
44  
PENICILLI-Bayreuth, M. J.

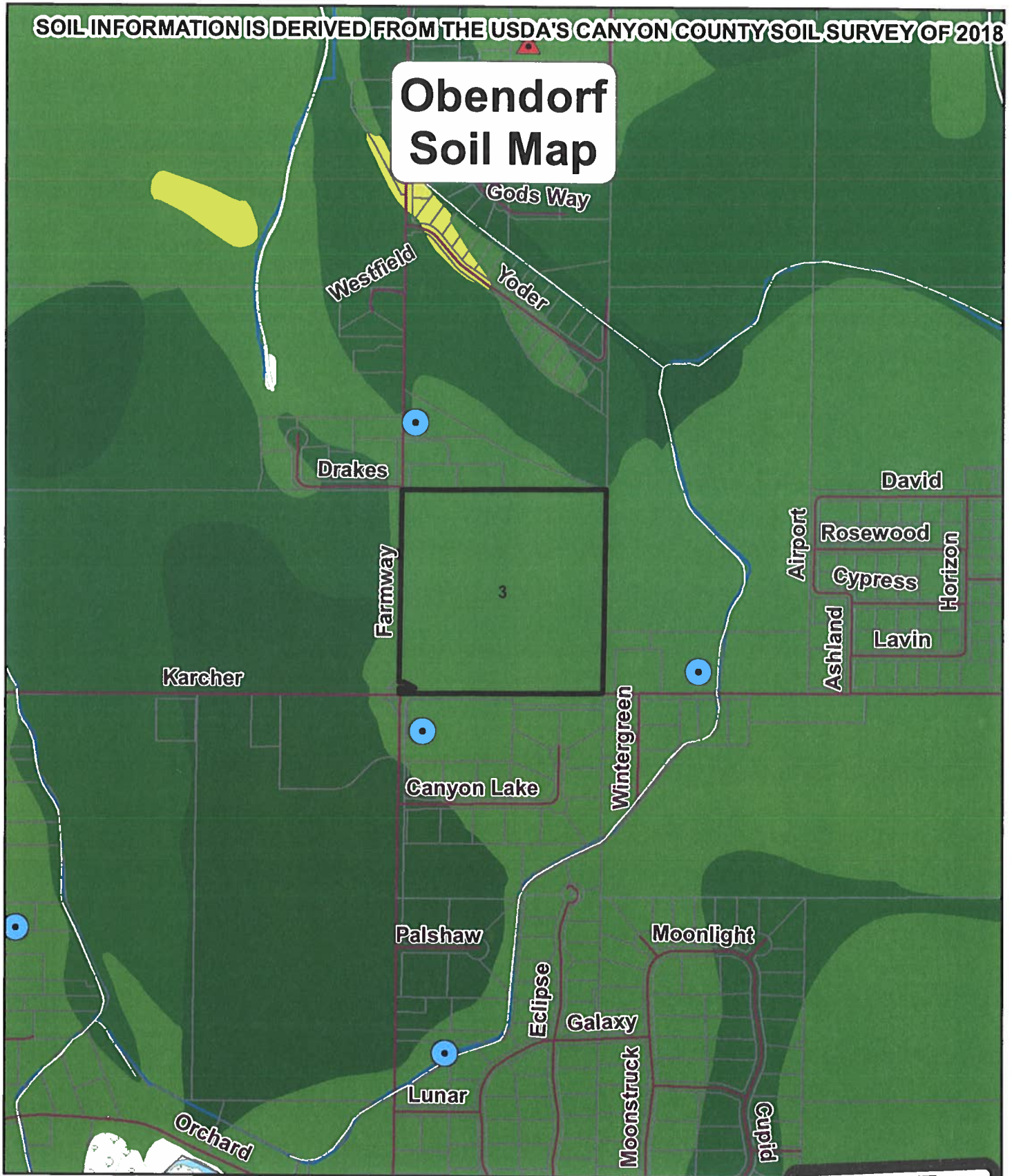


CASE SUMMARY				
ID	CASENUM	REQUEST	CASENAME	FINALDECIS
1	PH2018-16	Wireless Communications Facility	Vallivue School District	APPROVED
2	PH2018-5	Rezone AG to RR	Rodriguez Joe	WITHDRAWN
3	PH2018-21	Variance	BABEL DAVID	APPROVED
4	CR2018-0002	Rezone A to CR-C1,CR-C2,CR-R1 & Comp Plan	KARCHER FARM, LLC	APPROVED
5	RZ2019-0022	Rezone AG to RR	Rodriguez	APPROVED
6	CU2019-0024	CUP school cafeteria	Vallivue School District	APPROVED
7	CR2018-0002	Rezone A to CR-C1, CR-C2, CR-R1 & Comp plan change	Karcher Farm, LLC	APPROVED



SOIL INFORMATION IS DERIVED FROM THE USDA'S CANYON COUNTY SOIL SURVEY OF 2018

# Obendorf Soil Map



- 0.005000 - 2.000000
- 2.000001 - 5.000000
- 5.000001 - 10.000000
- 10.000001 - 49.800000

GEO-THERMAL LOCATIONS

Wetlands

0 0.25 0.5 Miles

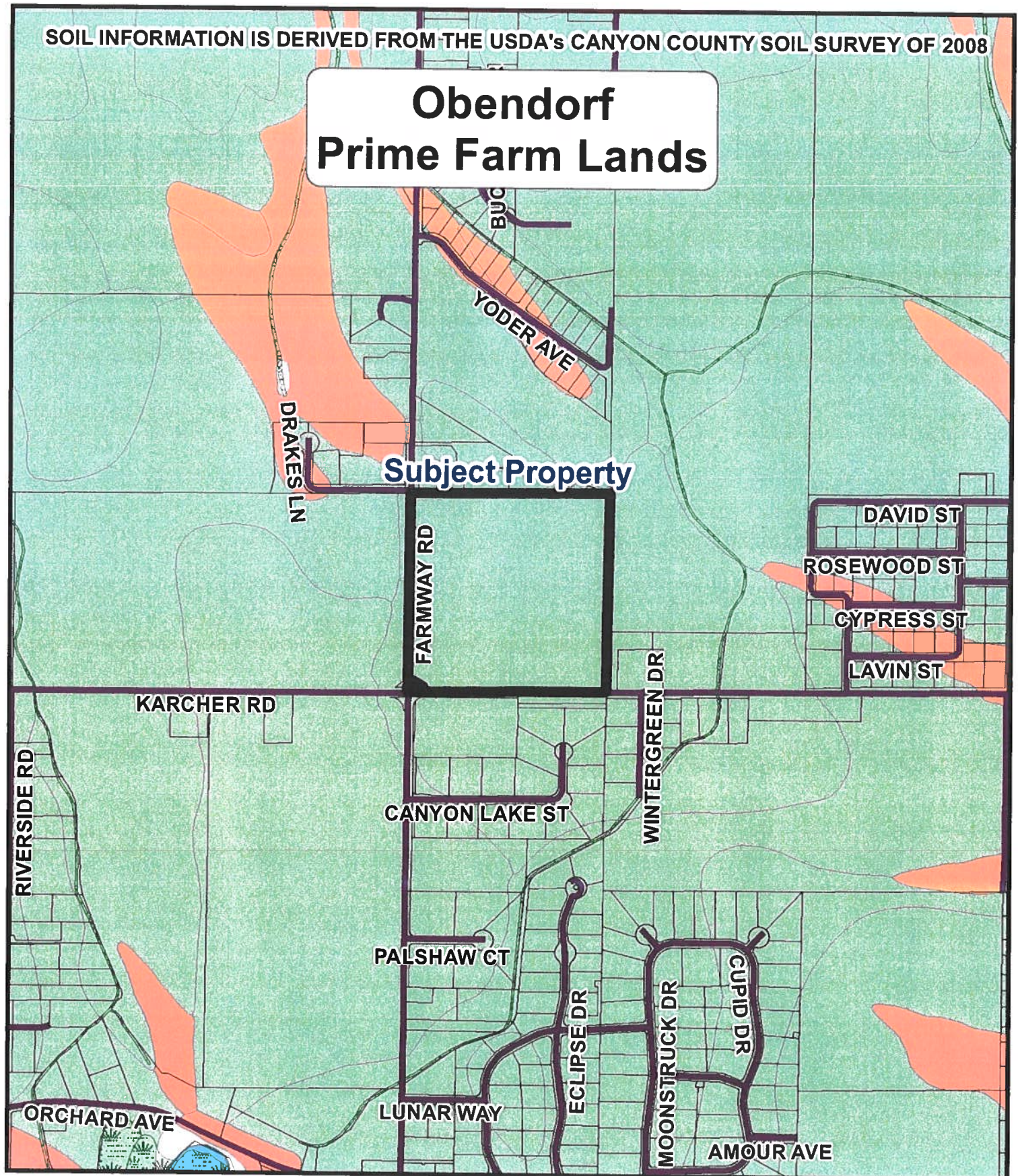
EXHIBIT





4g






SOIL INFORMATION IS DERIVED FROM THE USDA's CANYON COUNTY SOIL SURVEY OF 2008

# Obendorf Prime Farm Lands



 WETLANDS  
 City\_Limits  
 TAXLOTS  
 2C\_Hydro

 NOT PRIME FARMLAND  
 PRIME FARMLAND IF IRRIGATED  
 PRIME FARMLAND IF IRRIGATED AND DRAINED

0 0.125 0.25  
Miles



## SOIL REPORT

SOIL CAPABILITY CLASS	SOIL CAPABILITY	SQUARE FOOTAGE	ACREAGE	PERCENTAGE
3	MODERATELY SUITED SOIL	1761479.28	40.44	100.00%
		1761479.28	40.44	100%

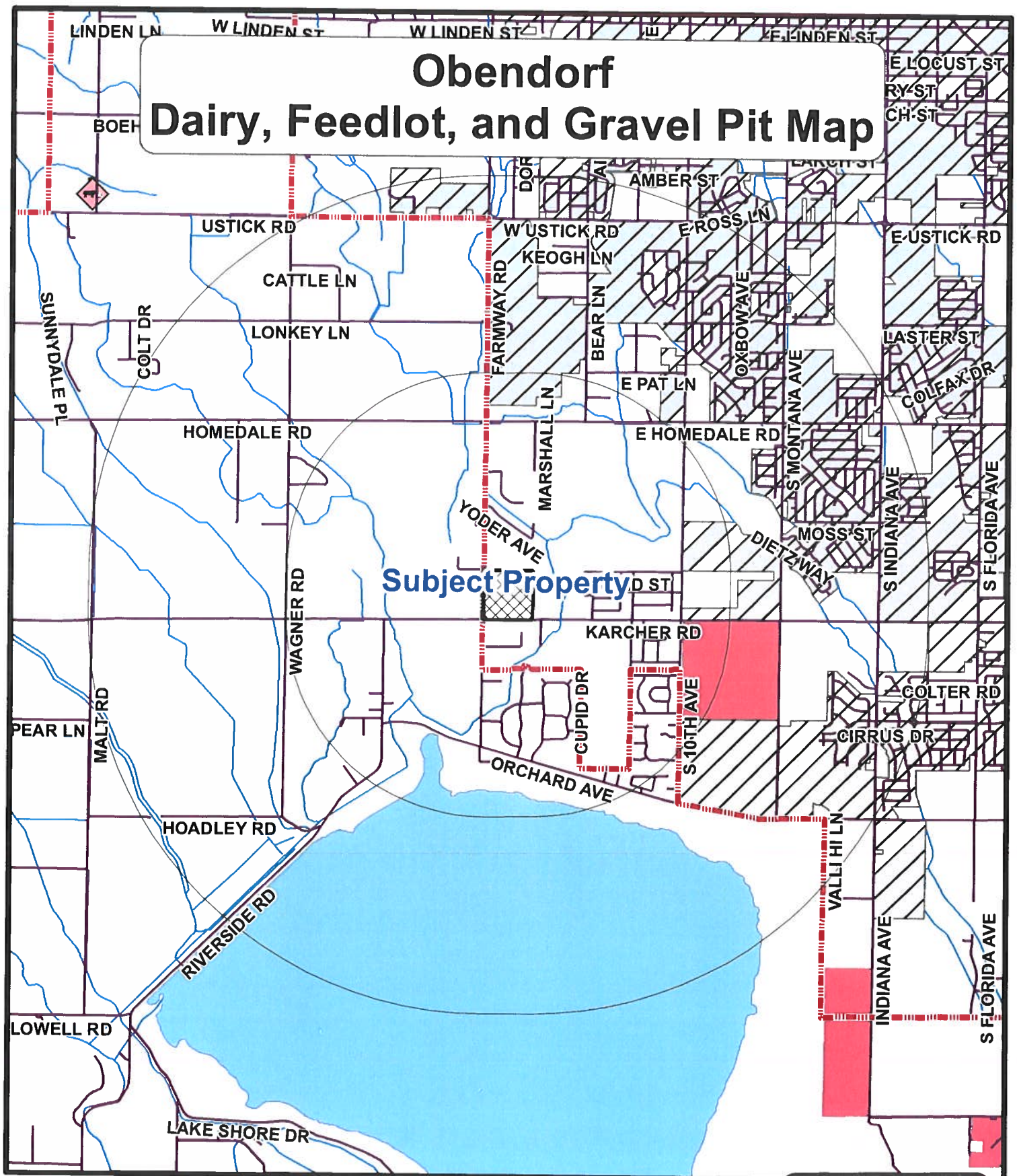
## FARMLAND REPORT

SOIL NAME	FARMLAND TYPE	SQUARE FOOTAGE	ACREAGE	PERCENTAGE
PrA	Prime farmland if irrigated	1761479.28	40.44	100.00%
		1761479.28	40.44	100%

SOIL INFORMATION IS DERIVED FROM THE USDA's CANYON COUNTY SOIL SURVEY OF 2018



# Dairy, Feedlot, and Gravel Pit Map



- DAIRYLOTS  
GRAVELPITS  
FEEDLOTS

## EXHIBIT

**tables:**



**Obendorf  
TAZ Household**

**Subject Property**

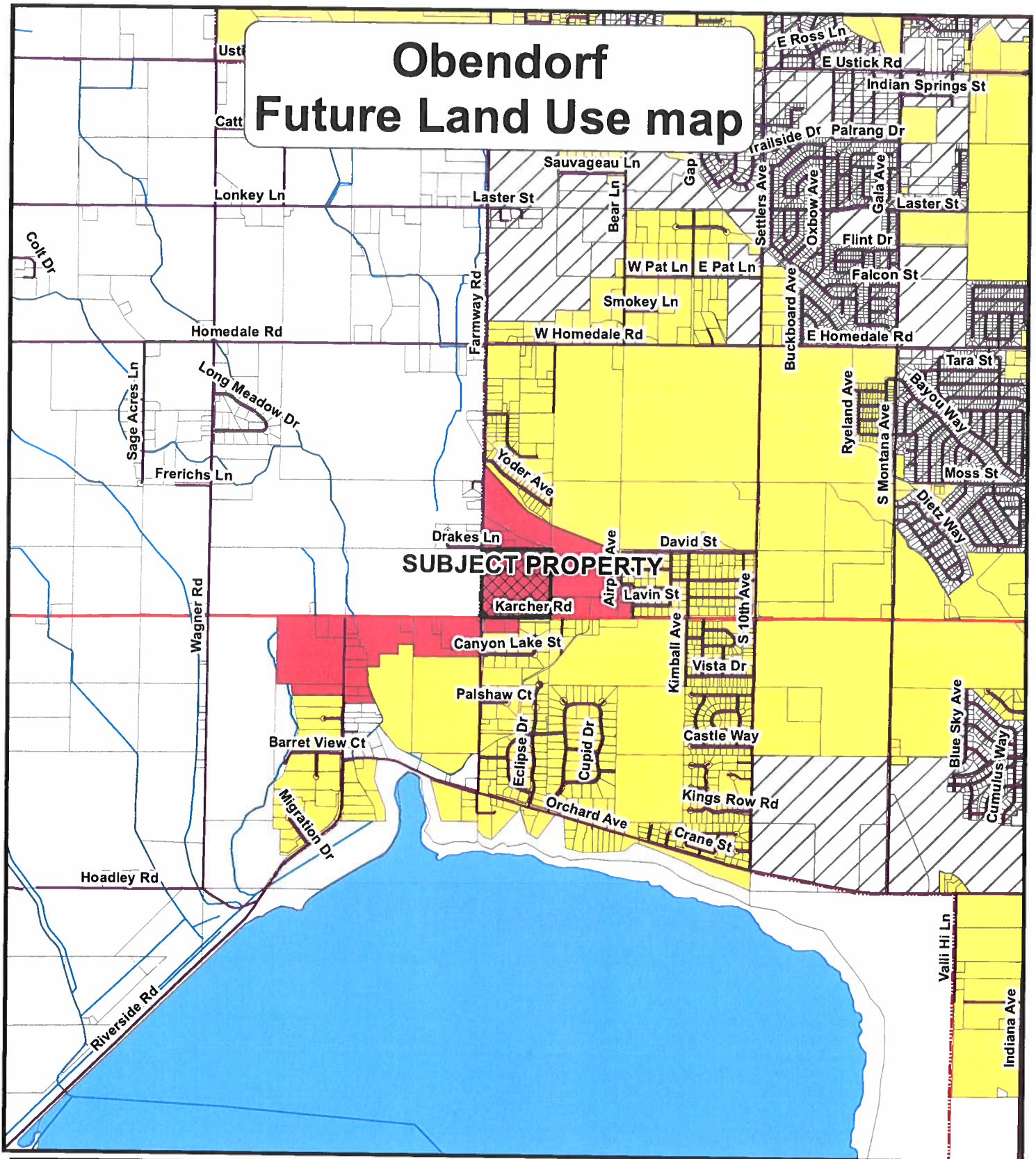
TAZ 2723 TAZ 2722 TAZ 2786 TAZ 2790 TAZ 2758 TAZ 2328 TAZ 2316 TAZ 2306 TAZ 2307 TAZ 2308 TAZ 2336 TAZ 2338 TAZ 2335 TAZ 2303 TAZ 2305 TAZ 2349 TAZ 2348 TAZ 2831

Lonkey Ln  
Homedale Rd  
Frerichs Ln  
Wagner Rd  
Hoadley Rd  
Riverside Rd  
Yoder Ave  
Karcher Rd  
Canyon Lake St  
Farmway Rd  
Eclipse Dr  
Cupid Dr  
Orchard Ave  
Greenwing St  
Daniel St  
Lavin St  
Vista Dr  
Castle Way  
S 10th Ave  
Settlers Ave  
Laster St  
Galena Ave  
Antigua Ave

0 0.5 1 Miles



# Obendorf Future Land Use map

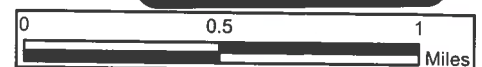


**Legend**

- COMMERCIAL
- INDUSTRIAL
- RESIDENTIAL
- Scenic\_Byway

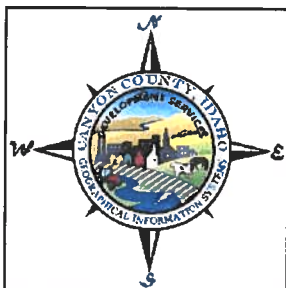
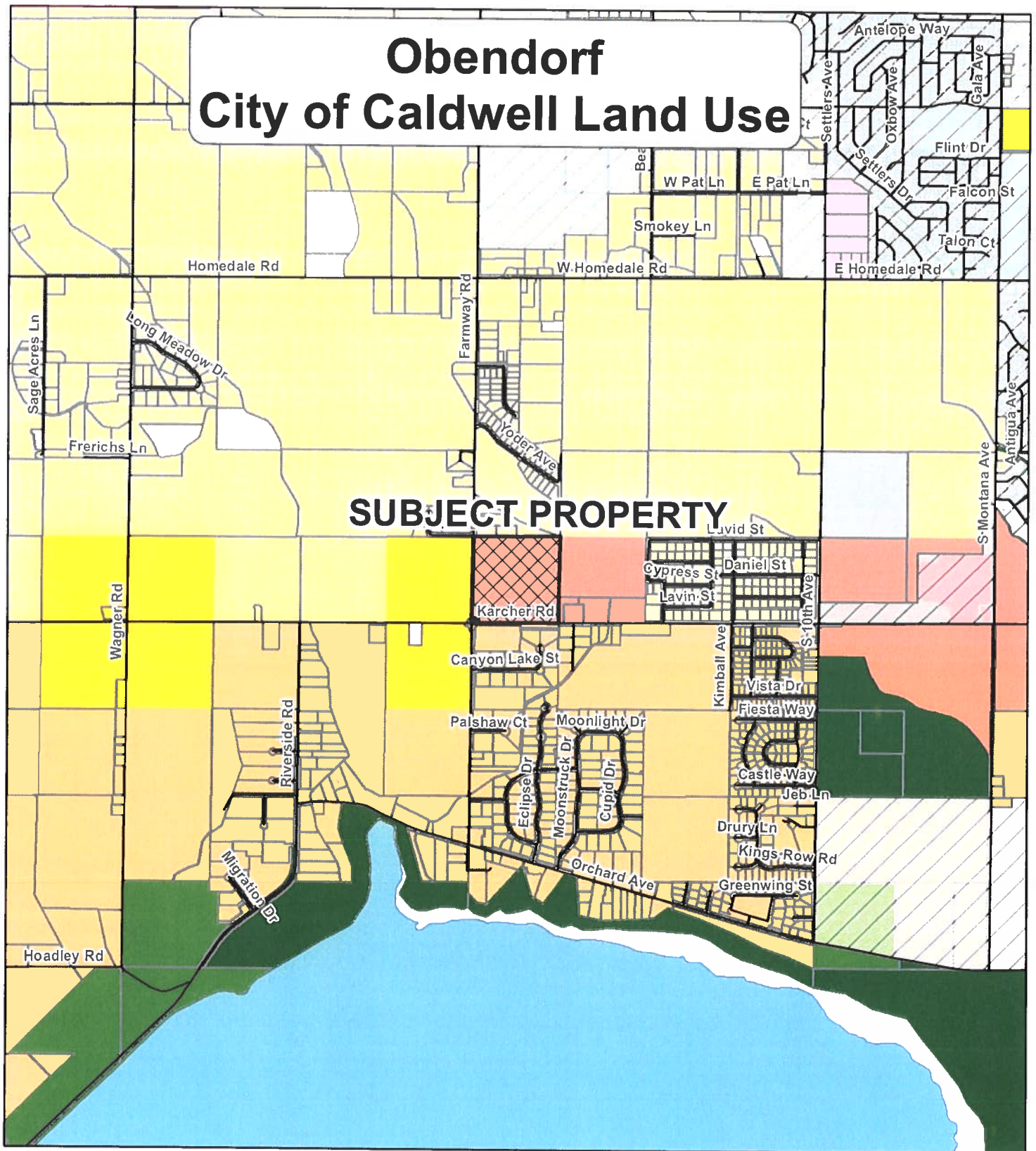
**EXHIBIT**

tabbles: 4j





# Obendorf City of Caldwell Land Use

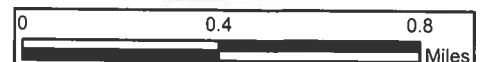


## Cald Comp Plan

- |                            |                            |
|----------------------------|----------------------------|
| Residential Estates        | Commercial & Service       |
| Low Density Residential    | Traditional Neighborhood   |
| Medium Density Residential | Highway Corridor           |
| High Density Residential   | Manufacturing & Production |
| City Center                | Industrial                 |
| Institutional              | Rail Facilities            |
| Business                   | Public                     |
|                            | Environmentally Sensitive  |
|                            | Open Space                 |

## EXHIBIT

4k







## CITY OF CALDWELL 2040 COMPREHENSIVE PLAN MAP

### Legend

	Residential Estates		Traditional Neighborhood		Boise River
	Low Density Residential		Highway Corridor		Interstate
	Medium Density Residential		Manufacturing & Production		Railroad
	High Density Residential		Industrial		Airport Overlay Zone 1
	City Center		Rail Facilities		Airport Overlay Zone 2
	Institutional		Public		City Limits
	Business		Environmentally Sensitive		Impact Area
	Commercial & Service		Open Space		Taxlots

0 875 1,750 3,500  
Feet  
1 inch = 1,500 feet



Print Date: 30 Mar 2022

Close up of subject parcel (outlined in red) and legend indicating use



# CITY OF CALDWELL 2040 COMPREHENSIVE PLAN MAP

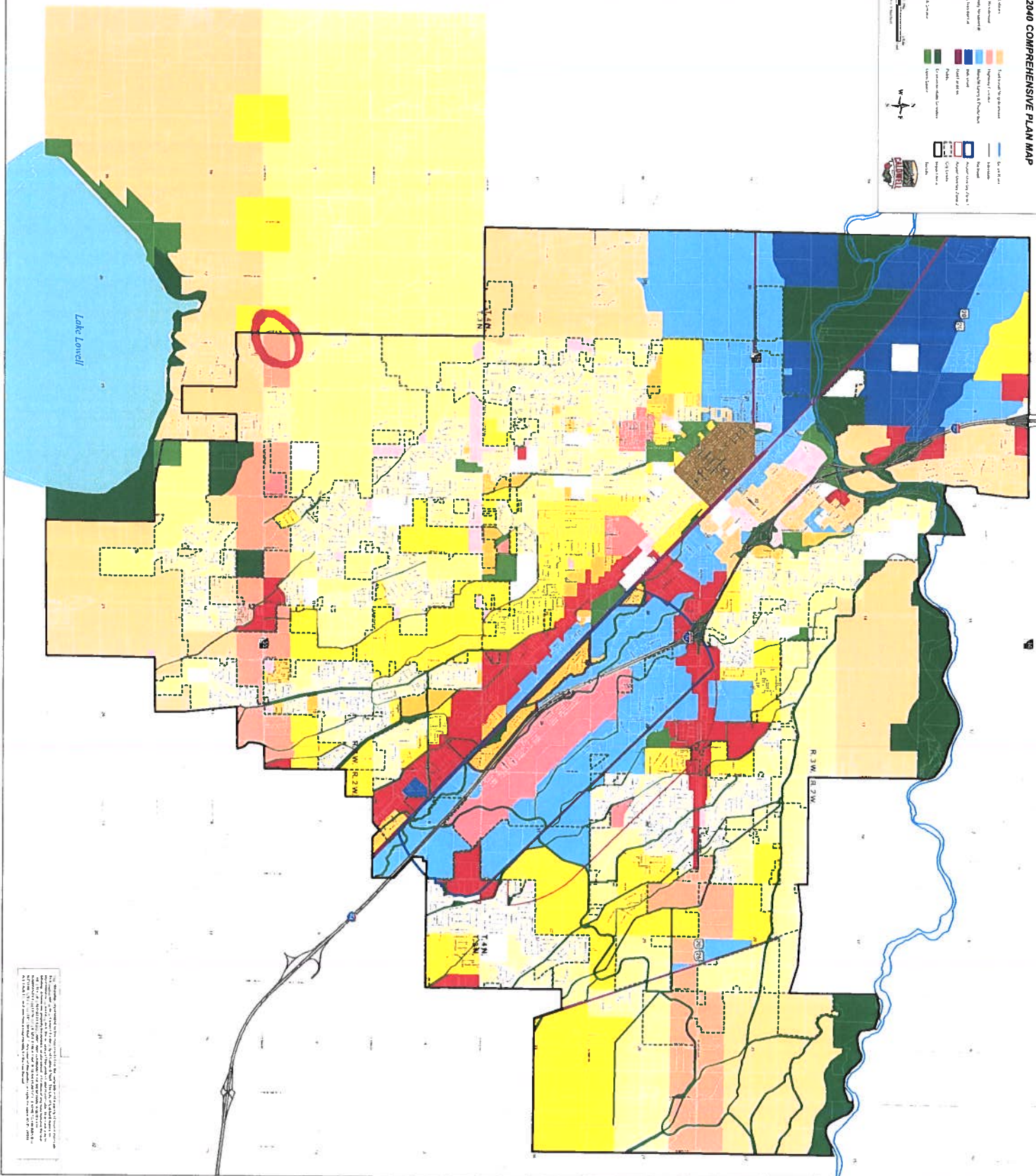
**Legend**

Unincorporated Areas	Light Industrial / Medium Density Residential	Major Arterial / Freeway	Forest / Woodland
Medium Density Residential	Medium Density Residential / Office	Light Industrial / Office	Forest / Woodland
Office / Professional	Light Industrial / Office	Major Arterial / Freeway	Forest / Woodland
Office / Professional	Light Industrial / Office	Major Arterial / Freeway	Forest / Woodland
Office / Professional	Light Industrial / Office	Major Arterial / Freeway	Forest / Woodland
Office / Professional	Light Industrial / Office	Major Arterial / Freeway	Forest / Woodland
Office / Professional	Light Industrial / Office	Major Arterial / Freeway	Forest / Woodland
Office / Professional	Light Industrial / Office	Major Arterial / Freeway	Forest / Woodland
Office / Professional	Light Industrial / Office	Major Arterial / Freeway	Forest / Woodland
Office / Professional	Light Industrial / Office	Major Arterial / Freeway	Forest / Woodland

**Scale**  
0 1/2 1 1 1/2 2 Miles

**North Arrow**

**City of Caldwell Seal**

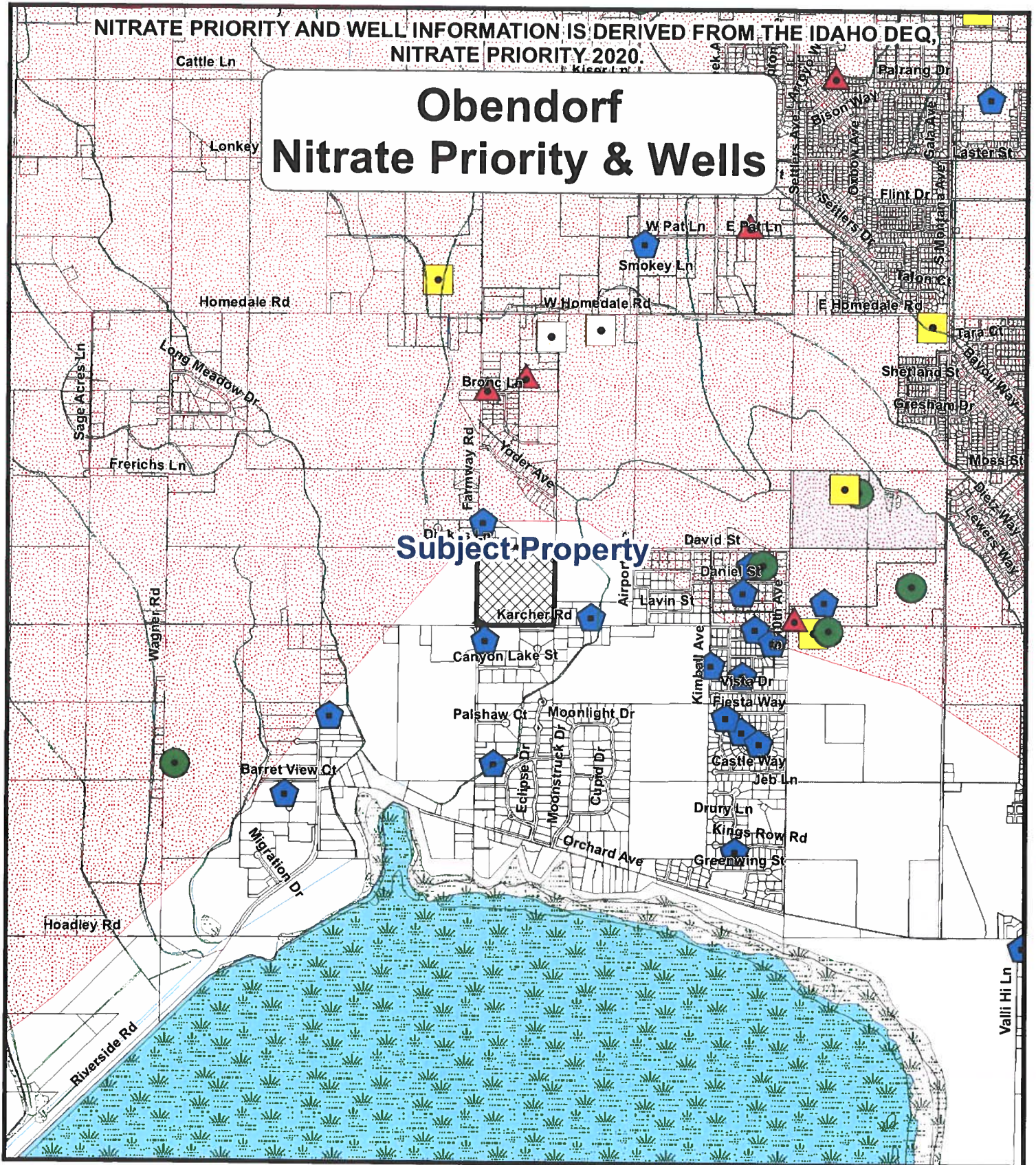


THE CITY OF CALDWELL, IDAHO, HAS ADOPTED THIS MAP AS PART OF ITS 2040 COMPREHENSIVE PLAN. THE MAP IS A REPRESENTATION OF THE CITY'S VISION FOR THE FUTURE AND IS NOT A GUARANTEE OF ANYTHING. THE CITY RESERVES THE RIGHT TO CHANGE THE MAP AT ANY TIME WITHOUT NOTICE. THE MAP IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN PERMISSION OF THE CITY OF CALDWELL.



NITRATE PRIORITY AND WELL INFORMATION IS DERIVED FROM THE IDAHO DEQ,  
NITRATE PRIORITY 2020.

# Obendorf Nitrate Priority & Wells



GEO-THERMAL LOCATIONS



WETLANDS



NITRATE\_PRIORITY

DEQ WELLS  
N03\_MGL

0.005 - 2.00

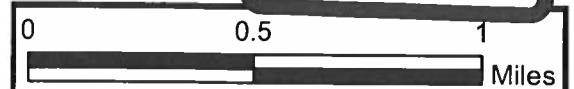
2.00 - 5.00

5.00 - 10.00

10.00 - 49.80

EXHIBIT

41







# CITY OF *Caldwell, Idaho*

May 3, 2022

**JAROM WAGONER**  
Mayor

208.455.3011  
(f) 208.455.3003

**City Hall**  
411 Blaine Street  
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](http://www.cityofcaldwell.org)

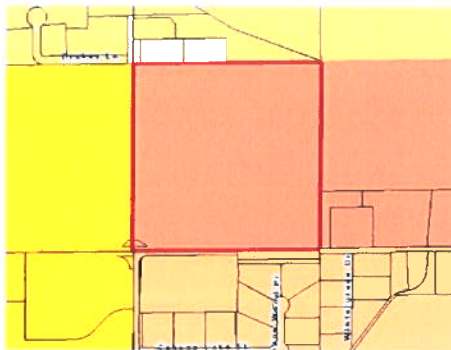
Canyon County Development Services Dept.  
111 North 11<sup>th</sup> Ave.  
Ste. 140  
Caldwell, Idaho 83605

Re: Curtis Crystal (Representing Gregory & Ann Obendorf)  
Case No. RZ2022-0007  
Zoning Map Amendment

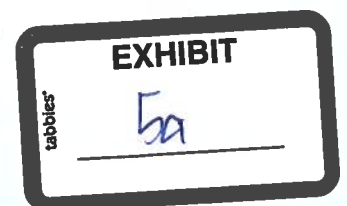
Dear Canyon County Planning Department,

Our office received a public agency notice regarding Curtis Crystal's request for a zoning map amendment (rezone) of a 12.6 acre portion of a parcel R32686 from an "A" (Agricultural) zone to a "C-2" (Service Commercial) zone. The subject property is located on the northeast corner of Farmway Road and Karcher Road, Caldwell, Idaho.

This parcel is within the city of Caldwell's Area of City Impact. See the map below:



Comprehensive Plan Land Use:  
Brown – Highway Corridor  
Light Brown – Traditional Neighborhood  
Yellow- Medium Density Residential





Planning and Zoning Department's comments:

- The parcel is identified on the City of Caldwell's 2040 Comprehensive Plan Map as Highway Corridor.
- Any improvements on the site should comply with Chapter 7 of the City of Caldwell's Landscaping Ordinance.
- The new development should be connected to city services, such as sewer and water.
- Per the Caldwell City Code, a convenience store with a gas station is only permitted in Highway Corridor with a Special Use Permit (SUP)

Fire Department Comments:

- The building, structure or facility shall not be occupied prior to the fire code official issuing a permit and conducting associated inspections indicating the applicable provisions of the adopted International Fire Codes have been met.
- Smoking shall be prohibited in the construction site/structure at all times.
- A Knox Box / Key Box may be required for this structure. Please contact the Fire Prevention Office at (208) 455-4703 for ordering information. Location shall be determined with the Fire Code Official at time of installation.
- Fire extinguishers shall be installed in accordance with the Fire Code.
- Premise Identification, Address Identification. New and existing building shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly visible from the street or road fronting the property. These numbers or letters shall contrast with their background. Where required by the fire code official, address numbers shall be provided in additional approved locations to facilitate emergency response. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall be a minimum of 6" inches high a minimum stroke width of 0.5 inch.
- Fire apparatus access roads shall be designed and maintained to support the imposed loads of the fire apparatus and shall be surfaced as to provide all weather driving capabilities. Please show weight bearing calculations for the all-weather surface of the emergency access roads that is capable of supporting the imposed loads of fire apparatus weighing at least 75,000 pounds.
- Roads supporting fire hydrants shall be a minimum clear width of 26'
- A water supply will be required for this site based on construction type and classification
- Fire Sprinkler/ Alarm Plans may be required and shall be submitted to the Caldwell City for Fire Marshal's Office review and approval before installation.
- Utilities and infrastructure (i.e. fire hydrants and all weather access roads) shall be in place and functional prior to vertical construction.
- Approved / Stamped plans shall be on site during work and available for the Caldwell Fire Department during inspection. Work shall not be conducted/approved if plans are not on site.
- Any overlooked hazardous condition and or violation of the International building or fire code does not imply approval of such conditions or violation and shall be corrected prior to final occupancy.



- Approval of shop drawings is not intended to imply waiver or modification of any requirements of the Idaho State Statutes or Rules, International Fire Code, NFPA Standards or any other applicable criteria

Sincerely,

A handwritten signature in blue ink that reads "Emma Hill". The signature is written in a cursive, flowing style.

Emma Hill  
Associate Planner  
City of Caldwell Planning and Zoning



DAVID REYNOLDS  
CHAIRMAN OF THE BOARD

DONALD BARKSDALE  
VICE CHAIRMAN OF THE BOARD

ROBERT D. CARTER  
PROJECT MANAGER

THOMAS RITTHALER  
ASSISTANT PROJECT MANAGER

APRYL GARDNER  
SECRETARY-TREASURER

MARY SUE CHASE  
ASSISTANT SECRETARY-  
TREASURER

## BOISE PROJECT BOARD OF CONTROL

(FORMERLY BOISE U.S. RECLAMATION PROJECT)

2465 OVERLAND ROAD  
BOISE, IDAHO 83705-3155

OPERATING AGENCY FOR 167,000  
ACRES FOR THE FOLLOWING  
IRRIGATION DISTRICTS

NANPA-MERIDIAN DISTRICT  
BOISE-KUNA DISTRICT  
WILDER DISTRICT  
NEW YORK DISTRICT  
BIG BEND DISTRICT

TEL: (208) 344-1141  
FAX: (208) 344-1437

28 April 2022

Canyon County Development Services  
111 North 11<sup>th</sup> Ave., Ste. 140  
Caldwell, Idaho 83605

RE: Greg Obendorf **RZ2022-0007**  
Farmway and Karcher Rds.  
Wilder Irrigation District **W-218**  
Terry Lateral 07+70  
Sec. 09, T3N, R3W, BM.

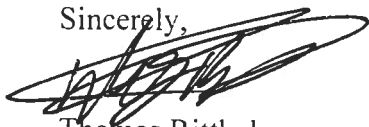
Jenifer Almeida:

There are no Boise Project facilities located on the above-mentioned properties, however they do in fact possess a valid water right.

**Per Idaho State Statutes, title 42, local irrigation/drainage ditches that cross this property, in order to serve neighboring properties, must remain unobstructed and protected by an appropriate easement.**

If you have any further questions or comments regarding this matter, please do not hesitate to contact me at (208) 344-1141.

Sincerely,



Thomas Ritthaler  
Assistant Project Manager, BPBC

tbr/tr

cc: Tony Avermann Watermaster, Div; 4 BPBC  
Lisa Sweet Secretary – Treasurer, WID  
File







**CANYON HIGHWAY DISTRICT No. 4**

15435 HIGHWAY 44  
CALDWELL, IDAHO 83607

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

July 14, 2022

Canyon County Board of Commissioners and Planning & Zoning Commission  
111 N. 11<sup>th</sup> Street  
Caldwell, Idaho 83605  
Attention: Juli McCoy, Planner

**RE: RZ2022-0007**  
**Rezone from Agricultural to C-2 Commercial**  
**Canyon County Parcel R32686 aka 0 Karcher Rd, Caldwell**

Dear Commissioners:

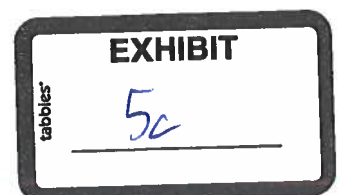
Canyon Highway District No. 4 (CHD4) has reviewed the application to rezone 12.6 acres of a 40.4 acre parcel to C-2 Commercial. The 40.4 acre subject parcel is located in township 3N Range 3W Section 9 and is parcel number, R32686. CHD4 offers the following comments on the proposed rezone:

**Summary**

- Final traffic study shall analyze the entire rezone site, which also includes the car wash and assumed use (shopping center?) of the remaining 7 acres. This shall be submitted at time of commercial approach permit or preliminary plat
- Improve Farmway frontage per "Transportation Impacts and Frontage Improvements" section
  - Modified rural road cross section that generally reflects pavement width consistent with ½ of Caldwell City's principal arterial section (R-810A) and other improvements per Farmway Corridor Plan.
- Locate driveway approach at the midpoint between the loon and collector road. If the driveway approach at that location cannot accommodate left turn lane design for 50 mph, consideration can be given for locating the driveway approach south of midpoint assuming it does not conflict with the loon traffic.
- The applicant shall plan a connection to the planned collector road at the subject parcel's north property line, directly across from Drakes Lane.
- Dedicate ROW per "Right-of-Way Dedication" section
  - ROW dedication consistent with the Farmway Corridor Plan
    - 56' half width (typical)
    - 68' where right turn lane required
    - ROW dedication for loon

**General**

CHD4 is unaware of the applicant's direction for splitting the property (administrative land division or subdivision). A subdivision or land division request will change the process for moving the development request forward; however, it is not anticipated to change the comments hereto.





The subject property has approximately 1,320-feet of frontage on both Farmway and Karcher Roads. Karcher Road is under the jurisdiction of the Idaho Transportation Department while Farmway Road is under the jurisdiction of CHD4. Please seek input from ITD for Karcher Road improvements.

The site plan dated 9/9/21 depicts a gas station, convenience store, farmers market, and carwash totaling 5.18 acres. These uses were referenced in the TIS dated 11/23/21 and revised TIS dated 3/18/22. Per TIS sections, “project description” and “trip generation”, trips associated with the gas station and farmers market were analyzed; however, the car wash and balance of the site were not analyzed. Pertaining to Farmway Road, it is likely the dedicated left turn lane and right turn lane will mitigate site traffic; however, design could be affected with these trips omitted. Final traffic study shall analyze the entire rezone site, which also includes the car wash and assumed use (shopping center?) of the remaining 7 acres. This shall be submitted at time of commercial approach permit or preliminary plat.

The subject parcel is within 1 mile of Caldwell City Limits and within Caldwell’s impact area. Per HSDP 2100.010, “the District may apply the standards and specifications of the City at the Highway District’s discretion.” Staff recommends the following:

- Modified rural road cross section that generally reflects pavement width consistent with ½ of Caldwell City’s principal arterial section (R-810A) and other improvements per Farmway Corridor Plan.
- ROW dedication per the Farmway Corridor Plan

Please see **Transportation Impacts and Frontage Improvements and Right-of-Way Dedication** for further details

### **Outparcels**

If the 12.6 acre rezone is split and developed prior to the remaining (40.4 acres-12.6 acres) 27.8 acres, then outparcels do not apply per HSDP 2030.040.

### **Farmway Corridor Plan—Access**

CHD4 and Caldwell City are jointly reviewing the Farmway Corridor from Karcher Road to Highway 19. The study is underway and the preferred roundabout concept is attached.

The draft Corridor Plan depicts access to the subject property via a planned collector road approach located 1,320’ north of Karcher Road (directly across from Drakes Lane). Said collector road access may be limited to a right-in-right-out (RIRO) as the parcel’s frontage is restricted by a center median, with provisions for indirect left turns via loons or U-turn intersections up and down-stream.

### **Access**

#### Buildout Conditions—2023

Traffic mitigation includes a SB left turn lane. The parcel’s Farmway driveway approach location is partly dependent upon the left turn lane design. Per record of survey, instrument number 2009032399, CHD4 may have in possession ROW along Farmway Road that abuts the north property line of the subject parcel. This ROW could assist with the taper associated with the frontage improvements. The left turn lane design should accommodate the posted speed of 50 mph—this is also consistent with the draft Corridor Plan.



Ideally the driveway approach should be located at the midpoint between the loon and collector road. If the driveway approach at that location cannot accommodate left turn lane design for 50 mph, consideration can be given for locating the driveway approach south of midpoint assuming it does not conflict with the loon traffic.

This driveway approach will be temporary, but allow full access in the interim.

#### Future Conditions

As the area develops or when safety warrants, per the Farmway Corridor Plan the full access driveway approach will be reduced to a RIRO. South bound left turns can be made indirectly at the loon 660' north of Karcher Road. Left outs can be made at the quarter section line by U-turn (shown as Westfield Lane in the Corridor Plan).

The applicant shall plan a connection to the planned collector road at the subject parcel's north property line, directly across from Drakes Lane. Said connection could be made by easement and shall be depicted on any future subdivision/land division(s) requests. Said collector road could be considered to allow left turns in.

#### **Transportation Impacts and Frontage Improvements**

Per CHD4's TIS comments dated 2/3/22, using the historical growth rate of 6.9% for Farmway Road, a SB left turn lane at buildout (year 2023) is warranted. Assuming one through lane, a right-turn lane is warranted at buildout and if two through lanes a right turn lane is required within the build out plus 5 year horizon. The following traffic mitigation measures are required:

- Pavement width
  - ½ Caldwell's principal arterial R-810A (Pavement width is consistent with Corridor Plan)
    - 33' width (typical)
    - Where applicable, additional 12' of pavement for dedicated right turn lane
  - Paving loon is required
- Construct dedicated right turn lane
  - For driveway approach and for collector road (across from Drakes Lane)
    - Due to spacing of collector road and driveway approach likely a continuous right turn lane
- Stripe left turn lane
- 10' Pathway
- Rural improvements are acceptable
  - Provide cash deposit for curb and gutter
- Corridor Plan calls out a center median
  - Provide cash deposit
- Other improvements per Farmway Corridor Plan and CHD4 Highway Standards and Development Procedures Manual (HSDP)
- Depending on how the commercial site is developed, construction of the collector road at the north property line may be required with the commercial site.

Please seek input from ITD for Karcher Road improvements.



**Right-of-Way Dedication**

Per the Farmway Corridor Plan, ROW dedication varies for the subject parcel. Typical ROW is 112' for full width and 56' for half width. Typical half width cross section includes: half of a 14' wide raised median, 12' through lane, 14' through lane, 2' curb and gutter, 8' landscape and drainage swale area, 10' shared path, and 3' utility corridor. Additional ROW is required for dedicated right turn lane. Assuming a right turn lane width of 12', right-of-way dedication may be 68' along portions of the subject parcel's frontage. Furthermore, additional ROW may be necessary for loon construction. CHD4 can provide a CAD template to assist in ROW dedication of loon.

Right-of-way dedication shall apply at time of commercial access permit or subdivision (56' typical, 68' where dedicated right turn lane, and ROW for loon). The applicant shall provide a plan view showing all improvements per "Transportation Impacts and Frontage Improvements" section across the entire Farmway Road frontage (1,320'). Right-of-way dedication shall be based on said plan for the entire frontage and dedicated at time of administrative split or subdivision whichever comes first.

**Approach Permit**

If the applicant splits the property via an administrative land division, a commercial approach permit application is required. Said submittal shall be accompanied by improvement drawings.

To note, Board review of the permit is required. Development agreement may be used to facilitate timing of frontage improvements with site development.

It is recommended the applicant schedule a pre-application meeting prior to the commercial approach permit or preliminary plat submittal.

**Section Line Setbacks**

Canyon County Code § 7-10-19 provides for a minimum 70' setback from any section line or quarter-section line to any permanent structure to provide a buffer for future roadway construction unless the highway district having jurisdiction waives the seventy foot (70') setback requirement.

The centerline of Farmway Road is generally located on the section line; however, right-of-way dedication is greater than the 70' setback. Building setback per Canyon County code from the ROW line takes precedent

CHD4 does not oppose the request zone change; however, does request Canyon County include these comments in the development's conditions of approval.

Please feel free to contact me with any questions on this matter.

Respectfully,



Lenny Riccio, P.E.  
Assistant Engineer  
Transportation Planner



# Farmway Road Corridor Planning Study

## Design Year (2045) Corridor Improvement Option - Roundabout Corridor

### Karcher Road to Homedale Road

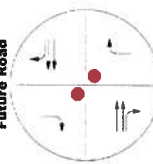


#### Corridor Plan

##### Karcher Road



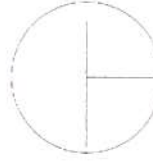
##### Drakes Lane and Future Road



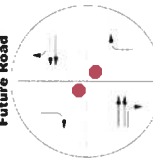
##### Westfield Lane and Future Yoder Avenue



##### Yoder Avenue



##### Bronco Lane and Future Road



##### Homedale Road



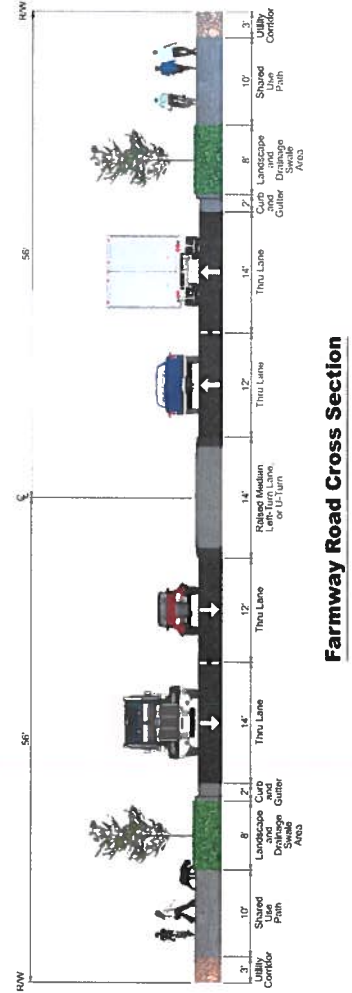
#### Notes

- A The intersection of Farmway Road and Karcher Road (Idaho 55) is not included with this study. ID is studying 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 listed intersections.
  - C Lane 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 1/4-mile from nearest full-access intersection.
  - F Temporary access for the future development of Parcel No. 3267100000 on Farmway Road. Access will be provided to the future development of Parcel No. 3267100000 on Farmway Road. Right-of-way limits are shown for a multi-lane roundabout.
  - G Access for the future development of Parcel No. 3270200000 will be at the 1/4-mile collector road that will extend east to connect to Yoder Avenue.
  - H Access for 1/2-mile intersection is initially limited to right-of-way 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 1/2-mile collector road east of Farmway Road is constructed.
  - J Access for the future development of Parcel No. 3268601300 will be at the future 1/4-mile collector road and at the 1/4-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 approach. It is expandable to two through lanes on Farmway Road when needed to handle traffic demand.
- Existing property lines and right-of-way limits shown are approximate based on data from the 2000 Canyon County GIS.

#### 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 Easement
- Proposed Right-Of-Way

MILE 6



#### Farmway Road Cross Section



## Dan Lister

---

**From:** Juli McCoy  
**Sent:** Monday, July 25, 2022 6:03 PM  
**To:** Dan Lister  
**Subject:** Fwd: [External] Proposed Gas Station - corner of Karcher & Farmway

I'm still active. Yay, Obendorf :D! Hope you're well!

Sent from my iPhone

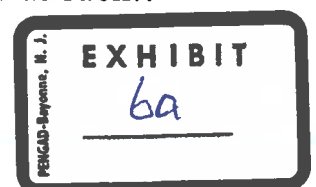
Begin forwarded message:

**From:** jaharris88@aol.com  
**Date:** July 25, 2022 at 5:17:25 PM MDT  
**To:** Juli McCoy <Juli.McCoy@canyoncounty.id.gov>  
**Subject:** [External] Proposed Gas Station - corner of Karcher & Farmway  
**Reply-To:** jaharris88@aol.com

I was just informed there is a proposed development on the corner of Karcher and Farmway Rd., for the building of a gas station/convenience store and future other business. May I suggest that the State highway (Karcher Rd) FIRST be addressed before ANY further development is considered. The influx of traffic presently is becoming a nightmare and the road hasn't been touched in the 50+ yrs. I have lived here, except for a few stop lights. Yet, planning and zoning continues to close their eyes to the fact that the infrastructure is completely inadequate to handle the ever increasing traffic, let along the expansive building of homes and businesses.

It's bad enough that the precious farmlands are being eaten away little by little with the building of subdivisions/businesses, but the lack of thoughtful planning on the part of those overseeing developments is criminal. It's been a joke for years that they would do a 4-lane expansion at Sunny Slope area to Karcher Rd., but allow commercial and residential over-growth along the area where it's still 2-lanes. Let's put the brakes on allowing any further development along Karcher Rd. until it's widened to at least 4 lanes and able to accommodate the present amount of vehicles, let alone those in the future, (after all, it is a State Highway). For decades, Karcher Rd. has been one of the deadliest highways in our State and it's time to think "smart" in how to handle the foreseeable future.

There are already 4 gas stations/convenience stores within a 5 mile area - is there a NEED for another one? Most people throughout this area have wells for drinking water - do we NEED gas tanks buried above our aquifers risking contamination?? This is a RURAL AREA and needs to be respected as such!!





I vote to put a stop to developments until roadways are improved to handle the ever growing population.

Julie (McCoy) Harris



I would like the following comments on Case No. RZ2022-0007 (Greg & Ann Obendorft) to be included in the official record of the upcoming Zoning Hearing scheduled for August 4, 2022.

I am **opposed** to this zoning change and the development of the proposed Convenience Store and Gasoline Station on the northeast corner of Karcher Road (SR 55) and Farmland Road for the following reasons:

**NEED (OR LACK THEREOF):**

- Five convenience stores with fueling stations already exist within five miles of the proposed site: Two Maverick Stations (5 mi. and 2 mi.), one Extra Mile Chevron Station (3.1 mi.), and the Lakeview Market/Gas station (0.7 mi.).
- How convenient do these convenience stores need to be? Is it necessary to have a convenience store with a fueling station located every 0.7 mile along the Karcher Road corridor?
- Is this development compatible with the vision statement in the proposed Canyon County 2030 Comprehensive Plan? The vision statement includes:
  - *Ensuring the quality of life for Canyon County residents **by preserving our agricultural heritage** and planning for a **smart growth future** through physical and fiscal management.*
  - *(G4.09.00) Maintain and enhance the **aesthetic beauty** of the County.*

**TRAFFIC IMPACT:**

This area is already very congested with inadequate highway capacity. A significant amount of commercial traffic already uses Farmway Road between Orchard and Karcher Roads (primarily a residential area) to avoid traffic congestion on S R 55. The application states that the development is forecast to generate 1,770 weekday trips, representing a significant amount of traffic to be handled at an already congested intersection. A major expansion of State Route 55 is in the planning stages at Idaho DOT and slated for a 2024 upgrade to five lanes.

- The proposed Canyon County 2030 Comprehensive Plan states:
  - *(P8.01.02) Consider the cumulative impact of rezones and subdivisions on **road capacity and traffic congestion** when making land-use decisions.*

**INADEQUATE CITY SERVICES:**

- There are **no** city services provided to this property at this time. Commercial developments should be required to be located in areas serviced by city water and sewers.
- Our critical ground water resources should not be arbitrarily "sold" to commercial developments especially when the Western states, including Idaho, are experiencing (or facing the potential for) severe drought.
- Several sections of the proposed 2030 Comprehensive Plan address this very issue:
  - *(P3.01.01) **Direct business development to locate in areas that can provide necessary services and infrastructure.***
  - *(G4.04.00) Concentrate on future growth in and around existing communities while preserving and enhancing the County's agricultural and rural character.*





- (P4.04.01) *Support development in areas that provide services, utilities, and amenities*

#### ENVIRONMENTAL:

The zoning application contains no specific data on fuel storage at the proposed new facility. A gasoline station requires sufficient fuel storage capacity to receive full tanker load deliveries of fuel in order to receive competitive pricing.

- A typical gasoline tanker truck holds 8,000 gallons of gasoline. The double tanker trucks commonly used in this area have a capacity of approximately 14,000-15,000 gallons.
- A station with three grades of gasoline plus diesel fuel could potentially have a storage capacity in excess of 30,000 gallons of fuel.
- This fuel would be buried on top of the aquifer that provides drinking water for several thousand people. ***The environmental risk of a leaking tank or faulty tank plumbing poses a significant risk of groundwater contamination (with benzene and methylbenzene) and ultimately contamination of Lake Lowell and the irrigation system.***
- Once again the proposed 2030 Comprehensive Plan addresses the importance of protecting the County's water resources:
  - *Surface water, **groundwater, aquifer protection**, and recharge are vital to sustaining the county's life.*
  - (G5.05.00) *Protect Canyon County inhabitants' health, safety, and welfare by reducing the risk and effects of natural and **human-made hazards**.*
  - (P5.01.01) *Protect and enhance waterways, **groundwater**, wetlands, wildlife habitat, air, soils, and other natural resources.*
  - (A5.01.05a) *Develop a wellhead area protection ordinance to **safeguard aquifer recharge areas and groundwater supplies** where relevant.*

#### NOISE/LIGHT:

- The zoning application states that the *proposed* operating hours will be M-Th 6:00AM to 10:00PM, Fri & Sat 6:00AM-11:00PM, and Sun 7:00AM-9:00PM.
- Will these operating hours be enforced and by whom? What is there to prevent this development from being operated 24 hours per day in the future?
- Will the county require noise and lighting mitigation and indirect lighting?
- Will the lighting comply with the City of Caldwell Dark Sky Ordinance?
- The noise of heavy vehicle traffic along Farmway Road is already excessive. The addition of the convenience store/fueling station as proposed will result in increased traffic which already includes commercial vehicles, tractor trailers, gravel hauling rigs (double dumps), tanker trucks, and commuter traffic.

These are just some of the concerns that I have about the proposed development. I do not feel that this development is needed nor is it compatible with the with the goals of the Proposed Canyon County 2030 Comprehensive Plan.

Andrew F. Haumesser, 15981 Lunar Way, Caldwell, ID 83607



July 25, 2022

Case No. RZ2022-0007

Please include my comments in the official record for the Planning and Zoning hearing on August 4, 2022 for this case.

I am OPPOSED to the proposal to change the current land designation from agricultural to commercial (C-2):

1. I do not believe that there is a critical need for another convenience store and gas station in this vicinity. There are 2 Maverick Stores, 1 Jackson's food store (Chevron), and the Riverside gas station all within 5 miles of this corner.
2. To the southwest of this proposed corner, the county commissioners already passed and changed prime agricultural land, with blatant disregard to all the opposition from landowners and neighbors in the area, to C-2 and Valley Wide propane was planning to build a gas station/convenience store on 10 acres on the SAME corner. This should be investigated before allowing the northwest corner to be changed and allowed the same designation. Then, in theory, the board and commissioners would be allowing for the building of TWO convenience stores on the same corner. This seems like very poor planning to me.
3. In the 2020 comprehensive plan for Canyon County, as the 2030 hasn't yet been finalized, it has specified on page 34, on bullets 5, 6, and 7, it reminds the county boards that "Canyon County should not overdevelop and should retain agricultural lands/uses and environmental impacts", while also assuring that "new development should be located near existing infrastructure and in areas where agricultural uses are not diminished". The existing site will not have any city services, for water and sewer, which is unfortunate. I believe that this site can be great for commercial someday, however, it should be in accordance with what the county has outlined for its comprehensive plan, therefore, the rezoning should be denied until the owner has a plan to extend the city services to the property.
4. The environmental impact with the amount of fuel this site is proposing could affect the aquifer that thousands of existing landowners use each day. Something that was never considered is how close this site is, less than 1 mile to Lake Lowell, to a habitat that is federally protected. Is it necessary to place something this toxic near our aquifer and the Lake all just to appease one landowner? With the Riverside gas station less than 1 mile from the proposed site already putting us all at risk, is it worth it to do it again, all in the name of profit and letting a landowner do whatever they want? The county needs to consider the long term consequences of making this huge decision that will set a major precedent.

I am opposed to having this site rezoned right now, with a future date in mind when city water and sewer are in the area for commercial entities.

Tom Blaisdell

15883 Canyon Lake St

Caldwell, ID 83607





## Dan Lister

---

**From:** Juli McCoy  
**Sent:** Wednesday, July 27, 2022 7:40 PM  
**To:** Dan Lister  
**Subject:** Fwd: [External] Karcher and Farmway Gas Station

Sent from my iPhone

Begin forwarded message:

**From:** Jennifer Babbitt <jenniferbabbitt@yahoo.com>  
**Date:** July 27, 2022 at 1:30:16 PM MDT  
**To:** Juli McCoy <Juli.McCoy@canyoncounty.id.gov>  
**Subject:** [External] Karcher and Farmway Gas Station

I would like the following comments on Case No. RZ2022-0007 (Greg & Ann Obendorft) to be included in the official record of the upcoming Zoning Hearing scheduled for August 4, 2022.

I am **opposed** to this zoning change and the development of the proposed Convenience Store and Gasoline Station on the northeast corner of Karcher Road (SR 55) and Farmway Road for the following reasons:

**Need (or lack thereof):**

Five convenience stores with fueling stations already exist within five miles of the proposed site: Two Maverick Stations (5 mi. and 2 mi.), one Extra Mile Chevron Station (3.1 mi.), and the Lakeview Market/Gas station (0.7 mi.).

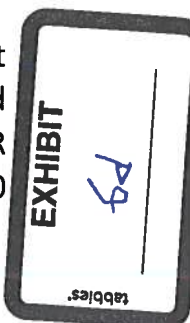
How convenient do these convenience stores need to be? Is it necessary to have a convenience store with a fueling station located every 0.7 mile along the Karcher Roadcorridor?

Is this development compatible with the vision statement in the proposed Canyon County 2030 Comprehensive Plan? The vision statement includes:

- *Ensuring the quality of life for Canyon County residents **by preserving our agricultural heritage** and planning for a **smart growth future** through physical and fiscal management.*
- *(G4.09.00) Maintain and enhance the **aesthetic beauty** of the County.*

**Traffic Impact:**

This area is already very congested with inadequate highway capacity. A significant amount of commercial traffic already uses Farmway Road between Orchard and Karcher Roads (primarily a residential area) to avoid traffic congestion on S R 55. The application states that the development is forecast to generate 1,770





weekday trips, representing a significant amount of traffic to be handled at an already congested intersection. A major expansion of State Route 55 is in the planning stages at Idaho DOT and slated for a 2024 upgrade to five lanes.

The proposed Canyon County 2030 Comprehensive Plan states:

- (P8.01.02) *Consider the cumulative impact of rezones and subdivisions on **road capacity and traffic congestion** when making land-use decisions.*

#### **Inadequate City Services:**

There are **no** city services provided to this property at this time. Commercial developments should be required to be located in areas serviced by city water and sewers.

Our critical ground water resources should not be arbitrarily “sold” to commercial developments especially when the Western states, including Idaho, are experiencing (or facing the potential for) severe drought.

Several sections of the proposed 2030 Comprehensive Plan address this very issue:

- (P3.01.01) ***Direct business development to locate in areas that can provide necessary services and infrastructure.***
- (G4.04.00) *Concentrate on future growth in and around existing communities while preserving and enhancing the County's agricultural and rural character.*
- (P4.04.01) ***Support development in areas that provide services, utilities, and amenities***

#### **Environmental:**

The zoning application contains no specific data on fuel storage at the proposed new facility. A gasoline station requires sufficient fuel storage capacity to receive full tanker load deliveries of fuel in order to receive competitive pricing.

A typical gasoline tanker truck holds 8,000 gallons of gasoline. The double tanker trucks commonly used in this area have a capacity of approximately 14,000-15,000 gallons.

A station with three grades of gasoline plus diesel fuel could potentially have a storage capacity in excess of 30,000 gallons of fuel.

This fuel would be buried on top of the aquifer that provides drinking water for several thousand people. ***The environmental risk of a leaking tank or faulty tank plumbing poses a significant risk of groundwater contamination (with benzene and methylbenzene) and ultimately contamination of Lake Lowell and the irrigation system.***

Once again the proposed 2030 Comprehensive Plan addresses the importance of protecting the County's water resources:

- *Surface water, **groundwater, aquifer protection**, and recharge are vital to sustaining the county's life.*
- (G5.05.00) *Protect Canyon County inhabitants' health, safety, and welfare by reducing the risk and effects of natural and **human-made hazards**.*



- (P5.01.01) *Protect and enhance waterways, **groundwater**, wetlands, wildlife habitat, air, soils, and other natural resources.*
- (A5.01.05a) *Develop a wellhead area protection ordinance **to safeguard aquifer recharge areas and groundwater supplies** where relevant.*

**Noise/Light:**

The zoning application states that the *proposed* operating hours will be M-Th 6:00AM to 10:00PM, Fri & Sat 6:00AM-11:00PM, and Sun 7:00AM-9:00PM.

Will these operating hours be enforced and by whom? What is there to prevent this development from being operated 24 hours per day in the future?

Will the county require noise and lighting mitigation and indirect lighting?

Will the lighting comply with the City of Caldwell Dark Sky Ordinance?

The noise of heavy vehicle traffic along Farmway Road is already excessive. The addition of the convenience store/fueling station as proposed will result in increased traffic which already includes commercial vehicles, tractor trailers, gravel hauling rigs (double dumps), tanker trucks, and commuter traffic.

These are just some of the concerns that I have about the proposed development. I do not feel that this development is needed nor is it compatible with the with the goals of the Proposed Canyon County 2030 Comprehensive Plan.

Jennifer Babbitt  
15337 Reminiscence Dr  
Caldwell, ID 83607

Sent from my iPhone

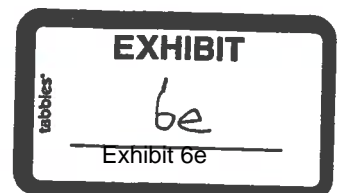


**From:** FERMENA PAT MONTGOMERY  
**Sent:** Thursday, July 28, 2022 1:08 PM  
**To:** [juli.mccoy@canyoncounty.gov](mailto:juli.mccoy@canyoncounty.gov) <[juli.mccoy@canyoncounty.gov](mailto:juli.mccoy@canyoncounty.gov)>  
**Subject:** Proposed Truck Stop corner of Karcher/Farmway?

Hello Juli,

We've seen information that there is application for the above business. It seems like there's a light at that intersection but that's a big amount of traffic as I don't remember any turn lanes. Also, there isn't any infrastructure, water, sewer?? It's currently zoned agriculture & sure hate to see any more agriculture land go away. There's terrible amount of traffic & this may lead to lots more accidents & again no infrastructure. The closet fire department is in Caldwell probably 5-7 miles & that's county out there not city?? Hopefully there'll be some thought when this is brought before planning/zoning whoever for approval. The property tax payers already take the burdensome share of paying for these new additions!

Concerned citizen/ tax payers, Fermenta & Pat Montgomery





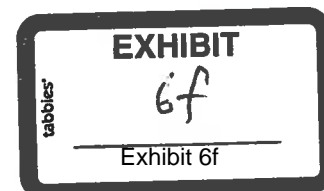
I would like the following comments on **Case No. RZ2022-0007** (Greg & Ann Obendorf) to be included in the official record of the Zoning Hearing on August 4, 2022.

I am **opposed** to this zoning change and the development of the proposed Convenience Store and Gasoline Station on the northeast corner of Karcher Road (SR 55) and Farmland Road for the following reasons:

- 1) There is an existing gas station /convenience store on Riverside Road, just under a mile away from the proposed new station.
- 2) The existing station is just off highway 55, providing accessibility without degrading the ambiance of the 55 corridor. The new station would certainly usher in increasingly unsightly additions in an area that has always been trending toward higher-end homes.
- 3) There are no city services available to the proposed new station. Commercial developments should be required to be located in areas serviced by city utilities.
- 4) I do not think that this proposed is compatible with the vision statement in the proposed Canyon County 2030 Comprehensive Plan. The vision statement includes:
  - a. *Ensuring the quality of life for Canyon County residents **by preserving our agricultural heritage** and planning for a **smart growth future** through physical and fiscal management.*
  - b. *(G4.09.00) Maintain and enhance the **aesthetic beauty** of the County.*
- 5) This intersection already has a large amount of commercial traffic, with semi-trailers using Farmway as a cutoff from Simplot Road to highway 95 west of Marsing. The quality of life in the area has seen a serious decline because of road noise and the use of compression brakes by these vehicles. The proposed new station will only make these issues worse.
- 6) The possibility of a leaking fuel tank at the new station, or of a fuel delivery accident, can not be ignored. With hundreds of existing homes already drawing water from the aquifer, and hundreds more proposed or anticipated, contamination would be a major disaster, with long-term, perhaps irreversible, consequences.

These are just some of the concerns that I have about the proposed new station. I think that this new station is not needed, will further degrade quality of life in the area, has the potential for disastrous long-term harm to the environment, and is not compatible with the with the goals of the Proposed Canyon County 2030 Comprehensive Plan.

John Kernkamp, 15635 Riverside Road, Caldwell, ID 83607





**OBENDORF GAS STATIONS  
TRAFFIC IMPACT STUDY**

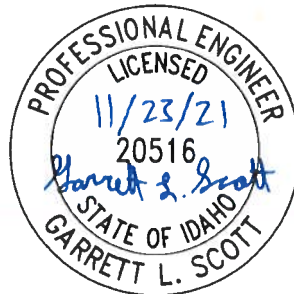
SUBMITTED TO:

**Canyon Highway District No. 4  
Idaho Transportation Department**

November 2021

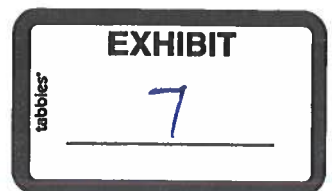
**PREPARED BY:**

William (Bill) White, Senior Transportation Planner  
Garrett Scott, P.E., PTOE, Project Engineer



**T.O. ENGINEERS**  
332 N. Broadmore Way  
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T-O PROJECT #: 210209





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## EXECUTIVE SUMMARY

The Obendorf Gas Stations development is a commercial development located on approximately 6 acres at the northeast corner of the intersection of Farmway Road and SH 55 (Karcher Road) in Canyon County, Idaho. Although the site lies outside of the city limits of Caldwell, the property is within Caldwell's impact area limits. The proposed development consists of a gas station with up to 20 vehicle fueling positions (VFP) and an accompanying 6,000 square-foot convenience store, as well as a 3,000 square foot farmer's market. Access to the site is proposed via one full-access driveway along Farmway Road, north of SH 55 (Driveway A), and one right-in, right-out driveway along SH 55, east of Farmway Road (Driveway B). The development is planned to be fully built-out by the year 2023.

## RESULTS

The study intersection of SH 55 at Farmway Road was found to operate well within acceptable standards during 2021 existing and 2023 future without project conditions. Year 2023 conditions applied a 3-percent compounded annual growth rate to traffic volumes to conservatively estimate increasing travel demands in the region. No planned transportation improvements were incorporated into the year 2023 analysis, so intersection geometry and traffic signal timing are unchanged between the existing and future without project analyses.

Trips generated by the Obendorf Gas Stations site were estimated using the *ITE Trip Generation Manual, 10<sup>th</sup> Edition*. The proposed development is anticipated to generate a total of 1,770 net-new daily trips, with 98 and 131 trips occurring during the AM and PM peak hours, respectively. Site trips were distributed through the study network based on a comparison of existing turning movement counts at the study intersection as the development is not of a size warranting analysis through the COMPASS regional travel demand model.

Under year 2023 future with project conditions, the study intersection of SH 55 at Farmway Road is anticipated to continue to operate well within acceptable level of service thresholds. Additionally, the site access points operate acceptably even without consideration of turn lane warrants. However, a comparison of traffic volumes at the site access points against the turn-lane warrants established in NCHRP Report 457 reveal the need for right-turn lanes at both project approaches.

## RECOMMENDATIONS

Based on the analysis and evaluation contained within this report, the following recommendations are provided:

- ◆ **Farmway Road at Driveway A.** Construct a northbound right-turn lane along Farmway Road at Driveway A. This turn lane should be constructed concurrently with Driveway A and meet the standards outlined in the *ITD Traffic Manual*. Driveway A should be constructed to provide full access with no turning movement restrictions.
- ◆ **SH 55 (Karcher Road) at Driveway B.** Construct a westbound right-turn lane along SH 55 at Driveway B. This turn lane should be constructed concurrently with Driveway B and meet the standards outlined in the *ITD Traffic Manual*. Driveway B should be constructed to provide right-in, right-out access only. Additionally, Driveway B should be located such that a right-turn lane does not encroach upon the existing quarter mile driveway on SH 55, while maintaining adequate spacing from the SH 55 at Farmway Road intersection.



## 1 INTRODUCTION

This report summarizes the Traffic Impact Study (TIS) prepared for the Obendorf Gas Stations development proposed in Canyon County, Idaho. This study was prepared per the guidelines outlined by the 2017 Association of Canyon County Highway Districts (ACCHD) Standards. The scope of this study was established in coordination with the Canyon Highway District No. 4 (CHD4), a member of the ACCHD, as well as the Idaho Transportation Department (ITD).

The CHD4 and ITD, in coordination with Canyon County, are the lead review agencies for this TIS as they are the agencies that maintain the roadways within the study network. The TIS will be submitted to CHD4, ITD, and Canyon County for review, and other agencies can review the TIS per invite of CHD4 and ITD.

### 1.1 PROJECT DESCRIPTION

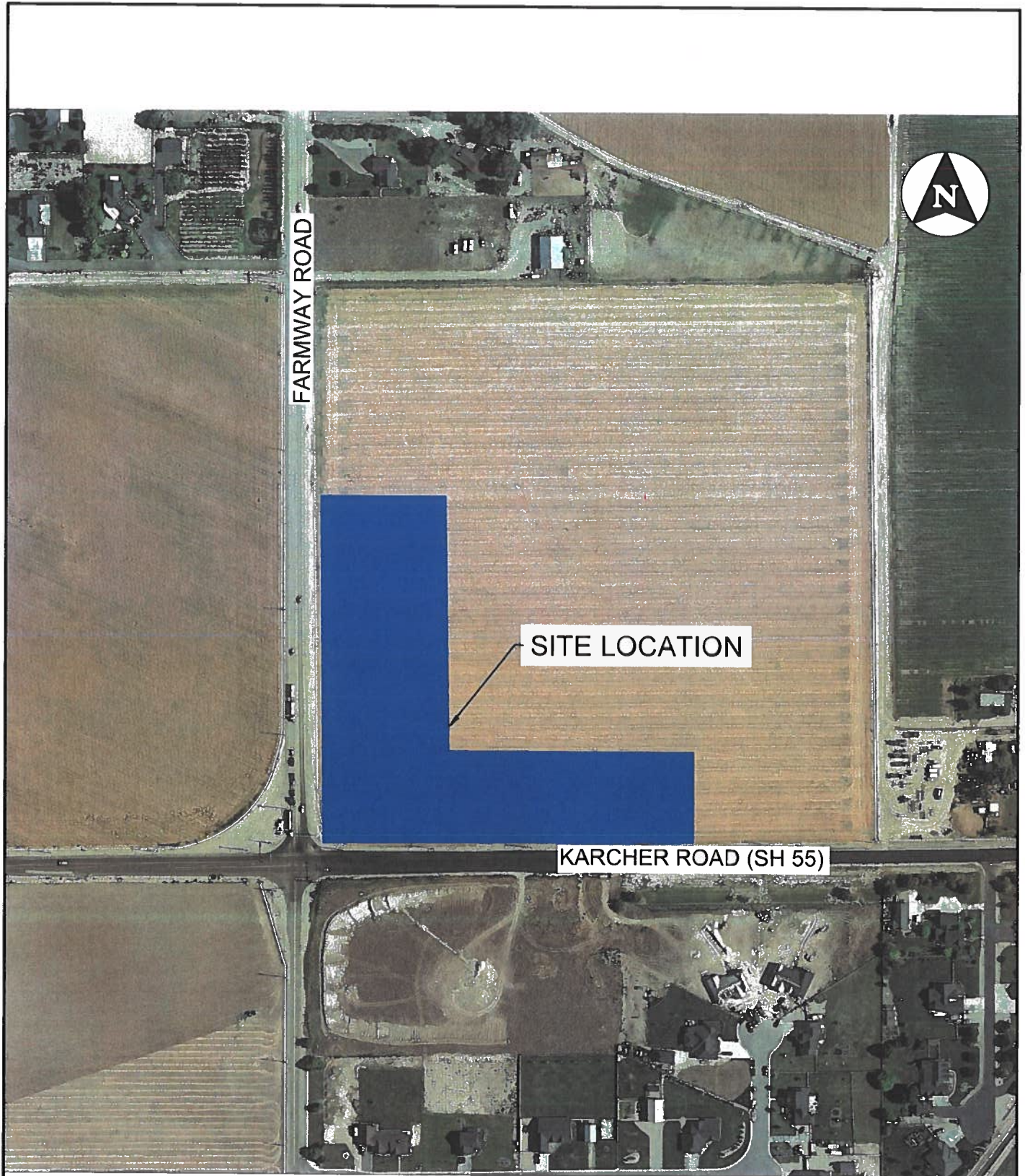
The Obendorf Gas Stations development is a commercial development located on approximately 6 acres at the northeast corner of the intersection of Farmway Road and SH 55 (Karcher Road) in Canyon County, Idaho. Although the site lies outside of the city limits of Caldwell, the property is within Caldwell's impact area limits. The development consists of a gas station with up to 20 vehicle fueling positions (VFP) and an accompanying 6,000 square-foot convenience store, as well as a 3,000 square foot farmer's market. The lot will provide parking spaces in accordance with the Canyon County zoning code for Service Commercial land use in relation to general commercial and gas station requirements.

The site is proposed to construct two driveways, with one each of Farmway Road and SH 55, 880 feet to the north and east of the Farmway Road at SH 55 intersection. These access points will alter the street landscape, as right of way will be utilized from the existing roads with a 20-foot-wide landscape buffer and 24-foot-wide drive isle leading into the site. Ultimate build-out of this development is anticipated to start summer of 2022 and be completed by 2023.

The existing site is an agricultural field a part of Ranes Ranch and New Meadows, but the Obendorf Gas Stations development will only encompass the farthest southwest 15 acres of the total 40-acre lot. The current zoning for the area is listed as AG (Agricultural) and the applicant is anticipating a zoning change to C2 (Service Commercial), as the current zoning does not permit commercial spaces. The northern most edge of the lot is also expected to be developed into medium density residential labor housing (R-2) with rezoning efforts. This development will have one access point and is not expected to interfere with the traffic analysis of the study area. A separate TIS is anticipated to be completed for all future land uses not specifically covered in this study.

**Figure 1** provides a site location map, and **Figure 2** provides the most current preliminary site plan for the project. Note that the car wash use shown on the site plan is not covered in this study and that the site plan may evolve during design.





1 SITE VICINITY  
NOT TO SCALE

OBENDORF GAS STATIONS  
TRAFFIC IMPACT STUDY



1717 S. RUSTLE STREET SUITE 201  
SPOKANE, WA 99224

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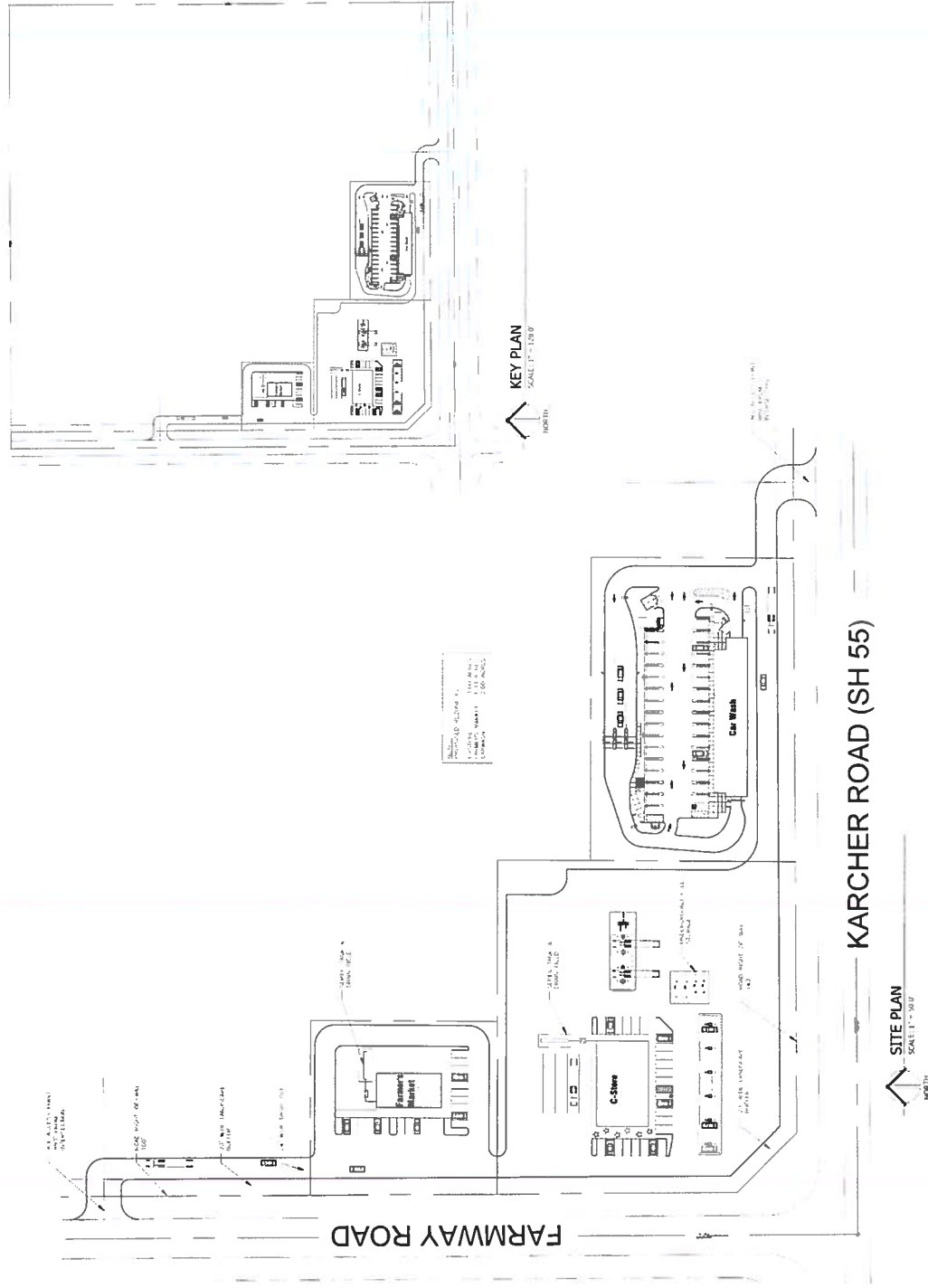
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DATE: NOV 2021

JOB: 210209



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## 1.2 SCOPE AND METHODOLOGY

A TIS reviews the transportation impacts of development on roadways and intersections located within reasonable proximity of a project and recommends strategies and improvements to address unacceptable impacts, as needed. This section describes the scope and methodologies used to evaluate transportation conditions and establish potential recommendations for the Obendorf Commercial development. The TIS was prepared per the “best” industry practices highlighted by resources such as *Traffic Impact Analyses for Site Development* (ITE, 2010).

### 1.2.1 Project Scope

A TIS evaluates capacity primarily through an examination of intersection operations. Congestion and vehicle delay are experienced more rapidly at intersections versus road segments (between intersections) due to the frequency of vehicle conflicts (e.g. turning, slowing, or stopping vehicles). The study reviews traffic conditions for the AM and PM peak hours, the confirmed hours of peak traffic congestion for the weekday. These are typically known as the morning and evening “rush” hours of the work commute.

Per coordination with the CHD4 and ITD, this TIS was tasked with reviewing traffic performances for one intersection located in reasonable proximity of the project, in addition to the proposed site access points. A year 2023 analysis horizon was used for this TIS, which addresses traffic activities following project construction and full occupancy. A summary of identified study intersections is as follows:

- ◆ SH 55 and Farmway Road
- ◆ Farmway Road and Driveway A (site access point)
- ◆ SH 55 and Driveway B (site access point)

The need for right- and left-turn lanes were evaluated at the site access points based on the warrants detailed in NCHRP Report 457 – Evaluating Intersection Improvements: An Engineering Study Guide.

### 1.2.2 Methodology – Intersection Capacity & Operations

Intersection delay, capacity, and traffic operations were evaluated using the level-of-service (LOS) procedures of the *Highway Capacity Manual, Sixth Edition* (Transportation Research Board, 2016). The *Highway Capacity Manual* (HCM) is a nationally recognized and locally accepted method of measuring traffic flow and congestion. Criteria range from LOS A, indicating free-flow with minimal vehicle delay, to LOS F, indicating congestion with significant vehicle delays.

LOS for a signalized intersection is defined in terms of the average control delay experienced by all vehicles at the intersection, as measured over a specific timeframe such as a peak hour. LOS for a one or two-way stop-controlled intersection or driveway is the function of average control delays experienced by vehicles in an approach or approach movement over a specific timeframe. Typically, the stopped approach or movement experiencing the worst LOS is reported. Finally, LOS at an all-way stop is defined by the average control delays experienced by all vehicles at an intersection, as with signalized intersections, while the LOS thresholds are associated with delays for unsignalized intersections.

**Table 1** on the following page outlines the LOS criteria for signalized and unsignalized intersections from the *Highway Capacity Manual*. LOS delay thresholds vary between signalized and unsignalized intersections. This is because driver tolerances for delay have been documented to be higher at traffic signals.



Table 1. Intersection Level of Service Criteria		
Level of Service	Signalized Control Delay (sec/veh)	Unsignalized Control Delay (sec/veh)
A	≤10	≤10
B	>10 – 20	>10 - 15
C	>20 – 35	>15 - 25
D	>35 – 55	>25 - 35
E	>55 – 80	>35 - 50
F	> 80	>50

Source: Highway Capacity Manual (TRB, 2016)

Levels-of-service were determined using Synchro Version 11.0, (Trafficware, 2019). This tool can apply the analysis methodologies of HCM 2016 and is a standard industry software application. Per ACCHD, LOS C and D are the minimum design level of service thresholds for rural and suburban intersections, respectively. For this study, LOS D was considered to be the minimum acceptable level of service. Improvements may be necessitated for intersections that do not meet this capacity standard.



## 2 EXISTING CONDITIONS

This section provides an existing conditions analysis describing the study street network, traffic volumes, and capacities for study intersections. The existing conditions analysis is established to help measure changes in forecast roadway conditions and performances.

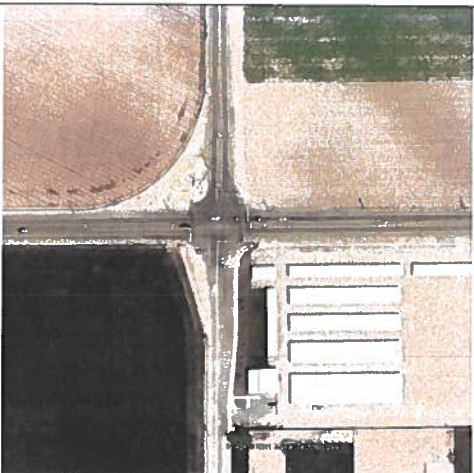
### 2.1 ROADWAY NETWORK

The study focuses on traffic operations for the primary intersection associated with the proposed access points. These are the roadways anticipated to support the majority of approaching and departing project trips. The Idaho Statewide Functional Classification Map maintained by the ITD catalogs the classifications of these roadways.

A description of primary study roadways is provided below.

- ♦ **SH 55 (Karcher Road)** is classified as a two-lane Principal Arterial in the vicinity of the site. The posted speed limit in the vicinity of the site is 55 miles per hour (mph).
- ♦ **Farmway Road** is classified as a two-lane Principal Arterial north of SH 55. South of SH 55, Farmway Road is classified as a Minor Arterial. The posted speed limit in the vicinity of the site is 55 mph.

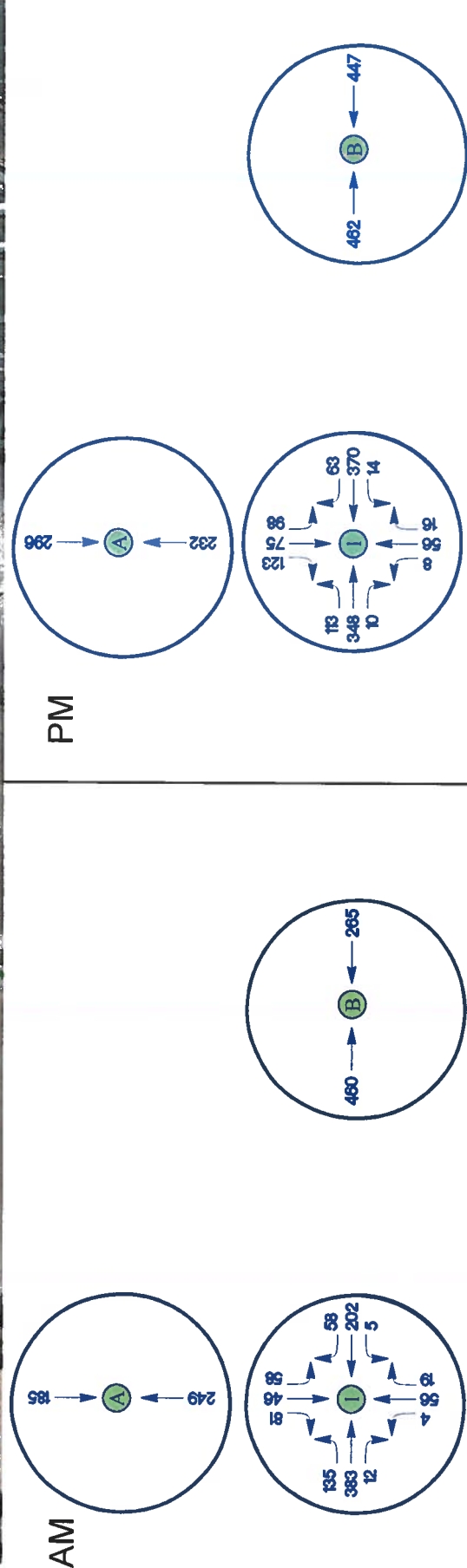
Under existing conditions, one intersection was addressed. A summary of intersection geometrics and traffic controls is provided below.

<p><b><u>SH 55 (Karcher Road) at Farmway Road</u></b></p> <p>This is a signalized intersection. The eastbound, westbound, and southbound approaches each provide on left-turn lane and one through/right-turn shared lane. The northbound approach provides on left-turn/through/right-turn shared lane. There are no marked pedestrian crossings and no curb-ramps located at any corners of the intersection.</p>	
---	---

### 2.2 TRAFFIC COUNTS

This TIS was developed using intersection turning movement counts. Turning movement counts for the study intersection of SH 55 at Farmway Road were collected by L2 Data Collection on behalf of T-O Engineers on October 5, 2021, specifically in support of this TIS. Counts were performed from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, per industry standard. The peak hour from the intersection was used in the capacity analyses. Existing turning movements volumes are shown with **Figure 3** on the following page for the AM and PM peak hours. Traffic count worksheets are provided with **Appendix B**.





**3** 2021 EXISTING  
AM/PM PEAK HOUR

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## Traffic Capacity & Operations

This section summarizes existing traffic capacities and operations for the study area. A review of year 2021 intersection capacity and operations is discussed.

### 2.2.1 Intersection Capacity & Operations

The LOS analysis was performed for the study intersection based on a review of the traffic volumes summarized in Section 2.2 and the geometric conditions described in Section 2.1. **Table 2** shows a summary of LOS for the study intersection during the AM and PM peak hours. Also shown are average control vehicle delays. As the intersection of SH 55 at Farmway Road is signalized, overall intersection level of service (LOS) and delay are reported, as well as the LOS and delay for each lane group.

Table 2. 2021 Existing Intersection Operations – AM and PM Peak Hours								
Intersection	Control	Intersection AM / PM		Lane Group	AM Peak		PM Peak	
		LOS <sup>1</sup>	Delay <sup>2</sup>		LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>
SH 55 (Karcher Road) at Farmway Road	Traffic Signal	B / B	15.9 / 16.9	EBL	B	13.0	B	13.1
				EBTR	B	15.8	B	14.2
				WBL	B	12.3	B	11.3
				WBTR	B	18.2	B	19.0
				NBLTR	B	18.8	C	22.5
				SBL	B	16.0	B	19.1
				SBTR	B	12.7	B	16.3
1. LOS = level of service								
2. Average control delay								

Under 2021 existing conditions, SH 55 at Farmway Road operates well within acceptable level of service standards, when examining both the intersection overall and each lane group on the intersection approaches. The intersection operates at LOS B during both peak hours, and the worst lane group (NBLTR) operates at LOS C during the PM peak hour only. This analysis indicates that there is ample capacity at the intersection to accommodate additional traffic volume. LOS summary sheets are provided in **Appendix C** at the end of this report.



### 3 YEAR 2023 TRAFFIC CONDITIONS

This section describes forecast year 2023 traffic conditions, without and with consideration of the Obendorf Gas Stations development. Summarized are the anticipated background street network modifications, forecast traffic volumes, and operations/capacity for study intersections.

#### 3.1 ROADWAY NETWORK

Future transportation improvements within Ada County and Canyon County are planned and programmed by the Community Planning Association of Southwest Idaho (COMPASS) in a cooperative process alongside various municipalities, highway districts, public transit agencies, and other stakeholders within the COMPASS planning area, as well as ITD. These transportation improvements are documented in the Fiscal Year (FY) 2022 to 2028 Transportation Improvement Program (TIP).

The TIP indicates that there are several projects by ITD in the planning and/or development stages along the SH 55 (Karcher Road) corridor in the vicinity of the site. These projects are encompassed by the ITD Idaho 55: Pear Lane to Middleton Road study. Broadly, this study proposes to widen SH 55 to a five-lane section, with a rural section and a suburban section to be built to the west and east of Farmway Road, respectively. Only a portion of the improvements planned in this study are currently funded, all of which are outside the boundaries of this study. Furthermore, at the time of this TIS, there is no timeline on when improvements would be implemented along SH 55 in the vicinity of the site. However, proposed access along SH 55 for the Obendorf Gas Stations site should conform to the long-term vision and goals for the corridor identified through the planning studies conducted by ITD. Therefore, it is understood that the proposed site access point on SH 55 (Driveway B in this TIS) should be restricted to right-in, right-out movements only.

No further roadway improvements were identified within the study area and as such, forecast operations and capacity analyses were performed based on existing geometric and traffic control conditions.

#### 3.2 TRAFFIC FORECASTS

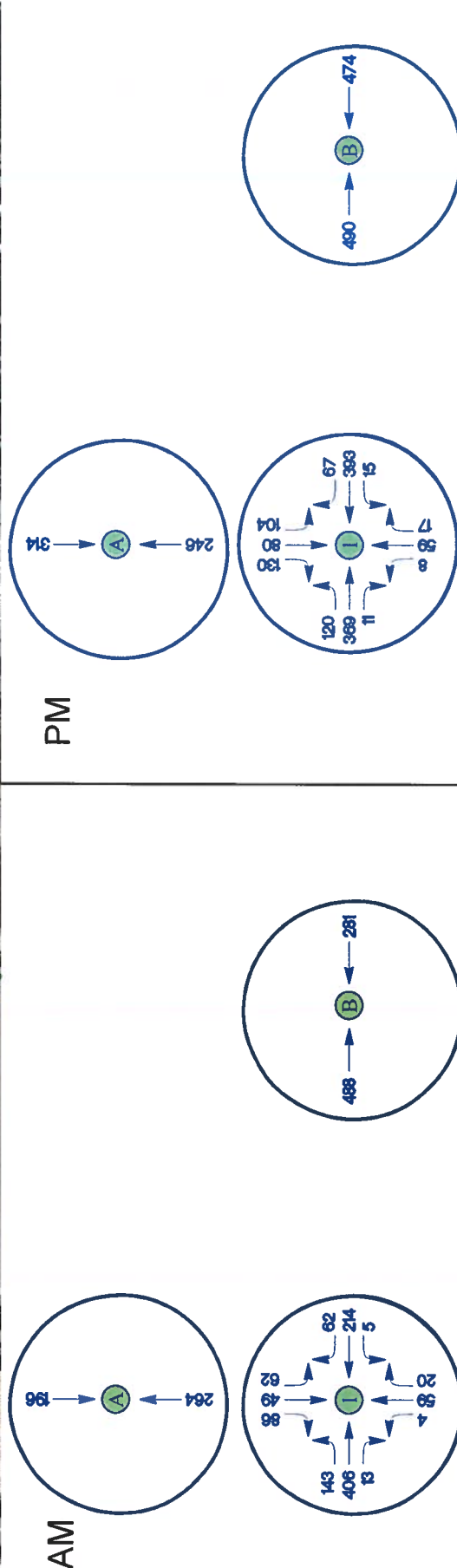
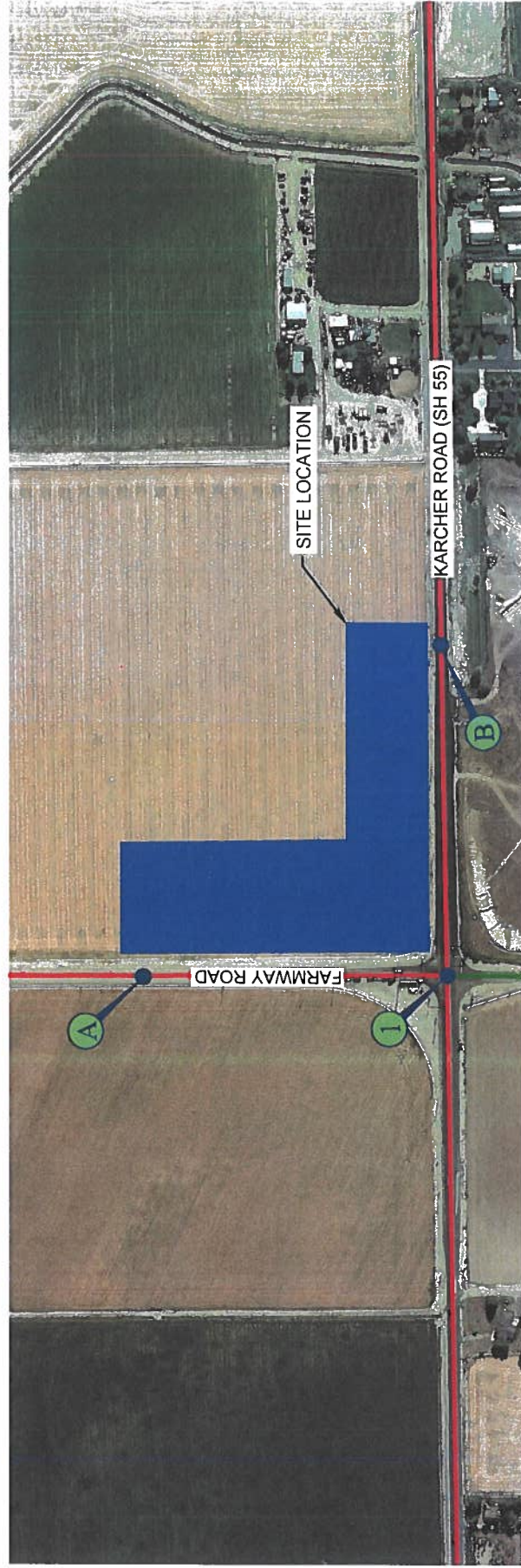
Year 2023 forecasted traffic volumes are comprised of baseline growth and any trips generated by concurrent “pipeline” developments. This section describes the year 2023 traffic forecasts developed for streets and intersections in the study area.

Baseline traffic growth refers to an increase of traffic not typically related to land use development within a TIS study area. Baseline traffic is forecast using annual growth rates established based upon a review of historical count data, or as identified from a regional travel demand model. A baseline growth rates of three (3) percent was identified through the scoping process performed with CHD4. This calculates to a total overall baseline traffic growth of approximately 6.1-percent by year 2023. These are conservative growth rates used to forecast moderately higher, yet reasonable, future volumes.

Through the scoping process and discussions with CHD4 and ITD, no concurrent pipeline developments within the vicinity of the Obendorf Gas Stations site were identified. Therefore, the baseline traffic growth discussed previously constitutes total 2023 forecasted traffic conditions. A summary of resulting turning movement volumes for year 2023 future without project conditions is shown with **Figure 4** for the AM and PM peak hours.



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**LEGEND**

PRINCIPAL ARTERIAL  
MINOR ARTERIAL



INTERSECTION  
TURNING  
MOVEMENTS

**4 2023 FUTURE WITHOUT PROJECT**

AM/PM PEAK HOUR



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### 3.2.1 Trip Generation

Trip generation for the proposed Obendorf Gas Stations development was forecast based on the methodologies of the Trip Generation Manual (ITE, 10<sup>th</sup> Edition, 2017). The manual is a nationally recognized and locally accepted resource for forecasting traffic for commercial, institutional, and residential developments. The methods were developed based on the survey of other existing land uses located within the United States.

Trip generation was developed using ITE Land Use Codes 820 for Shopping Center and 945 for Gasoline/Service Station with Convenience Market. Although a land use code exists for Farmer's Market uses (858), there is limited trip generation data for this land use and land use code 820 provides a more conservative estimate of trips generated by the Obendorf Gas Stations site. Descriptions of these land uses are provided below:

- ◆ **Shopping Center (ITE Code 820).** An integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to service its own parking demands.
- ◆ **Gasoline/Service Station with Convenience Market (ITE Code 945).** Includes gas stations with convenience markets where the primary business is the fueling of motor vehicles. The site includes in this land use category generally have a convenience market with a gross floor area of between 2,000 and 3,000 square feet and at least 10 vehicle fueling positions.

Calculations from the Trip Generation Manual yield unadjusted new trips. Studies have shown that retail and service land uses will capture between twenty and sixty percent of their traffic as pass-by trips, depending on their size and the specific land use. Pass-by trips are those that are attracted to/from a site from adjacent streets as travelers commute between origins and destinations. These are addressed as turning trips diverted from an existing through movement at a project approach or intersection, noted as an impact only to streets in-route between the initial travel route and proposed land use. Thus, they are only considered to impact a project approach and streets/intersections are along the diverted routes of travel. These are not considered a gain in traffic as they already exist within a commute.

Based on the recommendations contained in the ITE Trip Generation Manual, pass-by trip reductions were applied to both the Shopping Center and Gas Station with Convenience Market land uses. A 34-percent pass-by reduction was applied to the Shopping Center land use during the PM peak hour only, while pass-by reductions of 62-percent and 56-percent were applied to the Gas Station with Convenience Market land use during the AM and PM peak hours, respectively.

Trip generation was forecast for the AM and PM peak hours of adjacent street traffic, representing the impacts of the project upon the morning and evening rush hours of commute traffic. Traffic generated over the course of a typical weekday is also provided for reference. **Table 3** on the following page provides a summary of trip generation for the 2023 occupancy year of the project.



**Table 3. Summary of Daily and Peak Hour Trip Generation**

ITE Land Use Code	Land Use Description	Size	Weekday	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
820	Shopping Center	3,000 SF	113	2	1	3	5	6	11
945	Gas Station with Convenience Market	20 VFP <sup>1</sup>	4,107	127	122	249	143	137	280
<b>Unadjusted New Trips</b>			<b>4,220</b>	<b>129</b>	<b>123</b>	<b>252</b>	<b>148</b>	<b>143</b>	<b>291</b>
Pass-By Trips			2,450 <sup>2</sup>	77	77	154	80	80	160
<b>Net-New Trips</b>			<b>1,770</b>	<b>52</b>	<b>46</b>	<b>98</b>	<b>68</b>	<b>63</b>	<b>131</b>

Source: ITE Trip Generation Manual (10<sup>th</sup> Edition)

1. VFP = vehicle fueling positions

2. Weekday pass-by trips estimated by using the ratio between unadjusted weekday and peak hour trips

As shown, approximately 1,770 net-new weekday trips are forecast with development of the Obendorf Gas Stations development. Approximately 98 of these trips would be generated during the AM peak hour and 131 during the PM peak hour. These peak hourly trips would comprise approximately 12.9-percent of total weekday trips.

### 3.2.2 Trip Distribution and Assignment

Trip distribution and assignment is the process of identifying the probable destinations, directions, and traffic routes that development related traffic will likely affect. The estimated traffic generated by the development must be distributed and assigned to analyze impacts on the roadway system within the study area.

This project is not of a size warranting an analysis with the COMPASS travel demand model. Therefore, for this study, the distribution of trips was based on a comparison of existing intersection turning movement counts, as count densities indicate how roadways are being utilized in relation to the region. A summary of resulting trip distribution assumptions for the study area is provided in **Table 4** below.

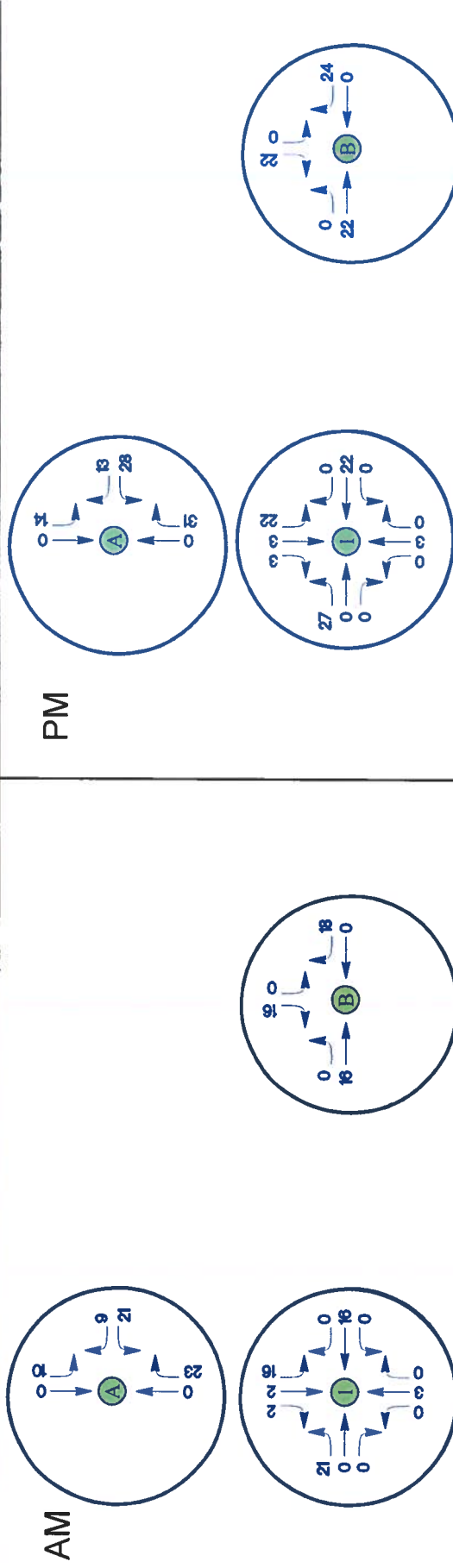
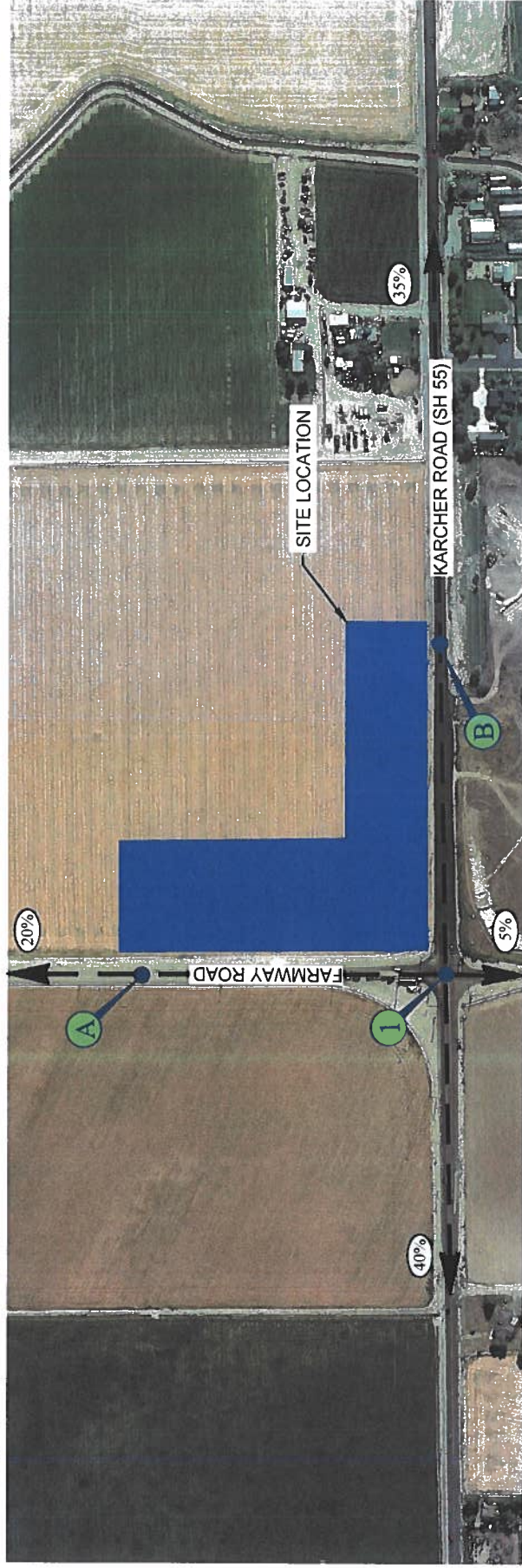
**Table 4. Forecasted Overall Directional Distribution of Site Oriented Traffic**

Direction / Roadway	% Overall Distribution
North Farmway Road	20
South Farmway Road	5
East SH 55 (Karcher Road)	35
West SH 55 (Karcher Road)	40
<b>Total</b>	<b>100</b>

Trips were assigned to study roadways based on the described distribution pattern and routed to site driveways in a way that conforms to the assumed right-in, right-out restriction for Driveway A (SH 55 access point). The resulting trip assignments are shown in **Figures 5 and 6** for non pass-by and pass-by trips, respectively, during the AM and PM peak hours. The combined, total site trips are shown in **Figure 7**. Finally, total site trips are combined with 2023 future without project traffic volumes to produce 2023 future with project volumes, as shown in **Figure 8**.



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MINOR ARTERIAL



INTERSECTION  
TURNING  
MOVEMENTS

**5 SITE TRIPS (NON PASS-BY)**

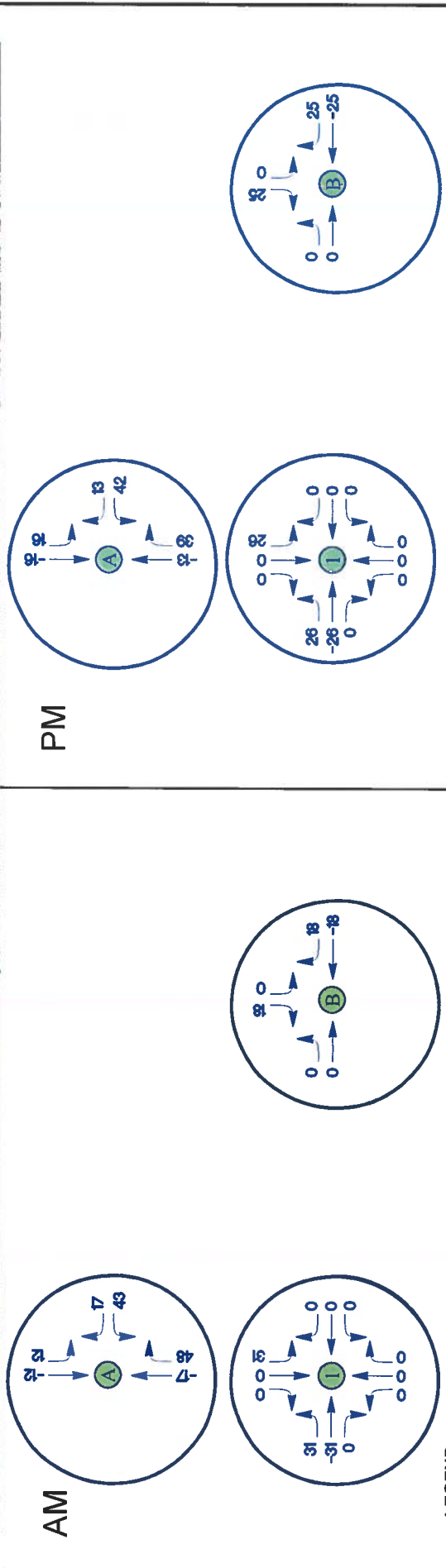
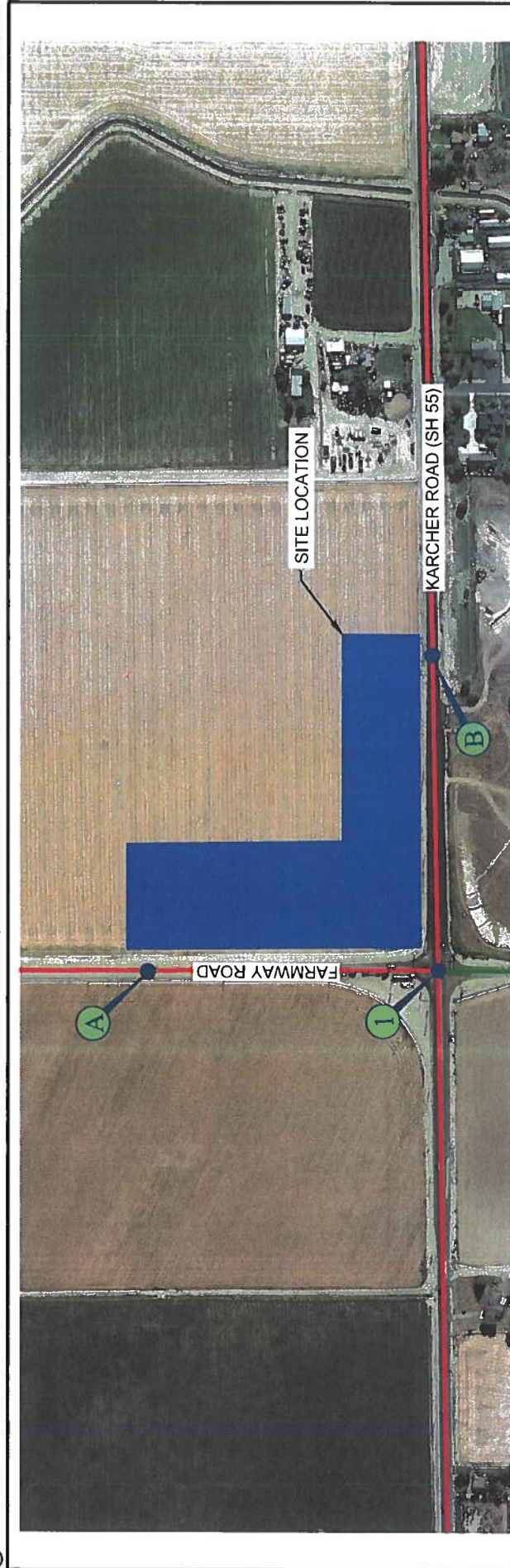
AM/PM PEAK HOUR



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**LEGEND**

PRINCIPAL ARTERIAL  
MINOR ARTERIAL



INTERSECTION  
TURNING  
MOVEMENTS

**6 SITE TRIPS (PASS-BY)**  
AM/PM PEAK HOUR

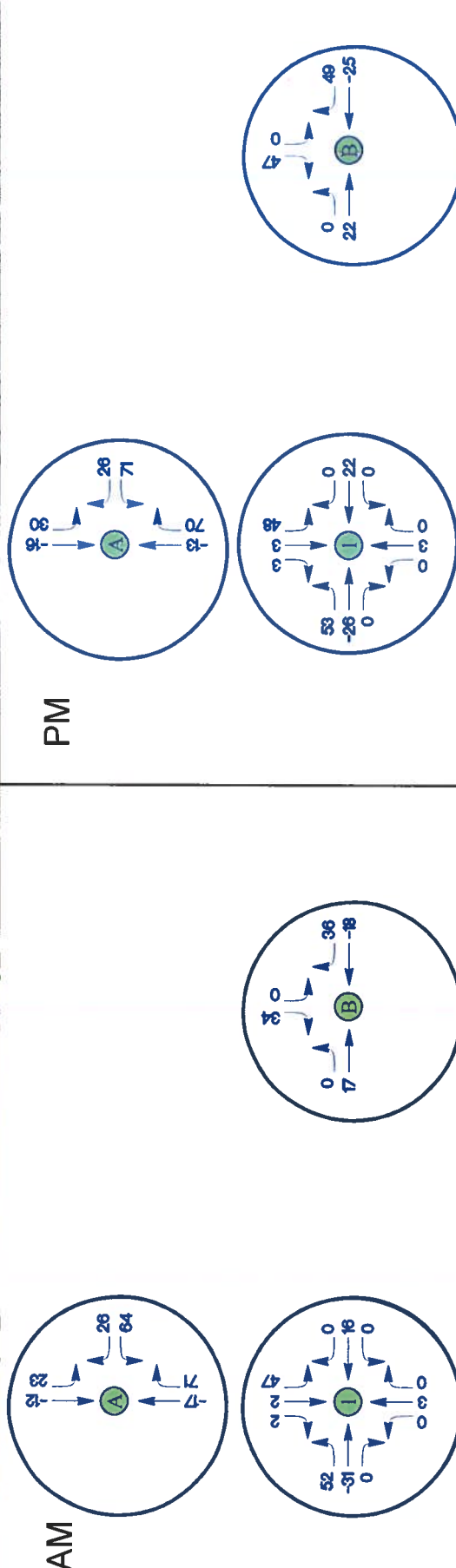


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7 TOTAL SITE TRIPS  
AM/PM PEAK HOUR

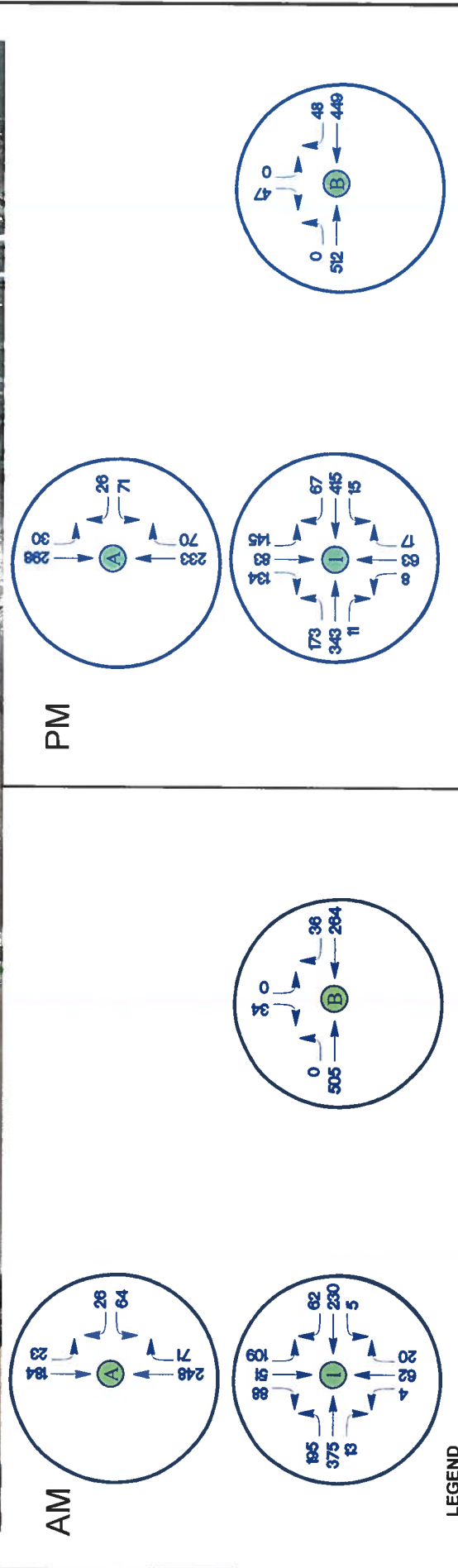
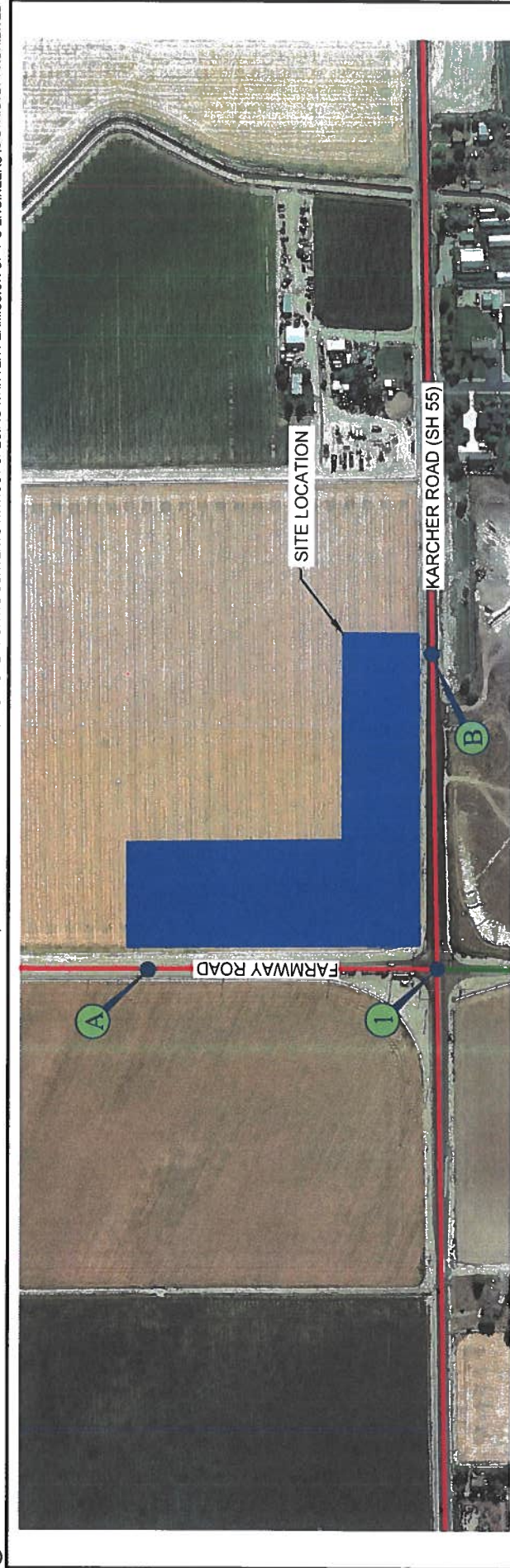
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MINOR ARTERIAL



INTERSECTION  
TURNING  
MOVEMENTS

8 2023 FUTURE WITH PROJECT

AM/PM PEAK HOUR



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### 3.3 TRAFFIC CAPACITY & OPERATIONS

This section summarizes forecast traffic capacities and operations for the study area. Provided are a review of year 2023 conditions for study intersections, without and with project development.

#### 3.3.1 Intersection Capacity & Operations

LOS were forecast for study intersections based on future without and with-project traffic volumes versus the geometric conditions described for the existing conditions analysis. Again, there are no improvements shown with Section 3.1 that would impact travel or provide additional capacities in the study area. Thus, the future LOS analysis was developed based on existing geometric and traffic control conditions for study intersections and roadways. A summary of the resulting, forecast intersection LOS is provided with **Table 5** for the AM and PM peak hours.

Table 5. 2023 Future Without Project Intersection Operations – AM and PM Peak Hours								
Intersection	Control	Intersection AM / PM		Lane Group	AM Peak		PM Peak	
		LOS <sup>1</sup>	Delay <sup>2</sup>		LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>
SH 55 (Karcher Road) at Farmway Road	Traffic Signal	B / B	16.1 / 17.2	EBL	B	13.0	B	13.3
				EBTR	B	15.9	B	14.2
				WBL	B	12.3	B	11.2
				WBTR	B	18.5	B	19.2
				NBLTR	B	19.4	C	23.4
				SBL	B	16.4	B	19.8
				SBTR	B	13.2	B	17.1
1. LOS = level of service								
2. Average control delay								

Table 6. 2023 Future With Project Intersection Operations – AM and PM Peak Hours								
Intersection	Control	Intersection AM / PM		Lane Group	AM Peak		PM Peak	
		LOS <sup>1</sup>	Delay <sup>2</sup>		LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>
SH 55 (Karcher Road) at Farmway Road	Traffic Signal	B / B	16.7 / 18.9	EBL	B	13.7	B	14.9
				EBTR	B	14.9	B	14.3
				WBL	B	12.0	B	11.4
				WBTR	C	20.2	C	21.5
				NBLTR	C	21.7	C	27.2
				SBL	B	18.2	C	21.9
				SBTR	B	14.5	B	18.8
Farmway Road at Driveway A	TWSC	N/A	N/A	WBLR	B	13.3	C	15.2
SH 55 (Karcher Road) at Driveway B	TWSC	N/A	N/A	SBR	B	10.2	B	12.1
1. LOS = level of service 2. Average control delay								



As shown, all study intersections are anticipated to operate at LOS C or better under 2023 forecasted conditions, with and without consideration of the Obendorf Gas Stations development. It should be noted that the addition of site trips causes in some of lane groups of the SH 55 at Farmway Road intersection to degrade from LOS B to LOC C; however, overall intersection operations remain at LOS C with the addition of site trips. Regardless, intersection operations are anticipated to be well within acceptable standards through the year 2023 with the addition of site traffic from the development, and no mitigation measures are need based on this operational analysis alone. LOS summary sheets are provided in **Appendix C** at the end of this report.

### 3.3.2 Turn Lane Analysis

Per the study scope with CHD4 and ITD, 2023 future with project AM and PM peak hour traffic volumes at the site access points were compared against the turn lane warrants provided in NCHRP Report 457. Warrants for right- and left-turn lanes along major roads were examined, in addition to warrants for providing two approach lanes along stop-controlled, minor road approaches.

Based on this analysis, a right-turn lane is warranted at both site access points. These right-turn lanes should be constructed according to the standards in the *ITD Traffic Manual: Idaho Supplementary Guidance to the MUTCD*. Specifically, given a posted speed limit of 55 miles per hour on both SH 55 (Karcher Road) and Farmway Road, the right-turn lanes should provide 340 feet of full-width deceleration length and 180 feet of gap/taper length, assuming a 12-foot wide turning lane.

It should be noted that the tapered section of a westbound right-turn lane constructed for the SH 55 access point (Driveway B) at its current location would encroach upon the existing driveway located a quarter mile east of the SH 55 at Farmway Road intersection. It is recommended that this access point be relocated to the west such that a right-turn lane would not impact the quarter-mile driveway, while still maintaining the required spacing of 690 feet between the access point and the SH 55 at Farmway Road intersection.

Turn lane warrant worksheets are provided in **Appendix D** at the end of this report.



## 4 SUMMARY, RECOMMENDATIONS, AND CONCLUSION

The Obendorf Gas Stations development is proposed to provide a gas station with 20 vehicle fueling positions and an ancillary 6,000 square-foot convenience store, in addition to a 3,000 square-foot farmer's market. Site access is proposed via two driveways: one full-access driveway with Farmway Road, located to the north of SH 55, and one right-in, right-out driveway with SH 55, located to the east of Farmway Road. The proposed right-in, right-out access along SH 55 aligns with ITD's long-term plan for the corridor. Ultimate build-out of the site is anticipated to be completed in 2023.

When accounting the effect of pass-by trips, the proposed development is forecast to generate approximately 1,770 weekday trips, with 98 trips generated during the AM peak hour and 131 trips generated during the PM peak hour according to the ITE Trip Generation Manual. The majority of trips were forecast to/from SH 55 (Karcher Road), with 35- and 40-percent of trips anticipated to/from the east and west, respectively, along SH 55. 20-percent of project trips are forecast to/from the north via Farmway Road, with the remaining 5-percent expected to/from the south via Farmway Road.

### 4.1 SUMMARY RESULTS

Intersection and street capacity analyses were performed based on review of year 2021 existing and 2023 forecasted, with and without consideration of the Obendorf Gas Stations site, traffic conditions for the AM and PM peak hours. This study concludes that the intersection of SH 55 at Farmway Road is expected to operate well within acceptable ITD and ACCHD level of service standards through the year 2023, with and without traffic from the development. The site access points are also anticipated to operate well within acceptable standards, even without consideration of turn lane warrants.

Traffic volumes under 2023 Future with Project conditions were compared against the turn-lane warrants established in NCHRP Report 457. Right-turn lanes are warranted at both site access points. Left-turn lane warrants were not met at Driveway A, and a left-turn lane is not permitted at Driveway B as it is proposed to provide right-in, right-out access only. Additionally, two approach lanes on the site access points are not warranted.

### 4.2 RECOMMENDATIONS AND CONCLUSION

This study concludes that the development of Obendorf Gas Stations is not likely to result in a significant degradation of traffic operations at the study intersection through the year 2023.

A northbound right-turn lane is warranted along Farmway Road at Driveway A and a westbound right-turn lane is warranted along SH 55 at Driveway B based on 2023 future with project traffic volumes and a posted speed limit of 55 mph on these roadways. These right-turn lanes should be constructed in accordance with the guidelines contained in the Idaho Transportation Department Supplement to the MUTCD. The proposed location of Driveway A should be shifted further to the west as to not encroach upon the existing quarter mile driveway along SH 55, while maintaining adequate spacing between the access point and the SH 55 at Farmway Road intersection.

This concludes the TIS performed for Obendorf Gas Stations. No further conclusions or recommendations are provided.



## Appendix A

## Glossary of Terms





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This section of the Technical Appendix provides a glossary of terms. The *Highway Capacity Manual* (TRB, 2010) and the *Transportation Impact Analyses for Site Development* (ITE, 2005) were used to help with the development of the following definitions:

- ◆ **Access point** – An intersection, driveway, or opening on a roadway that provides access to a land use or facility.
- ◆ **All-way stop-controlled** – An intersection with stop signs located on all approaches.
- ◆ **Arterial** – (General Definition) A signalized street that primarily serves through-traffic and secondarily provides access to abutting properties.
- ◆ **Average daily traffic (ADT)** – The average 24-hour traffic volume at a given location on a roadway.
- ◆ **Capacity** – The number of vehicles or persons that can be accommodated on a roadway, roadway section, or at an intersection over a specified period of time. Capacity is also a term used to define limits for transit, pedestrian, and bicycle facilities. Concept typically expressed as vehicles per hour, vehicles per day, or persons per hour or per day.
- ◆ **Collector street** – (General Definition) A surface street providing land access and traffic circulation within residential, commercial, and industrial areas.
- ◆ **Cycle** – A complete sequence of cycle indicators.
- ◆ **Cycle length** – The total time for a signal to complete one cycle.
- ◆ **Delay** – The additional travel time experienced by a driver, passenger, or pedestrian.
- ◆ **Demand** – The number of users desiring service on a highway system or street over a specified time period. Concept typically expressed as vehicles per hour, vehicles per day, or persons per hour or per day.
- ◆ **Departing sight distance** – The length of road required for a vehicle to turn from a stopped position at an intersection (or driveway) and accelerate to travel speed.
- ◆ **Design Hour** – The peak hour of traffic volumes/conditions; typically used in traffic studies, design analyses, and design. Typically recognized as the 85<sup>th</sup> percentile hours and often one of the peak/commute hours.
- ◆ **Downstream** – The direction of traffic flow.
- ◆ **Functional class** – A transportation facility defined by the traffic service it provides.
- ◆ **Growth factor** – A percentage increase applied to current traffic demands or counts to estimate future demands/volumes.
- ◆ **Intersection Control Analysis** – An intersection control analysis (ICA) is a traffic/transportation study used to recommend geometric and traffic control improvements for an intersection or intersections.
- ◆ **Level of Service** – The standard used to evaluate traffic operating conditions of the transportation system. This is a qualitative assessment of the quantitative effect of factors such as speed, volume of traffic, geometric features, traffic interruptions, delays, and freedom to maneuver. Operating conditions are categorized as LOS A through LOS "F". LOS A generally represents the most favorable driving conditions and LOS F represents the least favorable conditions.
- ◆ **Mainline** – The primary through roadway as distinct from ramps, auxiliary lanes, and collector-distributor roads.
- ◆ **Major Street** – The street not controlled by stop signs at a two-way stop-controlled intersection.





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- ◆ **Minor arterial** – (General Definition) A functional category of a street allowing trips of moderate length within a relatively small geographical area.
- ◆ **Operational analysis** – A use of capacity analysis to determine the level of service on an existing or projected facility, with known projected traffic, roadway, and control conditions.
- ◆ **Peak Generator Hour** – The single hour (or hours) in a day during which trip generation for a development or land use is highest.
- ◆ **Peak hour** – Single hour (or hours) in a day during which the maximum traffic volume occurs on a given facility (roadway, intersection, etc.). Typically, the peak hour is known as the “rush” hour that occurs during the AM or PM work commutes of the typical weekday. The absolute peak hour of the day can also be referred to as the design hour.
- ◆ **Peak Generator Hour** – The peak hourly volume generated by a particular development or land use. In the context of traffic reports, the generator hour can occur in the morning and afternoon, described as AM and PM peak generator hours, respectively.
- ◆ **Peak hour factor** – The hourly volume during the maximum-volume hour of the day divided by the peak 15-minute flow rate within the peak hour; a measure of traffic demand fluctuation within the peak hour.
- ◆ **Principal Arterial** - (General Definition) A major surface street with relatively long trips between major points, and with through-trips entering, leaving, and passing through the urban area.
- ◆ **Queue** – A line of vehicles, bicycles, or persons waiting to be served by the system in which the flow rate from the front of the queue determines the average speed within the queue. Slower moving vehicles or people joining the rear of the queue are usually considered a part of the queue.
- ◆ **Roadside obstruction** – An object or barrier along a roadside or median that affects traffic flow, whether continuous (e.g., a retaining wall) or not continuous (e.g., light supports or a bridge abutment).
- ◆ **Road characteristic** – A geometric characteristic of a street or highway, including the type of facility, number and width of lanes, shoulder widths and lateral clearances, design speed, and horizontal and vertical alignment.
- ◆ **Roundabout** – An unsignalized intersection with a circulatory roadway around a central island with all entering vehicles yielding to the circulating traffic.
- ◆ **Shoulder** – A portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, emergency use, and lateral support of the subbase, base, and surface courses.
- ◆ **Stopping sight distance** – The length of road needed for a moving vehicle to come to a complete stop prior to an obstruction sighted on the road.
- ◆ **Traffic conditions** – A characteristic of traffic flow, including distribution of vehicle types in the traffic stream, directional distribution of traffic, lane use distribution of traffic, and type of driver population on a given facility.
- ◆ **Travel speed** – The average speed, in miles per hour, of a traffic computed as the length of roadway segment divided by the average travel time of the vehicles traversing the segment.
- ◆ **Travel time** – The average time spent by vehicles traversing a highway segment, including control delay, in seconds per vehicle or minutes per vehicle.





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- ◆ **Trip Distribution and Assignment** – The predicted travel patterns of vehicle trips as they approach and depart a land use. Distribution refers to the travel pattern, usually defined in percentages or fractions, and assignment refers to vehicle trip ends.
- ◆ **Traffic forecast** – The predicted traffic volume of the analysis horizon year or time period. Most typically predicted for the weekday, AM peak hour, PM peak hour, or AM or PM peak generator hours of the typical weekday.
- ◆ **Traffic impact analysis** – A *traffic impact analysis* (TIS) is an engineering and planning study that forecasts the potential traffic and transportation impacts of a proposed development on an area, neighborhood, or community. Reports can also be referred to as a traffic impact study (TIS).
- ◆ **Trip generation** – The number of vehicle trips generated by a development or land use. Most typically predicted for the weekday, AM peak hour, PM peak hour, or AM or PM peak generator hours of the typical weekday.
- ◆ **Two-way left-turn lane** – A lane in the median area that extends continuously along a street or highway and is marked to provide a deceleration and storage area, out of the through-traffic stream, for vehicles traveling in either direction to use in marking left turns at intersections and driveways.
- ◆ **Two-way stop-controlled** – The type of traffic control at an intersection where drivers on the minor street or driver turning left from the major street wait for a gap in the major-street traffic to complete a maneuver. Typically, the minor approaches are stop-controlled.
- ◆ **Unsignalized intersection** – An intersection not controlled by traffic signals.
- ◆ **Upstream** – The direction from which traffic is flowing.
- ◆ **Volume** – The number of persons or vehicles passing a point on a lane, roadway, or other traffic-way during some time interval, often one hour, expressed in vehicles, bicycles, or persons per hour.
- ◆ **Volume-to-capacity ratio** – The ratio of flow rate to capacity for a transportation facility.
- ◆ **Walkway** – A facility provided for pedestrian movement and segregated from vehicle traffic by a curb or provide for on a separate right-of-way.



## Appendix B

### Summary Traffic Counts



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: TO0016  
Intersection: Farmway Rd / Karcher Rd  
City, State: Canyon County, Idaho  
Control: Signalized

File Name : Farmway Rd & Karcher Rd  
Site Code : 00000000  
Start Date : 10/5/2021  
Page No : 1

## Groups Printed- General Traffic - 3+ Axle Heavy Trucks

Start Time	Farmway Road From North					Karcher Road From East					Farmway Road From South					Karcher Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	18	3	11	0	32	12	46	1	0	59	6	14	1	0	21	2	107	29	0	138	250
07:15 AM	20	12	22	0	54	12	56	0	0	68	9	6	0	0	15	3	100	32	0	135	272
07:30 AM	23	17	13	0	53	18	45	0	0	63	3	16	2	0	21	4	103	38	0	145	282
07:45 AM	20	14	12	0	46	16	55	4	0	75	1	20	1	0	22	3	73	36	0	112	255
Total	81	46	58	0	185	58	202	5	0	265	19	56	4	0	79	12	383	135	0	530	1059
08:00 AM	22	9	15	0	46	10	61	3	0	74	5	8	1	0	14	2	87	27	0	116	250
08:15 AM	14	8	9	0	31	10	51	7	0	68	7	14	1	0	22	0	67	33	0	100	221
08:30 AM	17	11	16	0	44	14	46	1	0	61	3	10	1	0	14	0	81	24	0	105	224
08:45 AM	21	7	13	0	41	10	57	3	0	70	1	7	3	0	11	2	61	28	0	91	213
Total	74	35	53	0	162	44	215	14	0	273	16	39	6	0	61	4	296	112	0	412	908
*****																					
04:00 PM	22	10	13	0	45	15	88	4	0	107	1	17	1	0	19	1	88	26	0	115	286
04:15 PM	34	20	24	0	78	18	92	2	0	112	2	10	6	0	18	2	81	33	0	116	324
04:30 PM	36	17	14	0	67	17	92	5	0	114	2	11	1	0	14	0	86	35	0	121	316
04:45 PM	25	17	29	0	71	12	100	3	0	115	4	11	2	0	17	2	85	24	0	111	314
Total	117	64	80	0	261	62	372	14	0	448	9	49	10	0	68	5	340	118	0	463	1240
05:00 PM	27	20	20	0	67	14	86	3	0	103	5	11	0	0	16	2	106	28	0	136	322
05:15 PM	37	23	27	0	87	19	89	1	0	109	6	18	2	0	26	2	77	37	0	116	338
05:30 PM	34	15	22	0	71	18	95	7	0	120	1	16	4	0	21	4	80	24	0	108	320
05:45 PM	36	10	18	0	64	14	90	5	0	109	6	18	1	0	25	1	83	22	0	106	304
Total	134	68	87	0	289	65	360	16	0	441	18	63	7	0	88	9	346	111	0	466	1284
Grand Total	406	213	278	0	897	229	1149	49	0	1427	62	207	27	0	296	30	1365	476	0	1871	4491
Apprch %	45.3	23.7	31	0		16	80.5	3.4	0		20.9	69.9	9.1	0		1.6	73	25.4	0		
Total %	9	4.7	6.2	0	20	5.1	25.6	1.1	0	31.8	1.4	4.6	0.6	0	6.6	0.7	30.4	10.6	0	41.7	
General Traffic	372	208	274	0	854	225	1111	49	0	1385	62	202	26	0	290	30	1328	442	0	1800	4329
% General Traffic	91.6	97.7	98.6	0	95.2	98.3	96.7	100	0	97.1	100	97.6	96.3	0	98	100	97.3	92.9	0	96.2	96.4
3+ Axle Heavy Trucks	34	5	4	0	43	4	38	0	0	42	0	5	1	0	6	0	37	34	0	71	162
% 3+ Axle Heavy Trucks	8.4	2.3	1.4	0	4.8	1.7	3.3	0	0	2.9	0	2.4	3.7	0	2	0	2.7	7.1	0	3.8	3.6

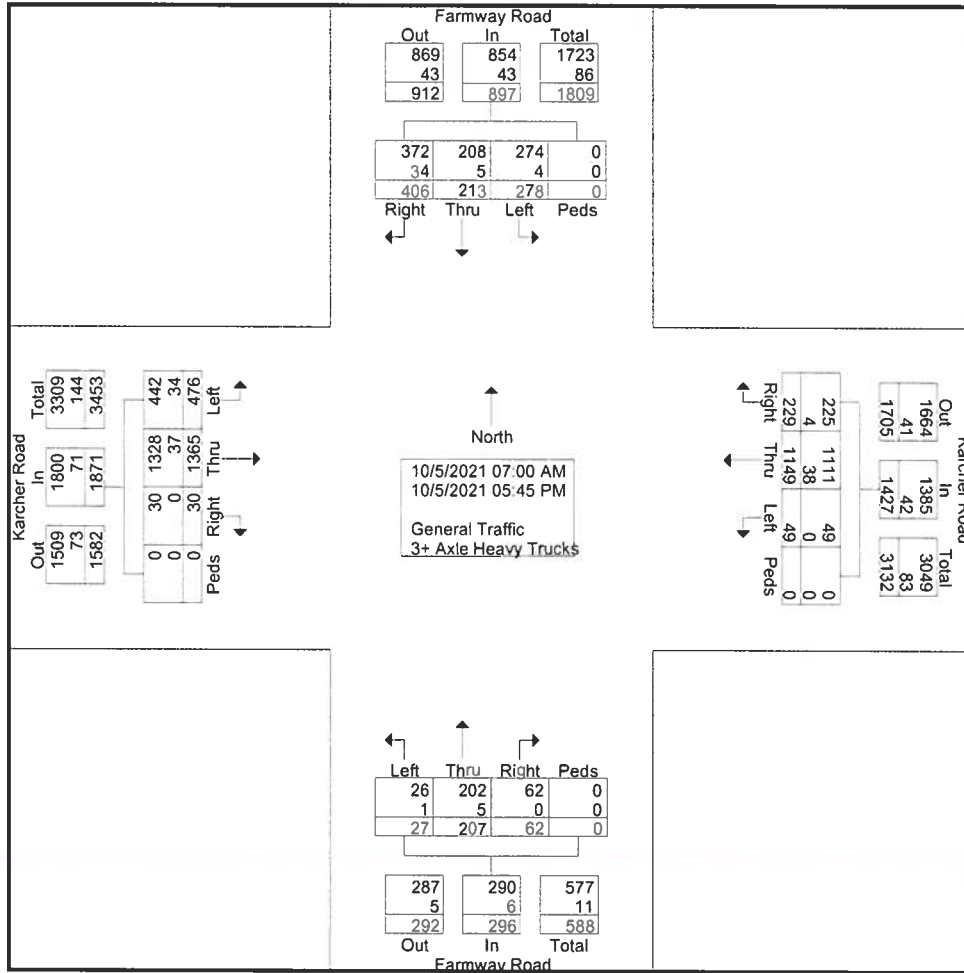


# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: TO0016  
Intersection: Farmway Rd / Karcher Rd  
City, State: Canyon County, Idaho  
Control: Signalized

File Name : Farmway Rd & Karcher Rd  
Site Code : 00000000  
Start Date : 10/5/2021  
Page No : 2





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L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: TO0016

Intersection: Farmway Rd / Karcher Rd

City, State: Canyon County, Idaho

Control: Signalized

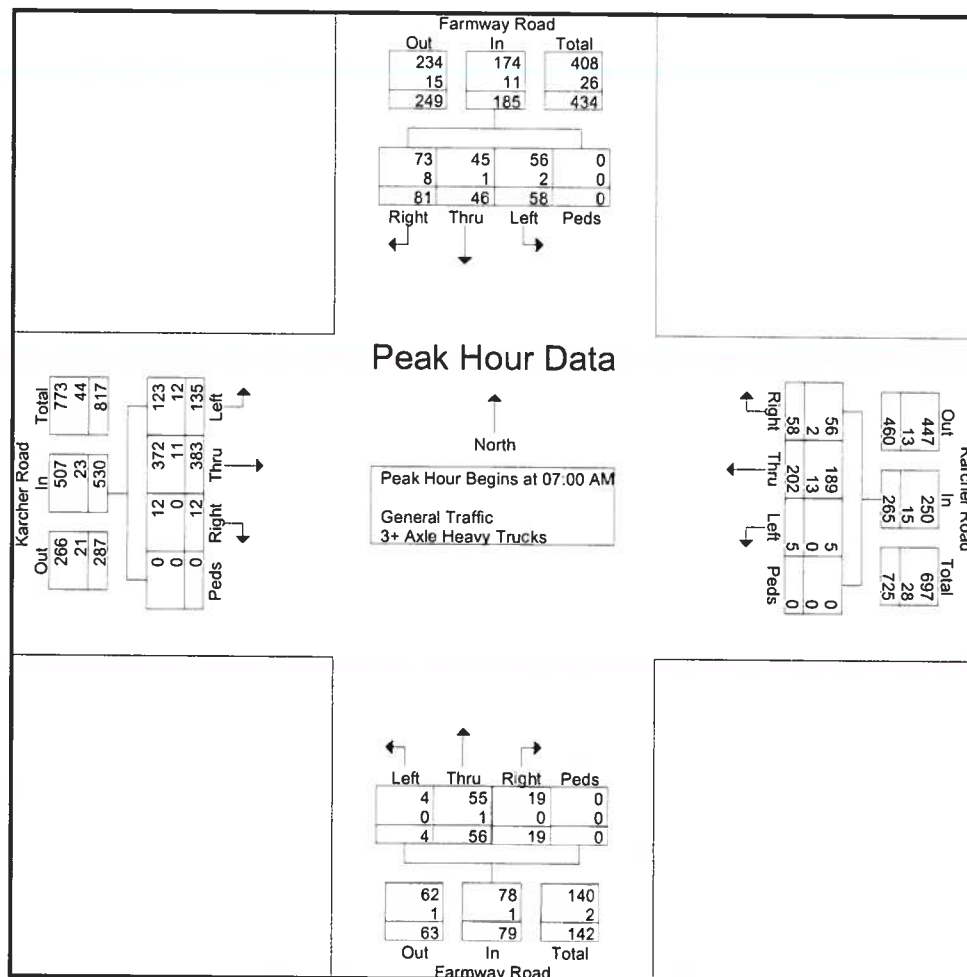
File Name : Farmway Rd & Karcher Rd

Site Code : 00000000

Start Date : 10/5/2021

Page No : 3

	Farmway Road From North					Karcher Road From East					Farmway Road From South					Karcher Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	18	3	11	0	32	12	46	1	0	59	6	14	1	0	21	2	107	29	0	138	250
07:15 AM	20	12	22	0	54	12	56	0	0	68	9	6	0	0	15	3	100	32	0	135	272
07:30 AM	23	17	13	0	53	18	45	0	0	63	3	16	2	0	21	4	103	38	0	145	282
07:45 AM	20	14	12	0	46	16	55	4	0	75	1	20	1	0	22	3	73	36	0	112	255
Total Volume	81	46	58	0	185	58	202	5	0	265	19	56	4	0	79	12	383	135	0	530	1059
% App. Total	43.8	24.9	31.4	0		21.9	76.2	1.9	0		24.1	70.9	5.1	0		2.3	72.3	25.5	0		
PHF	.880	.676	.659	.000	.856	.806	.902	.313	.000	.883	.528	.700	.500	.000	.898	.750	.895	.888	.000	.914	.939
General Traffic	73	45	56	0	174	56	189	5	0	250	19	55	4	0	78	12	372	123	0	507	1009
% General Traffic	90.1	97.8	96.6	0	94.1	96.6	93.6	100	0	94.3	100	98.2	100	0	98.7	100	97.1	91.1	0	95.7	95.3
3+ Axle Heavy Trucks	8	1	2	0	11	2	13	0	0	15	0	1	0	0	1	0	11	12	0	23	50
% 3+ Axle Heavy Trucks	9.9	2.2	3.4	0	5.9	3.4	6.4	0	0	5.7	0	1.8	0	0	1.3	0	2.9	8.9	0	4.3	4.7





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Idaho (208) 860-7554 Utah (801) 413-2993

Study: TO0016  
Intersection: Farmway Rd / Karcher Rd  
City, State: Canyon County, Idaho  
Control: Signalized

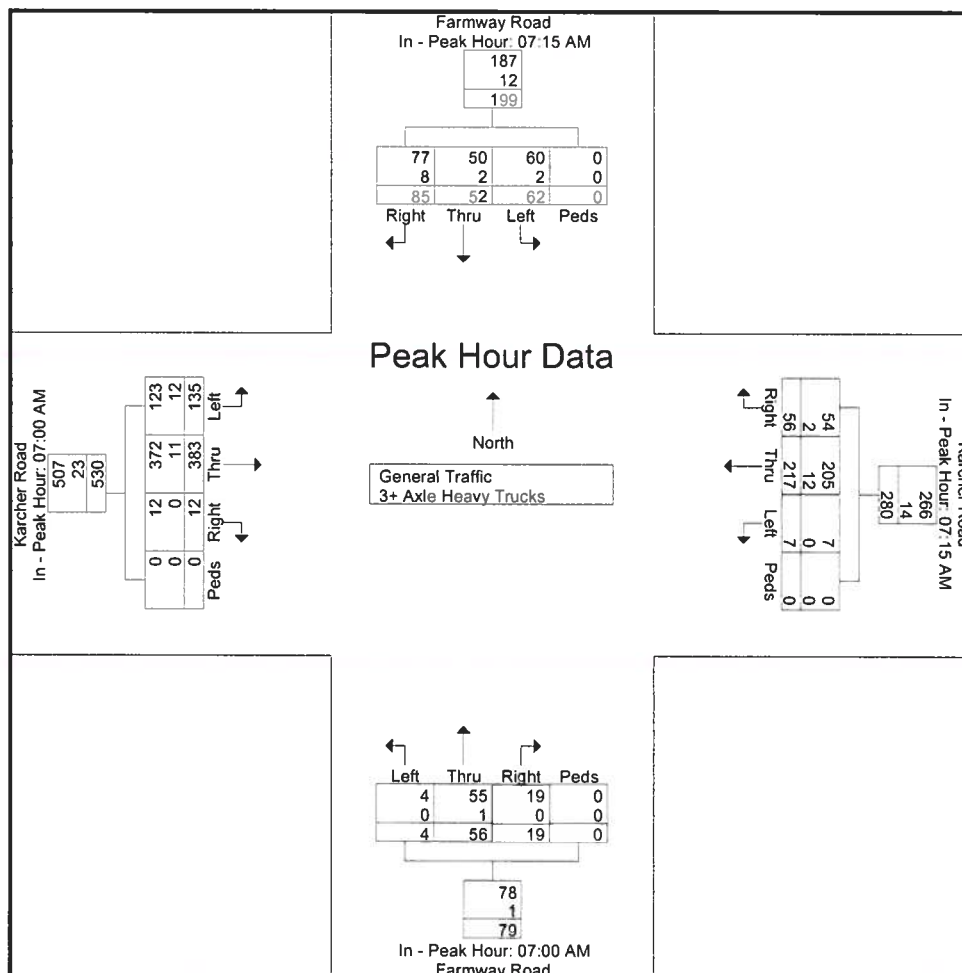
File Name : Farmway Rd & Karcher Rd  
Site Code : 00000000  
Start Date : 10/5/2021  
Page No : 4

	Farmway Road From North					Karcher Road From East					Farmway Road From South					Karcher Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

## Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					07:00 AM					07:00 AM				
+0 mins.	20	12	22	0	54	12	56	0	0	68	6	14	1	0	21	2	107	29	0	138
+15 mins.	23	17	13	0	53	18	45	0	0	63	9	6	0	0	15	3	100	32	0	135
+30 mins.	20	14	12	0	46	16	55	4	0	75	3	16	2	0	21	4	103	38	0	145
+45 mins.	22	9	15	0	46	10	61	3	0	74	1	20	1	0	22	3	73	36	0	112
Total Volume	85	52	62	0	199	56	217	7	0	280	19	56	4	0	79	12	383	135	0	530
% App. Total	42.7	26.1	31.2	0		20	77.5	2.5	0		24.1	70.9	5.1	0		2.3	72.3	25.5	0	
PHF	.924	.765	.705	.000	.921	.778	.889	.438	.000	.933	.528	.700	.500	.000	.898	.750	.895	.888	.000	.914
General Traffic	77	50	60	0	187	54	205	7	0	266	19	55	4	0	78	12	372	123	0	507
% General Traffic	90.	96.	96.	0	94	96.	94.	100	0	95	100	98.	100	0	98.7	100	97.	91.	0	95.7
3+ Axle Heavy Trucks	8	2	2	0	12	2	12	0	0	14	0	1	0	0	1	0	11	12	0	23
Trucks	9.4	3.8	3.2	0	6	3.6	5.5	0	0	5	0	1.8	0	0	1.3	0	2.9	8.9	0	4.3





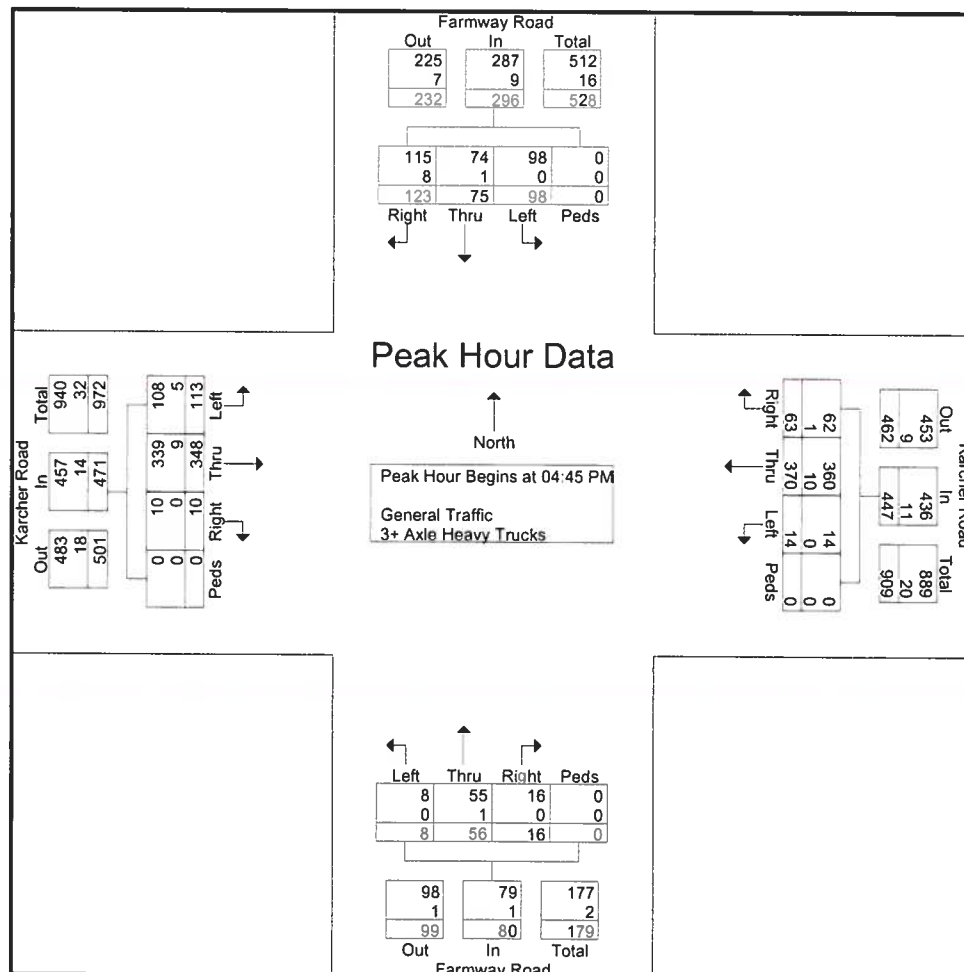
# L2 Data Collection

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Idaho (208) 860-7554 Utah (801) 413-2993

Study: TO0016  
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File Name : Farmway Rd & Karcher Rd  
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Page No : 5

	Farmway Road From North					Karcher Road From East					Farmway Road From South					Karcher Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
<b>Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	25	17	29	0	71	12	100	3	0	115	4	11	2	0	17	2	85	24	0	111	314
05:00 PM	27	20	20	0	67	14	86	3	0	103	5	11	0	0	16	2	106	28	0	136	322
05:15 PM	37	23	27	0	87	19	89	1	0	109	6	18	2	0	26	2	77	37	0	116	338
05:30 PM	34	15	22	0	71	18	95	7	0	120	1	16	4	0	21	4	80	24	0	108	320
Total Volume	123	75	98	0	296	63	370	14	0	447	16	56	8	0	80	10	348	113	0	471	1294
% App. Total	41.6	25.3	33.1	0		14.1	82.8	3.1	0		20	70	10	0		2.1	73.9	24	0		
PHF	.831	.815	.845	.000	.851	.829	.925	.500	.000	.931	.667	.778	.500	.000	.769	.625	.821	.764	.000	.866	.957
General Traffic	115	74	98	0	287	62	360	14	0	436	16	55	8	0	79	10	339	108	0	457	1259
% General Traffic	93.5	98.7	100	0	97.0	98.4	97.3	100	0	97.5	100	98.2	100	0	98.8	100	97.4	95.6	0	97.0	97.3
3+ Axle Heavy Trucks	8	1	0	0	9	1	10	0	0	11	0	1	0	0	1	0	9	5	0	14	35
1/2 Ton & Heavy Trucks	6.5	1.3	0	0	3.0	1.6	2.7	0	0	2.5	0	1.8	0	0	1.3	0	2.6	4.4	0	3.0	2.7





# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: TO0016

Intersection: Farmway Rd / Karcher Rd

City, State: Canyon County, Idaho

Control: Signalized

File Name : Farmway Rd & Karcher Rd

Site Code : 00000000

Start Date : 10/5/2021

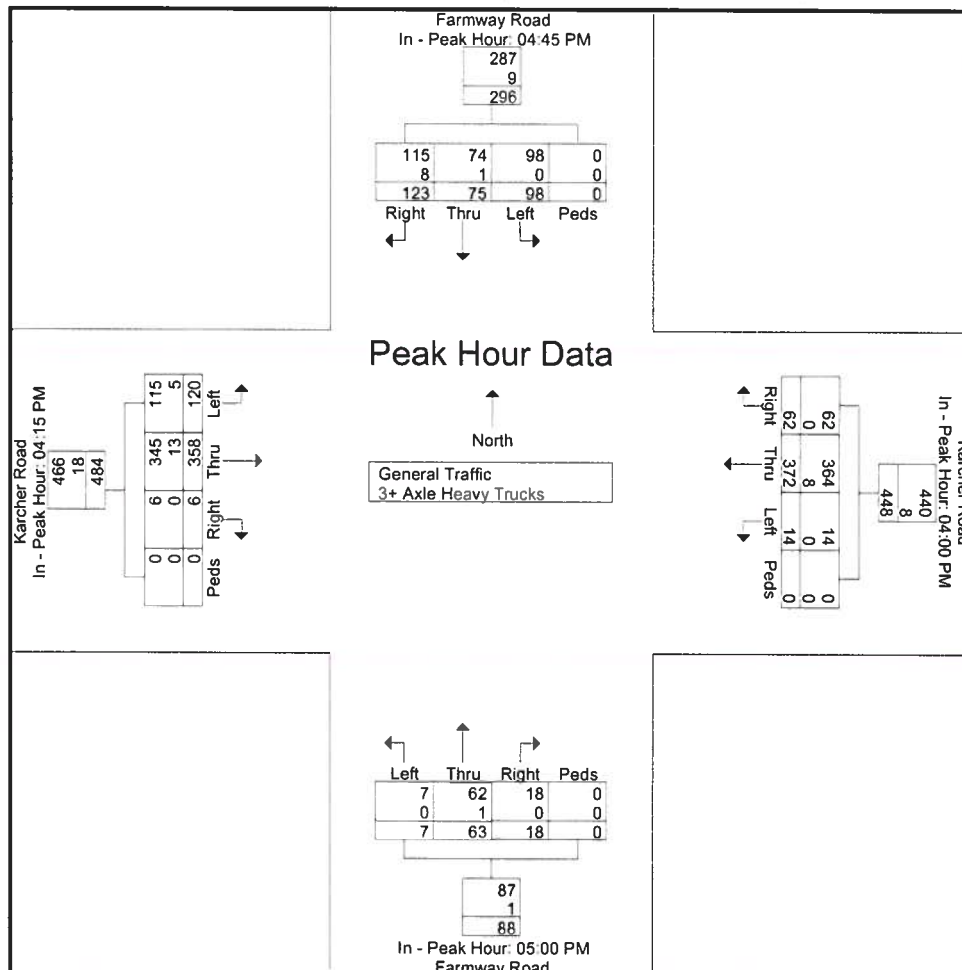
Page No : 6

	Farmway Road From North					Karcher Road From East					Farmway Road From South					Karcher Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					04:00 PM					05:00 PM					04:15 PM				
+0 mins.	25	17	29	0	71	15	88	4	0	107	5	11	0	0	16	2	81	33	0	116
+15 mins.	27	20	20	0	67	18	92	2	0	112	6	18	2	0	26	0	86	35	0	121
+30 mins.	37	23	27	0	87	17	92	5	0	114	1	16	4	0	21	2	85	24	0	111
+45 mins.	34	15	22	0	71	12	100	3	0	115	6	18	1	0	25	2	106	28	0	136
Total Volume	123	75	98	0	296	62	372	14	0	448	18	63	7	0	88	6	358	120	0	484
% App. Total	41.6	25.3	33.1	0		13.8	83	3.1	0		20.5	71.6	8	0		1.2	74	24.8	0	
PHF	.831	.815	.845	.000	.851	.861	.930	.700	.000	.974	.750	.875	.438	.000	.846	.750	.844	.857	.000	.890
General Traffic	115	74	98	0	287	62	364	14	0	440	18	62	7	0	87	6	345	115	0	466
% General Traffic	93.	98.	100	0	97	100	97.	100	0	98.2	100	98.	100	0	98.9	100	96.	95.	0	96.3
3+ Axle Heavy Trucks	5	7	0	0	9	0	8	0	0	8	0	1	0	0	1	0	4	8	0	18
Trucks	8	1	0	0	9	0	8	0	0	8	0	1	0	0	1	0	13	5	0	18
	6.5	1.3	0	0	3	0	2.2	0	0	1.8	0	1.6	0	0	1.1	0	3.6	4.2	0	3.7





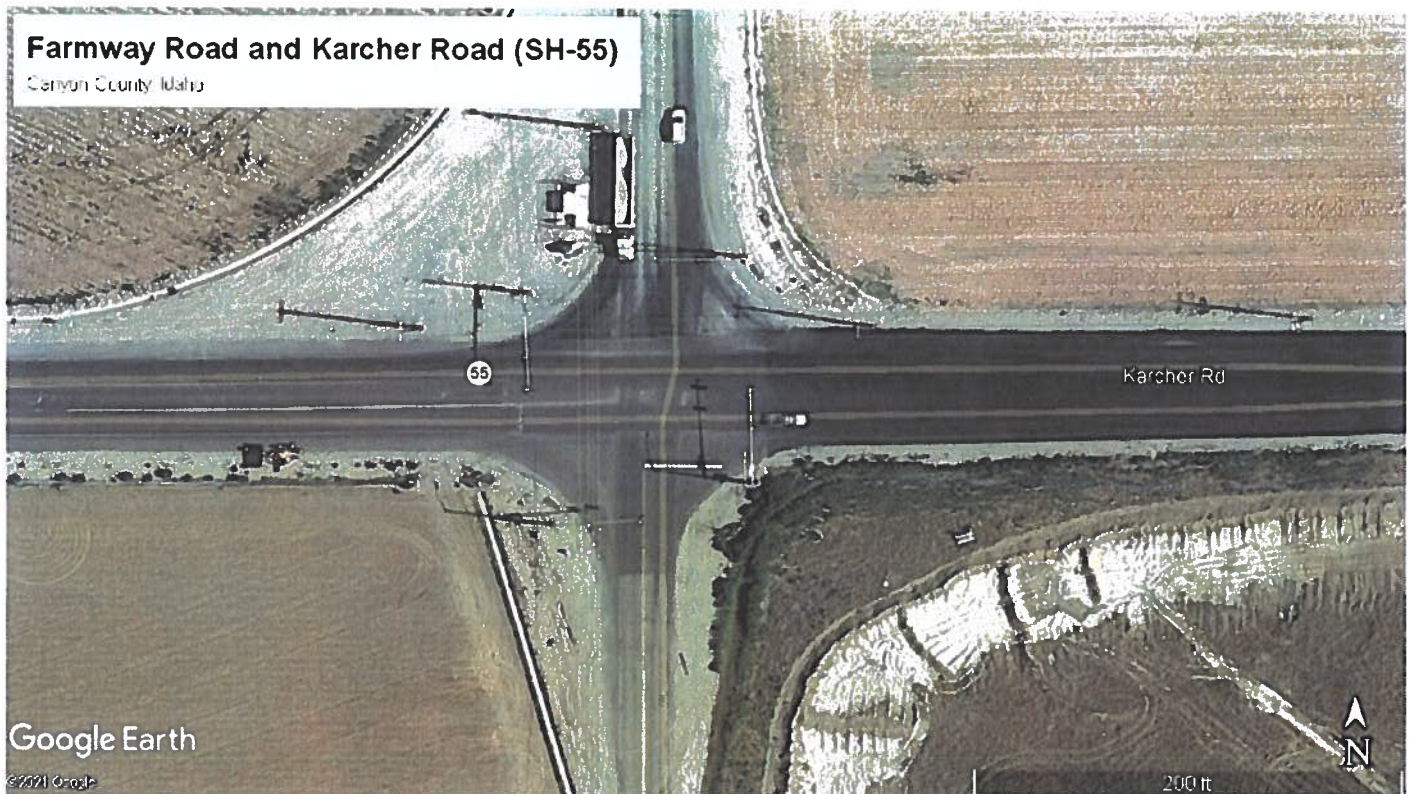
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Study: TO0016  
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File Name : Farmway Rd & Karcher Rd  
Site Code : 00000000  
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Page No : 7

Image 1





## Appendix C





















### LOS Summary Worksheets



Obendorf TIS  
HCM 6th Signalized Intersection Summary

1: Farmway Road & Karcher Road (SH 55)

2021 Existing AM Peak





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	383	12	5	202	58	4	56	19	58	46	81
Future Volume (veh/h)	135	383	12	5	202	58	4	56	19	58	46	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	144	407	13	5	215	62	4	60	20	62	49	86
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	384	520	17	247	286	83	87	157	51	438	173	303
Arrive On Green	0.09	0.30	0.30	0.01	0.21	0.21	0.12	0.12	0.12	0.06	0.29	0.29
Sat Flow, veh/h	1739	1760	56	1739	1362	393	39	1281	412	1739	595	1044
Grp Volume(v), veh/h	144	0	420	5	0	277	84	0	0	62	0	135
Grp Sat Flow(s),veh/h/ln	1739	0	1816	1739	0	1755	1732	0	0	1739	0	1638
Q Serve(g_s), s	2.9	0.0	9.7	0.1	0.0	6.8	0.0	0.0	0.0	1.4	0.0	2.9
Cycle Q Clear(g_c), s	2.9	0.0	9.7	0.1	0.0	6.8	2.0	0.0	0.0	1.4	0.0	2.9
Prop In Lane	1.00		0.03	1.00		0.22	0.05		0.24	1.00		0.64
Lane Grp Cap(c), veh/h	384	0	537	247	0	369	294	0	0	438	0	476
V/C Ratio(X)	0.37	0.00	0.78	0.02	0.00	0.75	0.29	0.00	0.00	0.14	0.00	0.28
Avail Cap(c_a), veh/h	1169	0	2093	1181	0	2023	1325	0	0	1280	0	1186
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	14.8	12.3	0.0	17.0	18.6	0.0	0.0	15.9	0.0	12.6
Incr Delay (d2), s/veh	0.2	0.0	1.0	0.0	0.0	1.2	0.2	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	2.9	0.0	0.0	2.1	0.8	0.0	0.0	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	0.0	15.8	12.3	0.0	18.2	18.8	0.0	0.0	16.0	0.0	12.7
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	B
Approach Vol, veh/h		564			282			84			197	
Approach Delay, s/veh		15.1			18.1			18.8			13.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.3	20.6		20.1	9.2	16.7	7.7	12.3				
Change Period (Y+Rc), s	5.0	7.0		6.7	5.0	7.0	5.0	6.7				
Max Green Setting (Gmax), s	25.0	53.0		33.3	25.0	53.0	25.0	33.3				
Max Q Clear Time (g_c+I1), s	2.1	11.7		4.9	4.9	8.8	3.4	4.0				
Green Ext Time (p_c), s	0.0	1.3		0.2	0.2	0.9	0.1	0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			15.9									
HCM 6th LOS			B									



Obendorf TIS  
HCM 6th Signalized Intersection Summary

1: Farmway Road & Karcher Road (SH 55)




















2021 Existing PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	348	10	14	370	63	8	56	16	98	75	123
Future Volume (veh/h)	113	348	10	14	370	63	8	56	16	98	75	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	118	362	10	15	385	66	8	58	17	102	78	128
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	331	641	18	362	460	79	83	143	39	427	175	287
Arrive On Green	0.08	0.36	0.36	0.02	0.30	0.30	0.11	0.11	0.11	0.07	0.28	0.28
Sat Flow, veh/h	1767	1797	50	1767	1543	265	88	1295	356	1767	632	1037
Grp Volume(v), veh/h	118	0	372	15	0	451	83	0	0	102	0	206
Grp Sat Flow(s),veh/h/ln	1767	0	1847	1767	0	1808	1739	0	0	1767	0	1669
Q Serve(g_s), s	2.4	0.0	8.7	0.3	0.0	12.5	0.0	0.0	0.0	2.7	0.0	5.5
Cycle Q Clear(g_c), s	2.4	0.0	8.7	0.3	0.0	12.5	2.3	0.0	0.0	2.7	0.0	5.5
Prop In Lane	1.00		0.03	1.00		0.15	0.10		0.20	1.00		0.62
Lane Grp Cap(c), veh/h	331	0	658	362	0	539	265	0	0	427	0	461
V/C Ratio(X)	0.36	0.00	0.57	0.04	0.00	0.84	0.31	0.00	0.00	0.24	0.00	0.45
Avail Cap(c_a), veh/h	1018	0	1824	1152	0	1786	1131	0	0	1122	0	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.9	0.0	13.9	11.3	0.0	17.6	22.3	0.0	0.0	19.0	0.0	16.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.0	1.4	0.2	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.6	0.1	0.0	4.1	0.9	0.0	0.0	0.9	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	14.2	11.3	0.0	19.0	22.5	0.0	0.0	19.1	0.0	16.3
LnGrp LOS	B	A	B	B	A	B	C	A	A	B	A	B
Approach Vol, veh/h		490			466			83			308	
Approach Delay, s/veh		13.9			18.7			22.5			17.2	
Approach LOS		B			B			C			B	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	26.1		21.5	9.1	23.0	8.9	12.6				
Change Period (Y+Rc), s	5.0	7.0		6.7	5.0	7.0	5.0	6.7				
Max Green Setting (Gmax), s	25.0	53.0		33.3	25.0	53.0	25.0	33.3				
Max Q Clear Time (g_c+I1), s	2.3	10.7		7.5	4.4	14.5	4.7	4.3				
Green Ext Time (p_c), s	0.0	1.1		0.3	0.1	1.5	0.1	0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			16.9									
HCM 6th LOS			B									



Obendorf TIS  
HCM 6th Signalized Intersection Summary




















1: Farmway Road & Karcher Road (SH 55)  
2023 Future Without Project

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	406	13	5	214	62	4	59	20	62	49	86
Future Volume (veh/h)	143	406	13	5	214	62	4	59	20	62	49	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	152	432	14	5	228	66	4	63	21	66	52	91
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	385	542	18	241	298	86	84	155	50	436	172	301
Arrive On Green	0.10	0.31	0.31	0.01	0.22	0.22	0.12	0.12	0.12	0.06	0.29	0.29
Sat Flow, veh/h	1739	1759	57	1739	1361	394	37	1282	414	1739	596	1043
Grp Volume(v), veh/h	152	0	446	5	0	294	88	0	0	66	0	143
Grp Sat Flow(s),veh/h/ln	1739	0	1816	1739	0	1755	1733	0	0	1739	0	1638
Q Serve(g_s), s	3.1	0.0	10.6	0.1	0.0	7.4	0.0	0.0	0.0	1.5	0.0	3.2
Cycle Q Clear(g_c), s	3.1	0.0	10.6	0.1	0.0	7.4	2.2	0.0	0.0	1.5	0.0	3.2
Prop In Lane	1.00		0.03	1.00		0.22	0.05		0.24	1.00		0.64
Lane Grp Cap(c), veh/h	385	0	560	241	0	384	290	0	0	436	0	472
V/C Ratio(X)	0.39	0.00	0.80	0.02	0.00	0.76	0.30	0.00	0.00	0.15	0.00	0.30
Avail Cap(c_a), veh/h	1140	0	2040	1151	0	1972	1292	0	0	1251	0	1156
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	15.0	12.3	0.0	17.3	19.2	0.0	0.0	16.4	0.0	13.1
Incr Delay (d2), s/veh	0.2	0.0	1.0	0.0	0.0	1.2	0.2	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	3.1	0.0	0.0	2.3	0.8	0.0	0.0	0.5	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	0.0	15.9	12.3	0.0	18.5	19.4	0.0	0.0	16.4	0.0	13.2
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	B
Approach Vol, veh/h		598			299			88			209	
Approach Delay, s/veh		15.2			18.4			19.4			14.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.3	21.6		20.3	9.5	17.3	7.9	12.4				
Change Period (Y+Rc), s	5.0	7.0		6.7	5.0	7.0	5.0	6.7				
Max Green Setting (Gmax), s	25.0	53.0		33.3	25.0	53.0	25.0	33.3				
Max Q Clear Time (g_c+I1), s	2.1	12.6		5.2	5.1	9.4	3.5	4.2				
Green Ext Time (p_c), s	0.0	1.4		0.2	0.2	0.9	0.1	0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			16.1									
HCM 6th LOS			B									



Obendorf TIS  
HCM 6th Signalized Intersection Summary

1: Farmway Road & Karcher Road (SH 55)  
2023 Future Wlthout Project PM




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	369	11	15	393	67	8	59	17	104	80	130
Future Volume (veh/h)	120	369	11	15	393	67	8	59	17	104	80	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	125	384	11	16	409	70	8	61	18	108	83	135
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	326	664	19	360	483	83	80	139	39	423	173	281
Arrive On Green	0.08	0.37	0.37	0.02	0.31	0.31	0.11	0.11	0.11	0.07	0.27	0.27
Sat Flow, veh/h	1767	1795	51	1767	1544	264	85	1295	360	1767	636	1034
Grp Volume(v), veh/h	125	0	395	16	0	479	87	0	0	108	0	218
Grp Sat Flow(s),veh/h/ln	1767	0	1846	1767	0	1808	1739	0	0	1767	0	1669
Q Serve(g_s), s	2.6	0.0	9.5	0.3	0.0	13.7	0.0	0.0	0.0	2.9	0.0	6.0
Cycle Q Clear(g_c), s	2.6	0.0	9.5	0.3	0.0	13.7	2.5	0.0	0.0	2.9	0.0	6.0
Prop In Lane	1.00		0.03	1.00		0.15	0.09		0.21	1.00		0.62
Lane Grp Cap(c), veh/h	326	0	683	360	0	565	258	0	0	423	0	454
V/C Ratio(X)	0.38	0.00	0.58	0.04	0.00	0.85	0.34	0.00	0.00	0.26	0.00	0.48
Avail Cap(c_a), veh/h	988	0	1770	1124	0	1734	1098	0	0	1091	0	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	14.0	11.2	0.0	17.8	23.1	0.0	0.0	19.7	0.0	16.8
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.0	0.0	1.4	0.3	0.0	0.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.9	0.1	0.0	4.5	1.0	0.0	0.0	1.0	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	14.2	11.2	0.0	19.2	23.4	0.0	0.0	19.8	0.0	17.1
LnGrp LOS	B	A	B	B	A	B	C	A	A	B	A	B
Approach Vol, veh/h		520			495			87			326	
Approach Delay, s/veh		14.0			18.9			23.4			18.0	
Approach LOS		B			B			C			B	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	27.5		21.7	9.3	24.3	9.1	12.6				
Change Period (Y+Rc), s	5.0	7.0		6.7	5.0	7.0	5.0	6.7				
Max Green Setting (Gmax), s	25.0	53.0		33.3	25.0	53.0	25.0	33.3				
Max Q Clear Time (g_c+I1), s	2.3	11.5		8.0	4.6	15.7	4.9	4.5				
Green Ext Time (p_c), s	0.0	1.2		0.3	0.1	1.6	0.1	0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			17.2									
HCM 6th LOS			B									



Obendorf TIS  
HCM 6th Signalized Intersection Summary

1: Farmway Road & Karcher Road (SH 55)

2023 Future With Project AM




												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	375	13	5	230	62	4	62	20	109	51	88
Future Volume (veh/h)	195	375	13	5	230	62	4	62	20	109	51	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	207	399	14	5	245	66	4	66	21	116	54	94
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	416	600	21	292	311	84	77	146	45	445	173	301
Arrive On Green	0.12	0.34	0.34	0.01	0.22	0.22	0.11	0.11	0.11	0.08	0.29	0.29
Sat Flow, veh/h	1739	1753	62	1739	1385	373	36	1299	400	1739	598	1041
Grp Volume(v), veh/h	207	0	413	5	0	311	91	0	0	116	0	148
Grp Sat Flow(s), veh/h/ln	1739	0	1815	1739	0	1759	1735	0	0	1739	0	1639
Q Serve(g_s), s	4.5	0.0	10.0	0.1	0.0	8.6	0.0	0.0	0.0	3.0	0.0	3.6
Cycle Q Clear(g_c), s	4.5	0.0	10.0	0.1	0.0	8.6	2.5	0.0	0.0	3.0	0.0	3.6
Prop In Lane	1.00		0.03	1.00		0.21	0.04		0.23	1.00		0.64
Lane Grp Cap(c), veh/h	416	0	621	292	0	394	268	0	0	445	0	474
V/C Ratio(X)	0.50	0.00	0.67	0.02	0.00	0.79	0.34	0.00	0.00	0.26	0.00	0.31
Avail Cap(c_a), veh/h	1041	0	1863	1122	0	1805	1182	0	0	1147	0	1057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	14.5	12.0	0.0	18.9	21.5	0.0	0.0	18.0	0.0	14.3
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.0	0.0	1.3	0.3	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	3.0	0.0	0.0	2.8	1.0	0.0	0.0	1.0	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	0.0	14.9	12.0	0.0	20.2	21.7	0.0	0.0	18.2	0.0	14.5
LnGrp LOS	B	A	B	B	A	C	C	A	A	B	A	B
Approach Vol, veh/h		620			316			91			264	
Approach Delay, s/veh		14.5			20.1			21.7			16.1	
Approach LOS		B			C			C			B	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.3	24.7		21.6	11.4	18.6	9.1	12.5				
Change Period (Y+Rc), s	5.0	7.0		6.7	5.0	7.0	5.0	6.7				
Max Green Setting (Gmax), s	25.0	53.0		33.3	25.0	53.0	25.0	33.3				
Max Q Clear Time (g_c+l1), s	2.1	12.0		5.6	6.5	10.6	5.0	4.5				
Green Ext Time (p_c), s	0.0	1.3		0.2	0.2	1.0	0.1	0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			16.7									
HCM 6th LOS			B									



Intersection

Int Delay, s/veh 2.2

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations						
Traffic Vol, veh/h	64	26	248	71	23	184
Future Vol, veh/h	64	26	248	71	23	184
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	28	270	77	25	200

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	559	309	0	0	347	0
Stage 1	309	-	-	-	-	-
Stage 2	250	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	490	731	-	-	1212	-
Stage 1	745	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	479	731	-	-	1212	-
Mov Cap-2 Maneuver	479	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	774	-	-	-	-	-

Approach WB NB SB

HCM Control Delay, s	13.3	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT

Capacity (veh/h)	-	-	532	1212	-
HCM Lane V/C Ratio	-	-	0.184	0.021	-
HCM Control Delay (s)	-	-	13.3	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-



**Intersection**

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	505	264	36	0	34
Future Vol, veh/h	0	505	264	36	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	549	287	39	0	37

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 307
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.318
Pot Cap-1 Maneuver	0	-	- 0 733
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 733
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -




















Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	733
HCM Lane V/C Ratio	-	-	-	0.05
HCM Control Delay (s)	-	-	-	10.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2



Obendorf TIS  
HCM 6th Signalized Intersection Summary




1: Farmway Road & Karcher Road (SH 55)  
2023 Future Wlth Project PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	343	11	15	415	67	8	63	17	152	83	134
Future Volume (veh/h)	173	343	11	15	415	67	8	63	17	152	83	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	180	357	11	16	432	70	8	66	18	158	86	140
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	340	712	22	399	498	81	71	127	33	451	179	292
Arrive On Green	0.10	0.40	0.40	0.02	0.32	0.32	0.10	0.10	0.10	0.11	0.28	0.28
Sat Flow, veh/h	1767	1790	55	1767	1558	252	82	1320	341	1767	635	1034
Grp Volume(v), veh/h	180	0	368	16	0	502	92	0	0	158	0	226
Grp Sat Flow(s),veh/h/ln	1767	0	1846	1767	0	1810	1743	0	0	1767	0	1669
Q Serve(g_s), s	4.1	0.0	9.3	0.3	0.0	16.2	0.4	0.0	0.0	4.9	0.0	7.0
Cycle Q Clear(g_c), s	4.1	0.0	9.3	0.3	0.0	16.2	3.1	0.0	0.0	4.9	0.0	7.0
Prop In Lane	1.00		0.03	1.00		0.14	0.09		0.20	1.00		0.62
Lane Grp Cap(c), veh/h	340	0	734	399	0	579	231	0	0	451	0	471
V/C Ratio(X)	0.53	0.00	0.50	0.04	0.00	0.87	0.40	0.00	0.00	0.35	0.00	0.48
Avail Cap(c_a), veh/h	879	0	1574	1075	0	1543	979	0	0	975	0	894
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.4	0.0	14.1	11.4	0.0	19.9	26.8	0.0	0.0	21.7	0.0	18.5
Incr Delay (d2), s/veh	0.5	0.0	0.2	0.0	0.0	1.6	0.4	0.0	0.0	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	3.0	0.1	0.0	5.6	1.3	0.0	0.0	1.7	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.9	0.0	14.3	11.4	0.0	21.5	27.2	0.0	0.0	21.9	0.0	18.8
LnGrp LOS	B	A	B	B	A	C	C	A	A	C	A	B
Approach Vol, veh/h	548			518			92			384		
Approach Delay, s/veh	14.5			21.2			27.2			20.1		
Approach LOS	B			C			C			C		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.2	31.7		24.3	11.0	26.9	11.6	12.7				
Change Period (Y+Rc), s	5.0	7.0		6.7	5.0	7.0	5.0	6.7				
Max Green Setting (Gmax), s	25.0	53.0		33.3	25.0	53.0	25.0	33.3				
Max Q Clear Time (g_c+I1), s	2.3	11.3		9.0	6.1	18.2	6.9	5.1				
Green Ext Time (p_c), s	0.0	1.1		0.3	0.2	1.7	0.2	0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay	18.9											
HCM 6th LOS	B											



Intersection

Int Delay, s/veh 2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	71	26	233	70	30	298
Future Vol, veh/h	71	26	233	70	30	298
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	28	253	76	33	324

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	681	291	0
Stage 1	291	-	-
Stage 2	390	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	416	748	-
Stage 1	759	-	-
Stage 2	684	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	402	748	-
Mov Cap-2 Maneuver	402	-	-
Stage 1	759	-	-
Stage 2	661	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	459	1231
HCM Lane V/C Ratio	-	-	0.23	0.026
HCM Control Delay (s)	-	-	15.2	8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1



Intersection

Int Delay, s/veh 0.5

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	512	449	49	0	47
Future Vol, veh/h	0	512	449	49	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	557	488	53	0	51

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	-	0	-	0	-	515
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	560
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	560
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach EB WB SB

HCM Control Delay, s	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt EBT WBT WBR SBLn1

Capacity (veh/h)	-	-	-	560
HCM Lane V/C Ratio	-	-	-	0.091
HCM Control Delay (s)	-	-	-	12.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3



## Appendix D

### Turn Lane Warrant Worksheets



Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

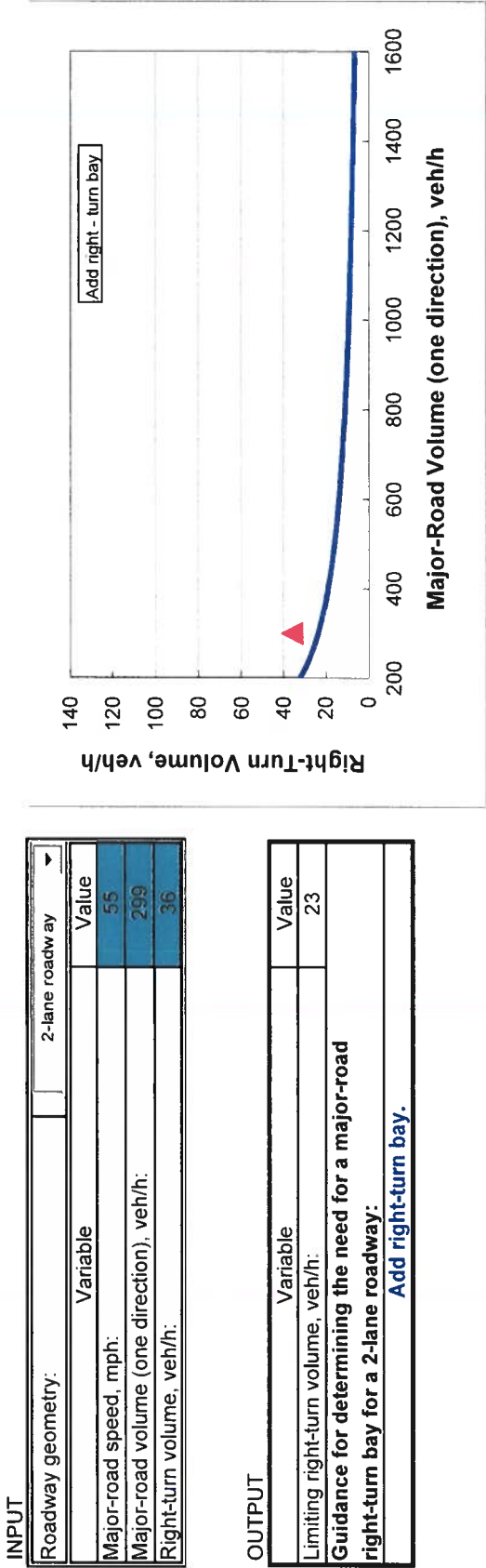




Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

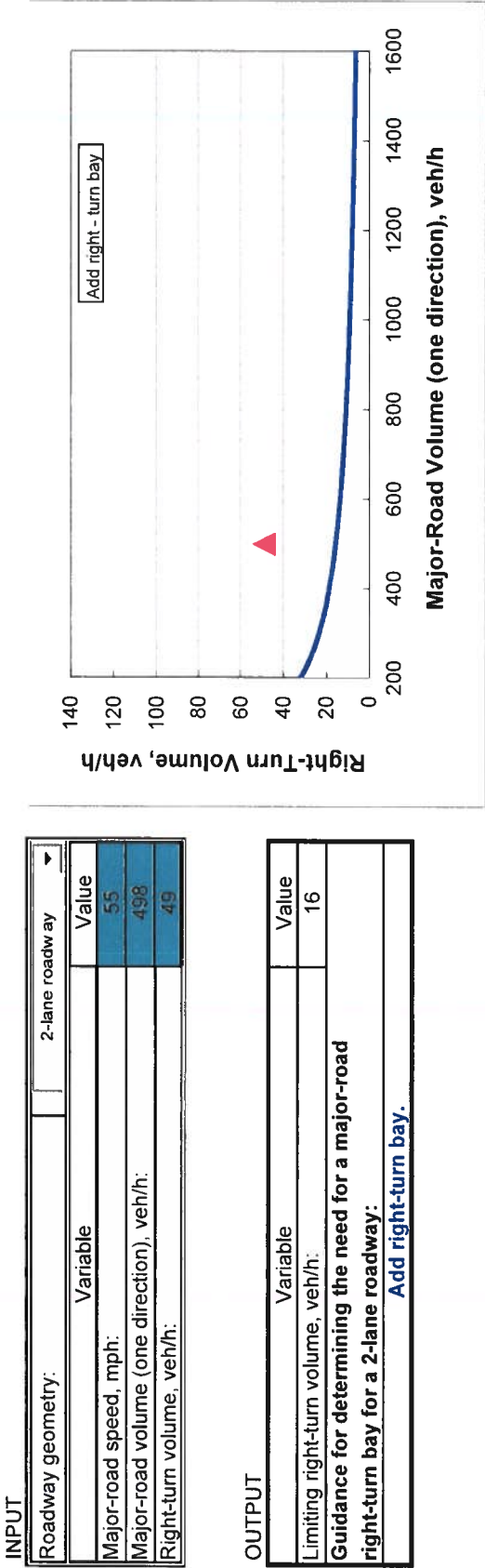




Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

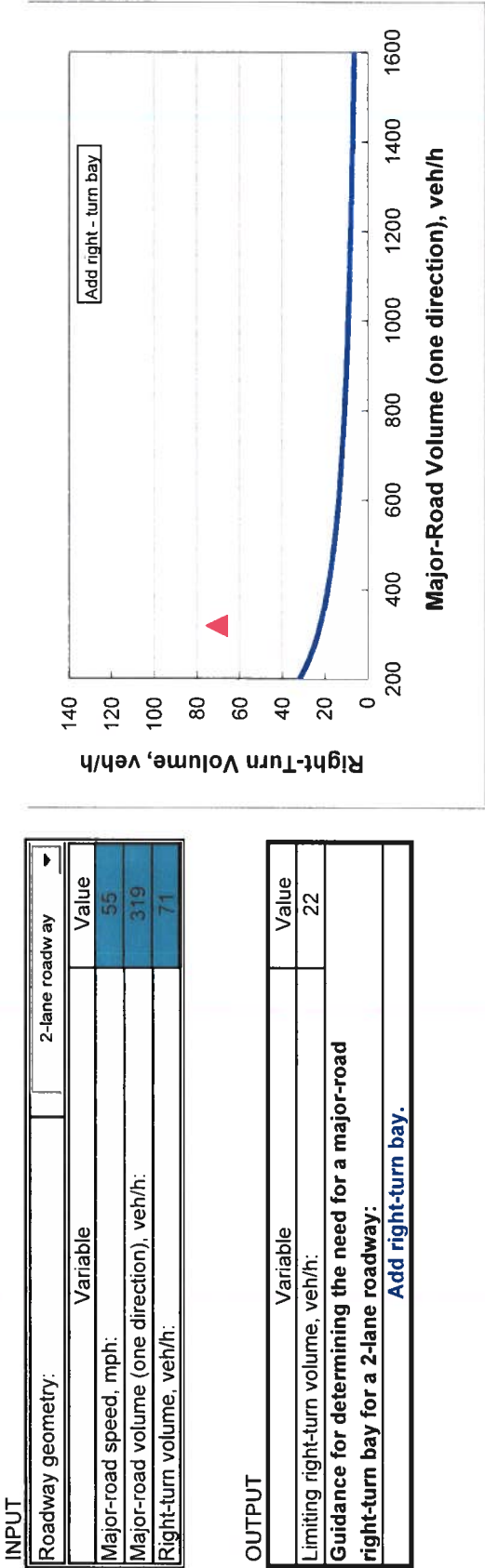




Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

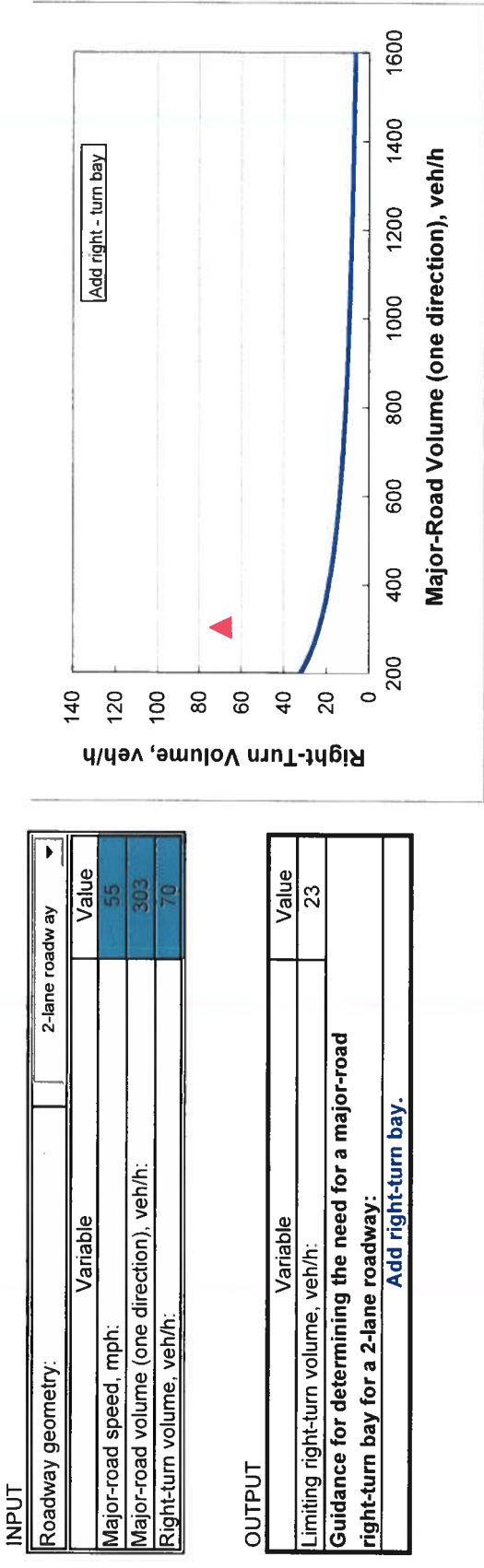




Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

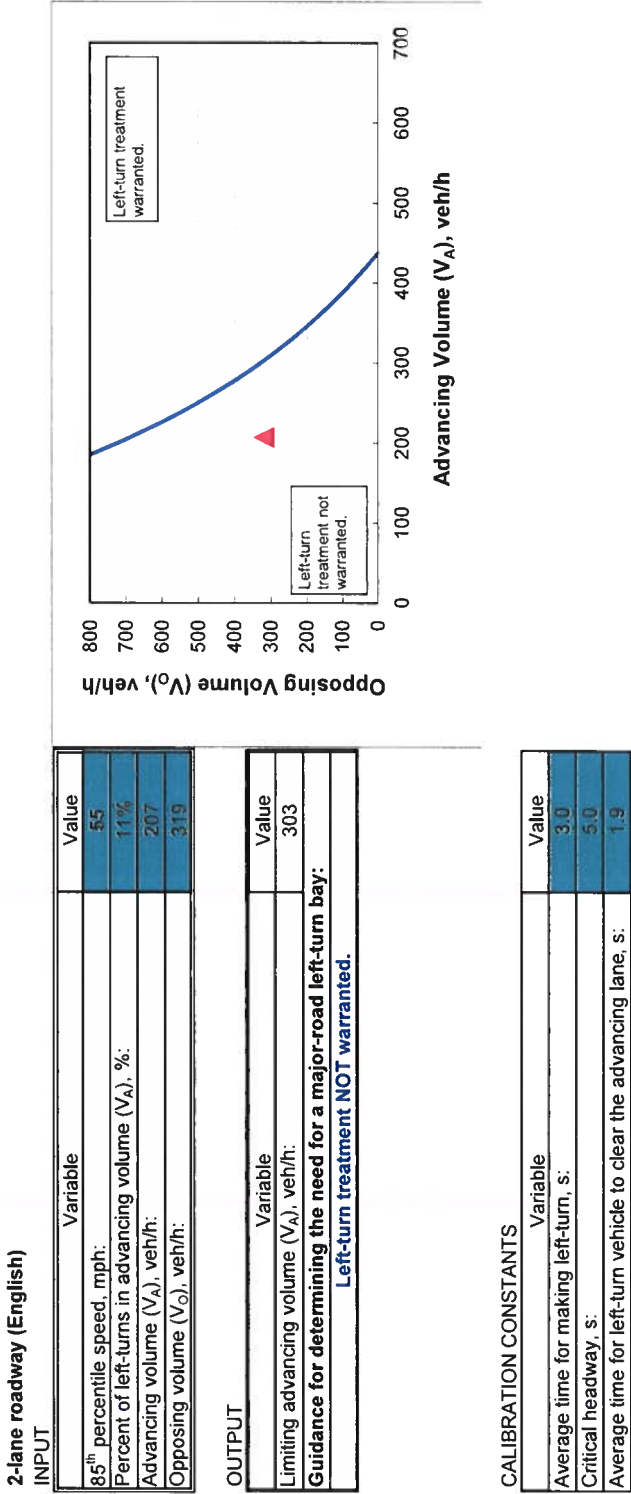




Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

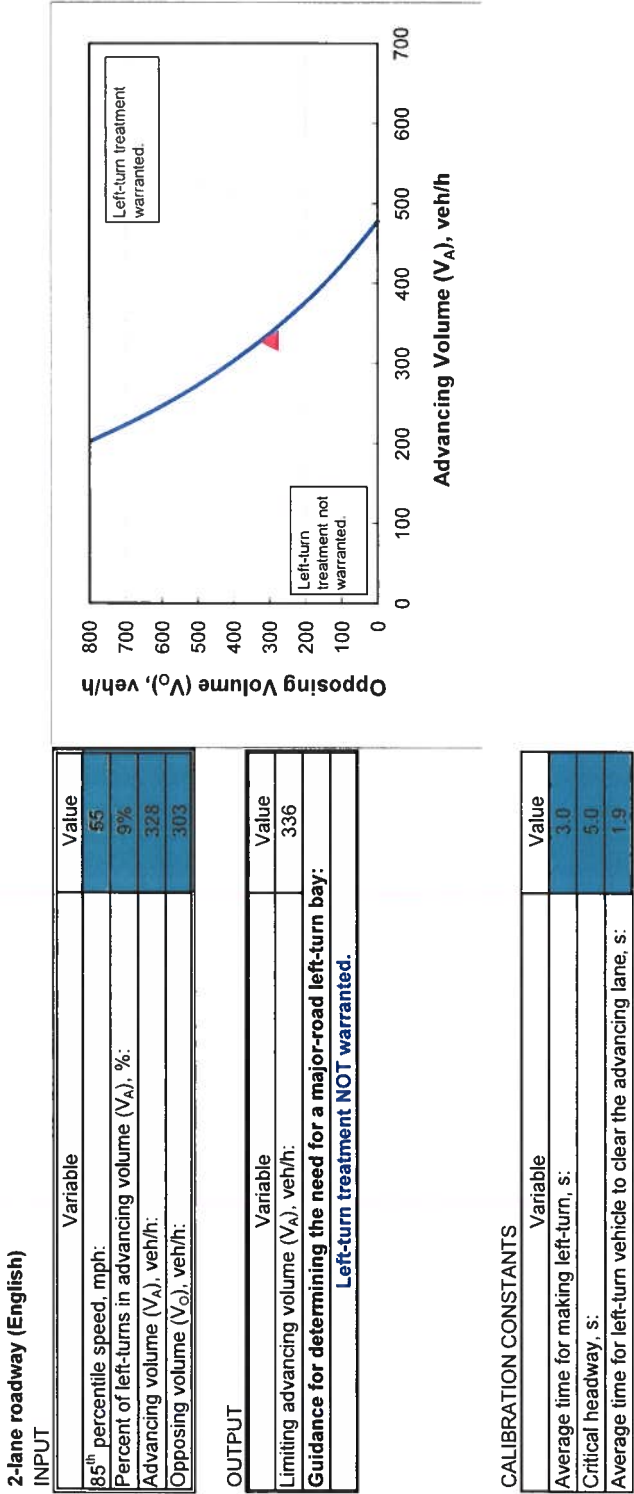




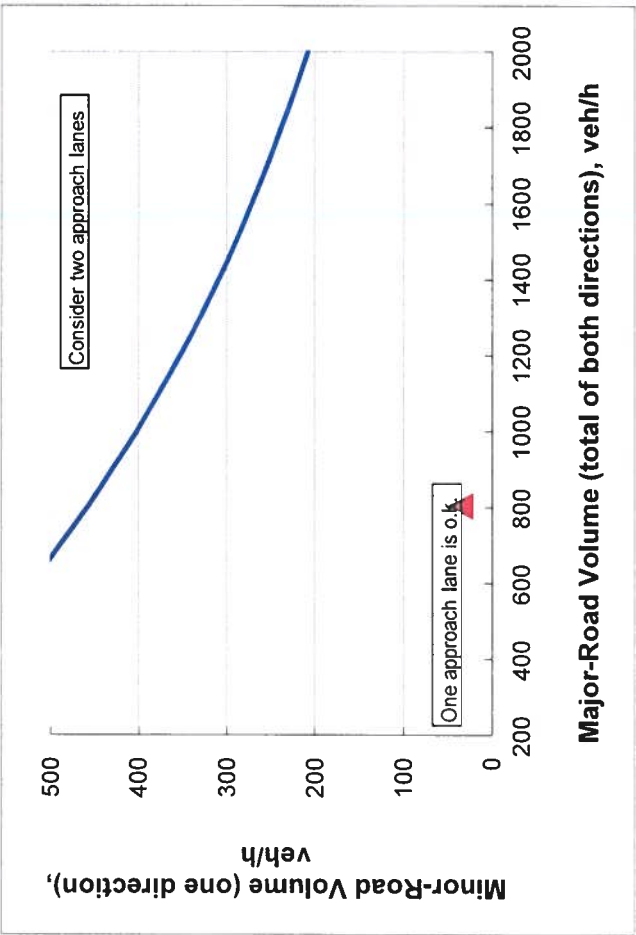
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	804
Percentage of right-turns on minor road, %:	100%
Minor-road volume (one direction), veh/h:	34

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	457
Guidance for determining minor-road approach geometry: ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity veh/h:	6.5	4.0

\* according to Table 17 - 5 of the HCM



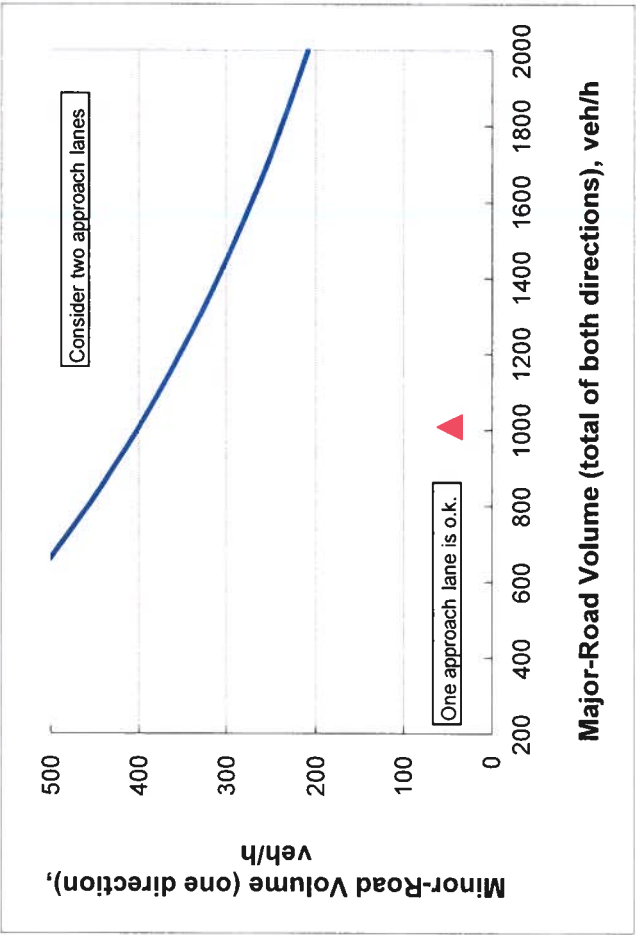
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	1010
Percentage of right-turns on minor road, %:	100%
Minor-road volume (one direction), veh/h:	47

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	400
Guidance for determining minor-road approach geometry: ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity veh/h:	6.5	4.0

\* according to Table 17 - 5 of the HCM



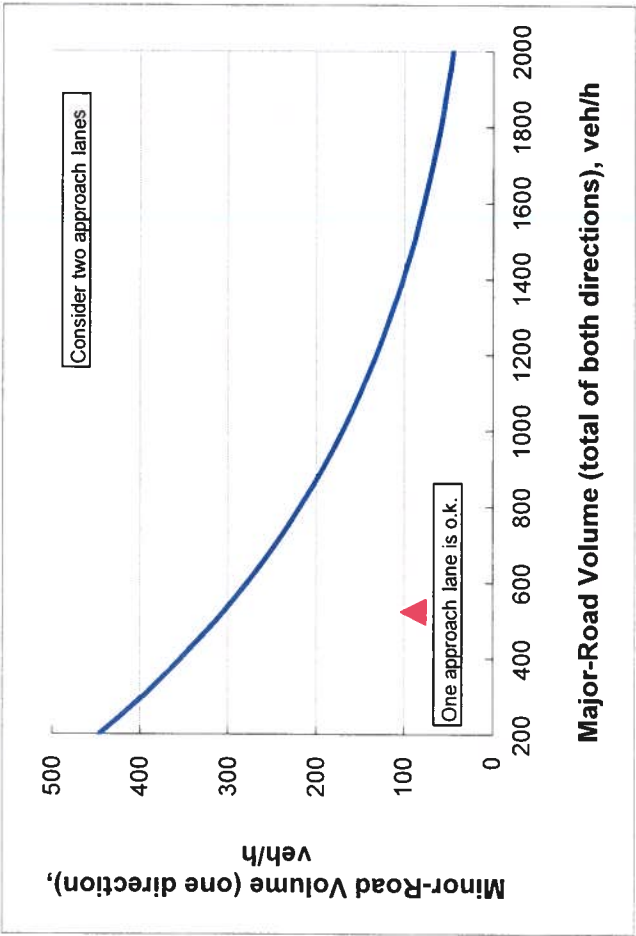
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	525
Percentage of right-turns on minor road, %:	29%
Minor-road volume (one direction), veh/h:	90

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	304
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity veh/h:	6.5	4.0

\* according to Table 17 - 5 of the HCM



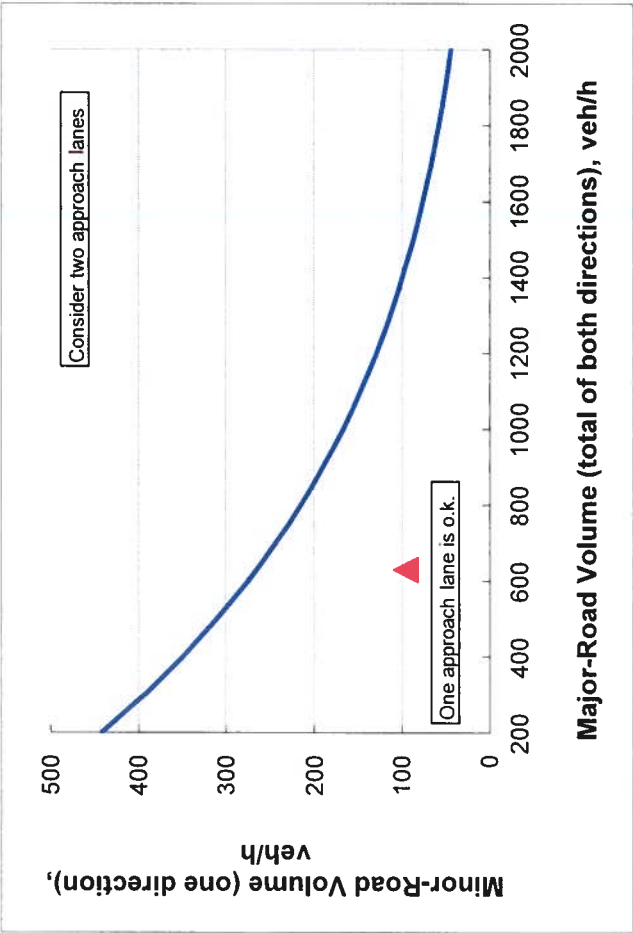
Figure 2 - 4. Guideline for determining minor-road approach geometry at two-way stop-controlled intersections.

INPUT

Variable	Value
Major-road volume (total of both directions), veh/h:	630
Percentage of right-turns on minor road, %:	27%
Minor-road volume (one direction), veh/h:	96

OUTPUT

Variable	Value
Limiting minor-road volume (one direction), veh/h:	265
Guidance for determining minor-road approach geometry:	
ONE approach lane is o.k.	



CALIBRATION CONSTANTS

Minor Road	Critical gap, s:	Follow-up gap, s:
Right-turn capacity, veh/h:	6.2	3.3
Left-turn and through capacity veh/h:	6.5	4.0

\* according to Table 17 - 5 of the HCM



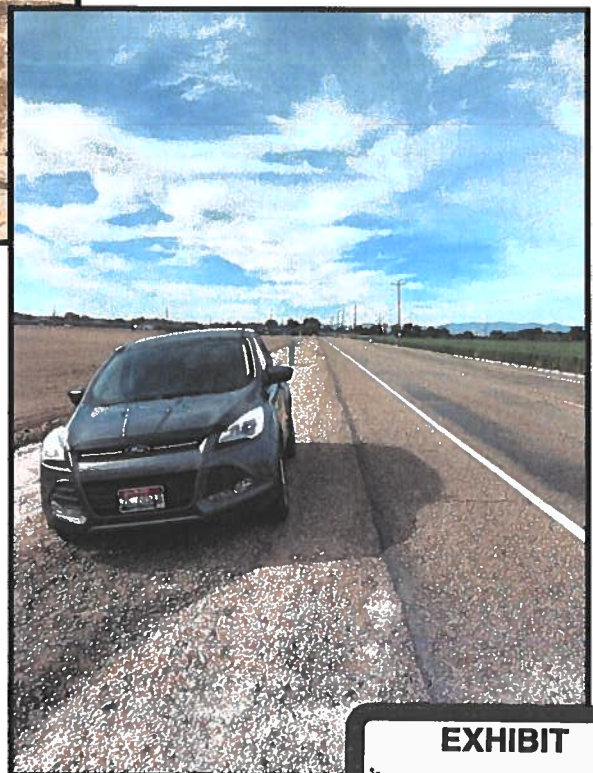


Highway 55 and Farmway Rd.  
facing east



Highway 55 and Farmway Rd.  
facing south east

Looking east down Farmway  
Rd.



EXHIBIT

8

tabbles





Looking North down Highway  
55



Looking over site toward  
Farmway Rd.



Looking over site toward  
Highway 55





Looking over site toward the  
north



Looking over site toward the  
east



Looking over site toward the  
north west